For immediate release

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**ALL-NEW 2015 JEEP® RENEGADE: THE MOST CAPABLE SMALL SUV EXPANDS THE BRAND’S GLOBAL PORTFOLIO**

* **All-new 2015 Jeep® Renegade marks the brand’s first entry in the small SUV segment**
* **Renegade Trailhawk delivers best-in-class 4x4 Trail Rated capability with exclusive Jeep Active Drive Low 20:1 crawl ratio and Jeep Selec-Terrain system**
* **All-new 2015 Renegade combines the heritage with fresh styling to appeal to youthful and adventurous customers around the globe**
* **Nothing else like it: Renegade sports powerful stance with aggressive wheel-to-body proportions, plus two My Sky open-roof systems**
* **Renegade's all-new interior exudes ruggedness and functionality, crafted in high-quality materials and unique colours**
* **All-new “small-wide 4x4 architecture” combines best-in-class off-road capability with world-class on-road driving dynamics**
* **Designed for global markets:16 fuel-efficient powertrains options and the world’s first small SUV with a nine-speed automatic transmission**
* **Renegade will offer a best-in-class combination of fuel efficiency and off-road capability**
* **Technology once limited to premium SUVs: award-winning Uconnect Access, Uconnect touchscreen radios and the segment’s largest full-colour instrument cluster**
* **Loaded with up to 70 available advanced safety and security features**
* **Designed in America, crafted in Italy and sold in 100 countries around the world: 2015 Renegade is Jeep brand’s global icon**

The all-new 2015 Jeep® Renegade expands the brand’s global vehicle line-up, entering the growing small SUV segment, while staying true to the adventurous lifestyle Jeep is known for. Renegade delivers a unique combination of best-in-class off-road capability, open-air freedom and convenience, a segment-first nine-speed automatic transmission that contributes to outstanding on-road and off-road driving dynamics, fuel-efficient engines, world-class refinement, and a host of innovative safety and advanced technology offerings. The result is an efficient vehicle created to attract youthful and adventurous customers around the world to the Jeep brand.

“The all-new 2015 Jeep Renegade expands the brand’s product portfolio and targets the rapidly expanding small SUV segment around the globe with benchmark levels of efficiency and driving dynamics, while at the same time delivering best-in-class 4x4 capability that customers expect from Jeep,” said Mike Manley, President and CEO — Jeep Brand, Chrysler Group LLC. “Renegade symbolises the brand’s renowned American design, ingenuity and innovation, marking the Jeep brand’s first entry into the small SUV segment in more than 100 markets around the globe.”

Best-in-class off-road capability thanks to two all-new 4x4 systems

Leveraging 4x4 technology from the all-new Jeep Cherokee, the all-new 2015 Jeep Renegade offers two of the most advanced and intelligent 4x4 systems in its class, all to deliver best-in-class off-road capability. Both systems can provide up to 100 percent of the engine’s available torque to the ground, through any wheel, for optimal grip.

• Jeep Active Drive – full-time 4x4 system

• Jeep Active Drive Low – class-exclusive full-time 4x4 system with 20:1 crawl ratio

Innovation is also at the forefront of any new Jeep vehicle, and the Renegade is the first small SUV to feature a disconnecting rear axle and power take-off unit (PTU) – all to provide Jeep Renegade 4x4 models with enhanced fuel economy. The system instantly engages when 4x4 traction is needed.

Both Jeep Active Drive and Active Drive Low 4x4 systems include the Jeep Selec-Terrain system, providing up to five modes (Auto, Snow, Sand and Mud modes, plus exclusive Rock mode on the Trailhawk model) for the best four-wheel-drive performance on- or off-road and in any weather condition.

Trail Rated: Renegade Trailhawk 4x4 model

For customers who demand the most off-road capability from their Jeep vehicles, the Renegade Trailhawk model delivers best-in-class Trail Rated 4x4 capability with:

• Standard Jeep Active Drive Low (20:1 crawl ratio)

• Selec-Terrain system with exclusive Rock mode

• Increased ride height 20 mm (0.8 inches)

• Skid plates, and red front and rear tow hooks

• Unique bumpers deliver 30.5 degree approach, 25.7 degree breakover and 34.3 degree departure angles

• 17-inch all-terrain tyres

• Up to 205 mm (8.1 inches) of wheel articulation

• Hill-descent Control

• Up to 480 mm (19 inches) of water fording

• Up to 1,500 kg (3,300-lb.) towing capability with MultiJet II diesel engine and 907 kg (2,000-lb.) towing capability with 2.4-litre Tigershark engine, with available tow package

A global Jeep design for a rapidly growing global brand

From the start, Jeep designers knew the Renegade would need to deliver best-in-class off-road capability with city-sized proportions that exuded the brand’s rugged style while at the same time enhancing versatility, manoeuvrability and style. Additionally designers were tasked to create an all-new SUV that would symbolise the brand’s renowned American design and ingenuity, as it would mark the Jeep brand’s first entry into the small SUV segment in more than 100 markets around the globe. Lastly, Renegade had to offer the open-air freedom that dates back to its 1941 roots with the Willys MB Jeep.

The result is the all-new 2015 Renegade, a vehicle that builds on the Jeep Wrangler’s powerful stance, and features fresh new styling with rugged body forms and aggressive proportions that enable best-in-class approach and departure angles purposely designed to deliver best-in-class off-road capability. And for segment-exclusive panoramic views, two available My Sky open-air roof panel systems conveniently stow to provide passengers open-air freedom with ease.

All-new interior exudes a rugged and energetic appearance

The all-new Jeep Renegade interior features a rugged and energetic appearance that builds upon Jeep’s legendary brand heritage. Its precisely crafted detail, innovative and high-quality colour and material appointments, state-of-the-art technology, and clever storage features draw inspiration from contemporary extreme sports gear and lifestyles.

The interior of the all-new 2015 Jeep Renegade has a distinctive form language which Jeep designers have titled “Tek-Tonic.” This new design theme is defined by the intersections of soft and tactile forms with rugged and functional details. Major surfaces such as the sculpted soft-touch instrument panel are intersected with bold functional elements like the passenger grab handle – indispensable for off-road adventures and borrowed from its big brother, the legendary Jeep Wrangler. Unique “protective clamp fasteners,” anodised design accents and inspired colours are derived from extreme sports equipment, while the newly familiar “X” shapes inspired by its roof and tail lamps add to Renegade’s Tek-Tonic interior look. Additionally, the Renegade is designed with an efficient and flexible interior package that includes a removable, reversible and height-adjustable cargo floor panel and fold-forward front-passenger seat.

My Sky: continuing Jeep open-air freedom since 1941

Keeping the tradition of the legendary 1941 Willys MB Jeep, the all-new 2015 Renegade offers open-air freedom with two available My Sky open-air roof systems: With a manual removable, or removable with premium power tilt/slide feature, the segment-exclusive My Sky roof-panel systems quickly bring the outdoors inside. Designed for convenience, the honeycomb fibreglass polyurethane roof panels are lightweight and stow neatly in the rear cargo area. For added design detail, both My Sky roof systems feature a debossed “X” stamped into the roof that exude strength and play on the brand’s utilitarian history.

Best-in-class off-road capability with world-class on-road driving dynamics

Designed and engineered to first and foremost deliver legendary Jeep 4x4 capability, the all-new 2015 Renegade is the first small SUV from Chrysler Group to use the all-new “small-wide 4x4 architecture.”

With its fully independent suspension capable of up to 205 mm (8.1 inches) of wheel articulation and 220 mm (8.7 inches) of ground clearance (Trailhawk), Renegade raises the bar in the small SUV segment with best-in-class off-road capability.

Extensive use of advanced steels, composites and advanced computer-impact simulations enable the all-new 2015 Renegade’s architecture to deliver world-class torsional stiffness and Jeep brand’s durability required for Trail Rated adventures.

The all-new Renegade is the first Jeep to integrate Koni’s frequency selective damping (FSD) front and rear strut system. This damping system enables the Jeep Renegade to deliver world-class road-holding and handling characteristics.

Designed for global markets: 16 powertrain combinations

True to the Jeep brand, the all-new Renegade will offer customers in global markets maximum off-road capability and fuel efficiency. The Renegade will offer up to 16 strategic powertrain combinations – the most ever in a Jeep vehicle – customised to markets around the world to meet a range of performance and efficiency needs. Powertrain options include:

• Four MultiAir petrol engine offerings

• Two MultiJet II diesel engine offerings

• Efficient and flex-fuel capable E.torQ engine

• Emissions and fuel-saving Stop&Start technology

• Segment-first nine-speed automatic transmission

• Two manual and one dual-dry clutch transmission (DDCT) offerings

World’s first small SUV with nine-speed automatic transmission

Like the new Jeep Cherokee, the all-new 2015 Jeep Renegade has raised the bar — this time in the small SUV class — with the first available nine-speed automatic transmission. When paired with either the 2.0-litre MultiJet II diesel engine, or 2.4-litre MultiAir2 petrol engine, the nine-speed transmission delivers numerous benefits customers will appreciate, including aggressive launches, smooth power delivery at highway speeds and improved fuel efficiency versus a six-speed automatic transmission.

Segment-exclusive technologies once found only on higher classed SUVs

The all-new 2015 Jeep Renegade offers technology features once found only in upper-segment vehicles, and makes them attainable to customers in the growing small SUV segment – including award-winning Uconnect Access, Uconnect touchscreens and the segment’s largest full-colour instrument cluster.

• Uconnect Access: Utilises embedded cellular technology to allow Jeep Renegade occupants to get directly in contact with local emergency-service dispatchers – all with the push of the 9-1-1 Assist button on the rearview mirror. Uconnect Access applies the same logic to roadside assistance. One push of the “ASSIST” button summons help directly from Chrysler Group’s roadside assistance provider, or the Vehicle Customer Care Centre. Further peace of mind comes from the system’s ability to receive text messages, announce receipt of texts, identify senders and then “read” the messages aloud with Bluetooth-equipped mobile phones. AOL Autos named Uconnect Access its “Technology of the Year for 2013.” (Uconnect services may vary in different markets)

• Uconnect touchscreen radio systems: Award-winning in-vehicle handsfree communication, entertainment and available navigation. Key features available on the Uconnect 5.0 and 6.5AN systems include a 5.0-inch or 6.5-inch touchscreen display, Bluetooth connectivity, single or dual-tuner, radio data system capability (RDS), digital audio broadcast (DAB), HD Radio, digital media broadcasting (DMB), SiriusXM Radio, SiriusXM Travel Link, SiriusXM Travel Link, USB port and auxiliary audio jack input. (Uconnect services may vary in different markets.)

• Segment’s largest full-colour instrument cluster display: Filling the Jeep Renegade’s instgrument cluster in front of the driver is a seven-inch, full-colour, premium multiview display, featuring a reconfigurable function that enables drivers to personalise information inside the instrument cluster. The information display is designed to visually communicate information, using graphics and text, quickly and easily.

Renegade features up to 70 advanced safety and security features

Safety and security were at the forefront in the development of the all-new 2015 Jeep Renegade, setting the stage for up to 70 available safety and security features – including the availability of Forward Collision Warning-Plus and LaneSense Departure Warning-Plus.

In addition, engineers added both active and passive safety and security features, including Blind-spot Monitoring; Rear Cross Path detection; ParkView rear reversing camera with dynamic grid lines; electronic stability control (ESC) with electronic roll mitigation and seven standard air bags.

Jeep brand’s global resources

Designed in America and crafted in Italy, the 2015 Renegade continues the Jeep brand’s dedication to the global marketplace and demonstrates the depths of its available resources. The final assembly location for the Renegade will be at the Melfi Assembly Plant. The Renegade’s global portfolio of powertrain production includes the United States, Italy and Brazil.

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**2015 Jeep® Renegade**

SPECIFICATIONS (PRELIMINARY)

*Specifications are based on the latest product information available at the time of publication.*

 *All NAFTA vehicle dimensions are representative in inches (millimeters) at kerb weight and with standard wheels and tyres unless otherwise noted. Note: Information shown is correct at time of publication, and is subject to change without notice.*

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| **GENERAL INFORMATION** |
| Body Style  | Sport-utility vehicle (SUV) |
| Assembly Plant | Melfi, Italy |
| EPA Vehicle Class  | Multipurpose vehicle |
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| **BODY AND CHASSIS** |
| Layout | Transverse front engine, 4x2 and 4x4 |
| Construction  | Steel uniframe |
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| **ENGINE: 1.4-LITRE MULTIAIR2 WITH STOP&START** |
| Availability | Europe / Latin America |
| Type and Description | In-line four-cylinder, liquid-cooled |
| Displacement |  (1,368 cu. cm)  |
| Bore x Stroke |  (72.0 x 84.0 mm) |
| Valve System | Belt-driven, MultiAir2, SOHC, 16 valves, hydraulic end-pivot roller rockers |
| Fuel Injection | Sequential, multiport, electronic, returnless |
| Construction | Cast iron block with aluminium-alloy heads and aluminium-alloy bedplate |
| Compression Ratio | 10.0:1 |
| Power (SAE net) | 138 hp (103 kW, 140 CV) @ 5,000 rpm  |
| Torque (SAE net) | 170 lb.-ft. (230 Nm) @ 1,750-3,250 rpm |
| Max. Engine Speed | 6,500 rpm (electronically limited) |
| Fuel Requirement | 87 octane (R+M)/2 acceptable 91 octane recommended |
| Oil Capacity |  (3.8 litre) with dry filter |
| Coolant Capacity |  (5.2 litre) |
| Emission Controls  | Dual three-way catalytic converters, heated oxygen sensors and internal engine features |
| Fuel Economy | TBD |
| Towing | 1,000 kg (2,200 lbs.) |
| Engine Assembly Plant | Termoli, Italy |
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| **ENGINE: 1.4-LITER MULTIAIR TURBO** |
| Availability | North America  |
| Type and Description | In-line four-cylinder, liquid-cooled, turbocharged |
| Displacement |  (1,368 cu. cm)  |
| Bore x Stroke |  (72.0 x 84.0 mm) |
| Valve System | Belt-driven, MultiAir, SOHC, 16 valves, hydraulic end-pivot roller rockers |
| Fuel Injection | Sequential, multiport, electronic, returnless |
| Construction | Cast-iron block with aluminium-alloy head and aluminium-alloy bedplate |
| Compression Ratio | 9.8:1  |
| Maximum Turbo Boost (psi / bar) | 22 psi / 2.49 bar |
| Power (SAE) | 160 hp (119 kW) @ 5,500 rpm |
| Torque (SAE) | 170 lb.-ft. (230 Nm) @ 2,500-4,000 rpm |
| Max. Engine Speed | 6,500 rpm (electronically limited) |
| Fuel Requirement | 87 octane (R+M)/2 acceptable 91 octane recommended |
| Oil Capacity | 43.8 litre with dry filter |
| Coolant Capacity | 5.2 litre |
| Emission Controls  | Dual three-way catalytic converters, heated oxygen sensors and internal engine features |
| Fuel Economy  | TBD |
| Towing | Not recommended  |
| Engine Assembly Plant | Dundee, Mich. |

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| **ENGINE: 1.4-LITRE MULTIAIR2 TURBO WITH STOP&START**  |
| Availability | Europe / Africa / Asia-Pacific / Latin America  |
| Type and Description | In-line four-cylinder, liquid-cooled, turbocharged |
| Displacement |  1,368 cu. cm |
| Bore x Stroke | 72.0 x 84.0 mm  |
| Valve System | Belt-driven, MultiAir2, SOHC, 16 valves, hydraulic end-pivot roller rockers |
| Fuel Injection | Sequential, multiport, electronic, returnless |
| Construction | Cast-iron block with aluminium-alloy head and aluminium-alloy bedplate |
| Compression Ratio | 10.0:1  |
| Maximum Turbo Boost (psi / bar) | 22 psi / 1.50 bar |
| Power (SAE) | 168 hp (125 kW, 170 CV) @ 5,500 rpm |
| Torque (SAE) | 184 lb.-ft. (250 Nm) @ 2,500-4,000 rpm |
| Max. Engine Speed | 6,500 rpm (electronically limited) |
| Fuel Requirement | 95 RON |
| Oil Capacity |  (3.8 litre; with dry filter) |
| Coolant Capacity |  (5.2 litre)  |
| Emission Controls  | Dual three-way catalytic converters, heated oxygen sensors and internal engine features |
| Fuel Economy  | TBD |
| Towing | 2,200 lbs. (1,000 kg) |
| Engine Assembly Plant | Termoli, Italy |

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| **ENGINE: 2.4-LITRE MULTIAIR2 TIGERSHARK**  |
| Availability | North America / Latin America / Africa / Middle East / Australia / Asia-Pacific |
| Type and Description | In-line four-cylinder, 16-valve MultiAir with multiport fuel injection |
| Displacement |  2,360 cc  |
| Bore x Stroke | 88 X 97 |
| Valve System | SOHC, four valves per cylinder  |
| Fuel Injection | Sequential, multiport, electronic, returnless |
| Construction | Aluminium block, aluminium cylinder head |
| Compression Ratio | 10:1 |
| Power (SAE net — estimated)  | 184 hp (137 kW) @ 6,400 rpm |
| Torque (SAE net — estimated)  | 177 lb.-ft. (236 Nm) @ 4,400 rpm |
| Max. Engine Speed | 6,500 rpm |
| Fuel Requirement | Unleaded regular, 87 octane |
| Oil Capacity | 5.2 litre |
| Coolant Capacity | 6.45 litre |
| Emission Controls | Single catalytic converter, heated wide band lambda sensor upstream and mid-catalyst heated oxygen sensor |
| Fuel Economy  | TBD  |
| Towing | 2,000 lbs. (907 kg) |
| Engine Assembly Plant  | Dundee Engine Plant, Dundee, Mich. |
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| **ENGINE: 1.6-LITRE E.TORQ**  |
| Availability | Europe / Africa / Middle East / Australia / Latin America |
| Type and Description | In-line four-cylinder, 16-valve with port fuel injection |
| Displacement | 1,598 cc |
| Bore x Stroke | 77 mm X 85.8 mm |
| Valve System | SOHC, 4 valves per cylinder  |
| Fuel Injection | Sequential, multiport, electronic, returnless |
| Construction | High pressure die casting aluminium block, aluminium cylinder head |
| Compression Ratio | 11.0:1 |
| Power (SAE net — estimated)  | 108 hp (81 kW, 110 CV) @ 5,500 rpm |
| Torque (SAE net — estimated)  | 112 lb.-ft. (152 Nm) @ 4,500 rpm |
| Max. Engine Speed | 6,500 rpm |
| Fuel Requirement | E0 |
| Oil Capacity | 4.6 litre  |
| Coolant Capacity | 5.6 litre  |
| Emission Controls | Single catalytic converter, heated switching lambda sensor upstream and heated switching lambda sensor downstream |
| Fuel Economy  | TBD  |
| Towing | 2,200 lbs. (1,000 kg) |
| Engine Assembly Plant  | Campo Largo, Brazil |

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| **ENGINE: 1.6-LITRE MULTIJET II TURBODIESEL WITH STOP&START**  |
| Availability | Europe / Africa  |
| Type and Description | In-line four-cylinder, 16 valve MultiJet common-rail with solenoid injectors |
| Displacement | 1,598 cc |
| Bore x Stroke | 79.5 X 80.5 |
| Valve System | DOHC, four valves per cylinder  |
| Fuel Injection | 1,600-bar (23,206 psi) common-rail with solenoid injectors |
| Construction | Cast-iron block; aluminium cylinder head |
| Compression Ratio | 16.5:1 |
| Power (SAE net — estimated)  | 118 hp (88 kW, 120 CV) @ 4,000 rpm |
| Torque (SAE net — estimated)  | 320 Nm (236 lb.-ft.) @ 1,750 rpm |
| Max. Engine Speed | 5,000 rpm |
| Fuel Requirement | B7 |
| Oil Capacity | 5.2 litre |
| Coolant Capacity | 6.1 litre |
| Emission Controls | Close-coupled DPF, low-pressure cooled EGR |
| Fuel Economy  | TBD  |
| Towing | 2,200 lbs. (1,000 kg) |
| Engine Assembly Plant  | Pratola Serra, Italy |

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| **ENGINE: 2.0-LITRE MULTIJET II TURBODIESEL WITH STOP&START**  |
| Availability | Europe / Asia-Pacific  |
| Type and Description | In-line four-cylinder, 16-valve MultiJet II common-rail with solenoid injectors |
| Displacement | 1,956 cc |
| Bore x Stroke | 83 X 90.4 |
| Valve System | DOHC, four valves per cylinder  |
| Fuel Injection | 1,600-bar (23,206 psi) common-rail with solenoid injectors  |
| Construction | Cast-iron block, aluminium cylinder head |
| Compression Ratio | 16.5:1 |
| Power (SAE net — estimated)  | 138 hp (103 kW, 140 CV) @ 3,750 rpm167 hp (125 kW, 170 CV) @ 3,750 rpm |
| Torque (SAE net — estimated)  | 258 lb.-ft. (350 Nm) @ 1,500/1,750-2500 rpm |
| Max. Engine Speed | 5,000 rpm |
| Fuel Requirement | B7 |
| Oil Capacity | 5.2 litre |
| Coolant Capacity | 6.5 litre |
| Emission Controls | Close-coupled DPF, low-pressure cooled EGR |
| Fuel Economy  | TBD  |
| Towing | 3,300 lbs. (1,500 kg) |
| Engine Assembly Plant  | Pratola Serra, Italy |
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| **TRANSMISSION: 948TE NINE-SPEED AUTOMATIC** |
| Availability | 1.4-litre MultiAir2 Turbo engine with Stop&Start (4x4)2.4- litre MultiAir2 Tigershark engine (4x2 or 4x4)2.0- litre MultiJet II engine with Stop&Start (4x4) |
| Description  | Planetary gear train, transverse layout |
| Ratio Spread | 9.81 |
| Gear Ratios |  |
| 1st | 4.71 |
| 2nd | 2.84 |
| 3rd | 1.91 |
| 4th | 1.38 |
| 5th | 1.00 |
| 6th | 0.81 |
| 7th | 0.70 |
| 8th | 0.58 |
| 9th | 0.48 |
| Reverse | 3.83 |
| Axle Ratios | 1.4- litre 4x4 — 4.3342.0- litre 4x4 — 4.3342.4- litre 4x2  — 3.7342.4- litre 4x4 (non-Trailhawk) — 3.734 2.4- litre 4x4 (Trailhawk) — 4.334 |
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| **C635 SIX-SPEED MANUAL TRANSMISSION** |
| Availability | 1.4- litre MultiAir2 engine with Stop&Start (4x2)1.4- litre MultiAir Turbo engine (4x2 or 4x4)1.6- litre MultiJet II engine with Stop&Start (4x2)2.0- litre MultiJet II engine with Stop&Start (4x2 or 4x4) |
| Description | 1st, 2nd, 3rdgear: Triple cone 4th: Double cone |
| Gear Ratios |  |
| 1st | 4.154 |
| 2nd | 2.118 |
| 3rd | 1.361 |
| 4th | 0.978 |
| 5th | 0.756 |
| 6th | 0.622 |
| Reverse | 4.00 |
| Final-drive Ratio | 4.438 / 4.438 / 3.579 / 3.833 |
| Overall Top Gear | 2.38 |
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| **C635 SIX-SPEED DUAL DRY CLUTCH TRANSMISSION (DDCT)** |
| Availability | 1.4- litre MultiAir2 Turbo engine with Stop&Start (4x2) |
| Description | 1st, 2nd, 3rd gear: Triple cone 4th and reverse: Double cone5th and 6th gear: Single cone |
| Gear Ratios |  |
| 1st | 4.154 |
| 2nd | 2.269 |
| 3rd | 1.435 |
| 4th | 0.978 |
| 5th | 0.756 |
| 6th | 0.622 |
| Reverse | 4.000 |
| Final-drive Ratio | 4.438 |
| Overall Top Gear | 2.38 |
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| **TRANSMISSION: C510 PERFORMANCE FIVE-SPEED MANUAL** |
| Availability | 1.6- litre E.torQ engine with Stop&Start (4x2) |
| Description | 1st, 2nd gear: Dual cone3rd, 4th, 5th, gear: Single cone |
| Gear Ratios |  |
| 1st | 4.273 |
| 2nd | 2.238  |
| 3rd | 1.444  |
| 4th | 1.029 |
| 5th | 0.838  |
| Reverse | 3.909 |
| Final-drive Ratio | 3.929 |
| Overall Top Gear | 3.39 |

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| **4X4 SYSTEMS: JEEP ACTIVE DRIVE, JEEP ACTIVE DRIVE LOW** |
| Availability  | Jeep Active Drive is optional on all modelsJeep Active Drive Low is standard on Trailhawk |
| Type | Fully disconnecting 4x2 mode with automatic 4x4 engagementFull-time 4x4 mode with active on demand clutch |
| Operating Modes | Auto 4x2/4x4, Neutral |
| Centre Differential Type | None |
| Terrain Response | Unique tuning in all terrain modes |
| Crawl Ratio | 20:1 |
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| **ELECTRICAL SYSTEM** |
| Alternator  | NAFTA: (1.4- litre MultiAir) 150-amp, (2.4- litre Tigershark) 160-ampInternational: (1.4- litre MultiAir2 and 1.6-2.0- litre MultiJet) 120-amp, 150-amp optional, (1.6- litre E.torQ and 1.4- litre MultiAir2 AT9) 150-amp. |
| Battery | NAFTA:  (1.4- litre MultiAir) 500-amp, (2.4- litre Tigershark) 600-ampInternational:  (1.6- litre E.torQ Stop&Start and 1.6-2.0- litre MultiJet) 570-amp, (1.4- litre MultiAir2) 450-amp, (1.4- litre MultiAir2 AT9) 570-amp optional, (1.6- litre E.torQ without Stop&Start) 640-amp |
| **SUSPENSION** |
| Front  | MacPherson strut, coil springs, flat front steel crossmember, high-strength steel double shell lower control arms for 4x4 and high-strength steel mono shell lower control arms for 4x2, stabiliser bar |
| Rear | Chapman strut, high-strength steel links, isolated steel rear cradle for 4x4 and not-isolated for 4x2, coil springs, stabiliser bar |
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| **STEERING** |
| Type  | Electric power rack and pinion |
| Overall Ratio  | 15.7  |
| Turning Diameter (curb-to-curb)  | 36.3 (11.07) 4x2 and 4x435.3 (10.76) Trailhawk 4x4 |
| Steering Turns (lock-to-lock) | 2.68 (4x2 and 4x4)2.76 (Trailhawk 4x4) |
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| **BRAKES** |
| Front |  |
| Size and Type | 12 x 1.1 (305 x 28) vented rotor with 2.36 (60) single-piston floating caliper |
|  | 11.06 x 1 (281 x 26) vented rotor with2.24 (57) single-piston floating caliper |
| Swept Area (per caliper) | 138.77 sq. in. (895.3 sq. cm.), 1 x 60115.88 sq. in. (747.6 sq. cm.), 1 x 57  |
| Rear |  |
| Size and Type  | 10.95 x 0.47 (278 x 12) solid rotor with 1.5 (38) single-piston floating caliper |
| Swept Area (per caliper) | 101.7 sq. in. (656.4 sq. cm.), 1 x 38 |
| Power-assist Type  | 10 (254) vacuum assist  |
| Four-wheel anti-lock brake system (ABS) | Standard |
| Electronic stability control (ESC) | Standard |
| Parking Brake Type | Electric motor on caliper |
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| **DIMENSIONS AND CAPACITIES(a)** |
| Wheelbase | 101.2 (2,570)  |
| Track, Front | 60.6 (1,540) |
| Track, Rear | 60.6 (1,540) |
| Overall Length | 166.6 (4,232) |
| Overall Width | 71.0 (1,804) |
| Overall Height  | 66.5 (1,689)  |
| Load-floor height | 29.8 (758)  |
| Sill-step height | 19.4 (494) front, 19.6 (497) rear |
| Ground Clearances  | 6.7 (170) 4x27.9 (200) 4x4 8.7 (220) Trailhawk 4x4  |
| Approach Angle, (with air dam) (degrees) | 17.9 4x221.0 4x430.5 Trailhawk 4x4 |
| Breakover Angle (degrees) | 21.2 4x224.0 4x425.7 Trailhawk 4x4 |
| Departure Angle (degrees) | 29.7 4x232.1 4x4 34.3 Trailhawk 4x4 |
| Aero Cd | 0.345 4x2 (with 1.6- litre MultiJet II engine)0.350 4x20.360 4x40.370 Trailhawk 4x4 |
| Fuel-tank Capacity | 12.7 gal. (48 litres) |
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| **ACCOMMODATIONS** |
| Seating Capacity — Front/Rear  | 2/3 |
| Front Row |  |
| Head Room without Sunroof | 41.1 (1,045) |
| Head Room with Sunroof | 39.7 (1,009) |
| Legroom  | 41.2 (1,046) |
| Shoulder Room  | 55.9 (1,419) |
| Hip Room | 53.1 (1,348) |
| Seat Travel  | 9.0 (230) driver / 10.2 (260) front passenger |
| Recliner Range (degrees) | From 25 nominal, 38 forward and 30 rearward (from vertical 13 forward, 55 rearward) |
| SAE Volume (standard roof) (cu. ft.) | 54.8  |
|  |  |
| Second Row |  |
| Head Room  | 40.5 (1,029) |
| Legroom  | 35.1 (891) |
| Shoulder Room  | 55.1 (1,400) |
| Hip Room | 51.9 (1,319) |
| SAE Volume (cu. ft.) | 45.3 |
| Cargo Access |  |
| Liftover Height | 30.2 (766) |
| Maximum Cargo Width at Liftgate Opening | 40.1 (1,020) |
| Minimum Cargo Width at Liftgate Opening  | 39.0 (990) at bottom of opening |
| Maximum Cargo Height at Liftgate Opening | 29.5 (749) |
| Minimum Cargo Height at Liftgate Opening | 29.0 (739) |
| Distance Between Wheelhouse Interior Trim | 37.6 (956) |
| SAE Cargo Volume |  |
| Rear Seats Up, cu. ft. (cu. m) | 18.5 (0.525) |
| Rear Seats Folded, cu. ft. (cu. m) | 50.8 (1.440) |
| EPA Interior Volume Index, cu. ft. (cu. m) | 118.6 (3.359) |
| Behind Rear Seat, cu. ft. (cu. m) | 18.5 (0.525) (rear seat at design position  |
| Behind Front-row Seats with Rear Seats Folded, cu. ft. (cu. m) | 50.8 (1.440)  |
|  |
| **TYRES** |
| Availability | Standard on Sport / Latitude  |
| Size and Type  | 215/65R16 BSW, All-season  |
| Mfr. and Model  | Continental, CrossContact LX Sport |
| Revs per Mile (km) | 749 (464) |
|  |  |
| Availability | Standard on Latitude (with 2.4- litre engine)  |
| Size and Type  | 215/60R17 BSW, All-season  |
| Mfr. and Model  | Continental, CrossContact LX Sport |
| Revs per Mile (km) | 768 (478) |
|  |  |
| Availability | Standard on Limited Optional on Latitude  |
| Size and Type  | 225/55R18 BSW, All-season  |
| Mfr. and Model | Goodyear Eagle Sport or Kumho KL33  |
| Revs per Mile (km) | 729 (452) |
|  |  |
| Availability | Standard on Trailhawk  |
| Size and Type | 215/65R17 OWL, All-terrain |
| Mfr. and Model | Goodyear Wrangler SRA or Falken Wildpeak  |
| Revs per Mile (km) | 722 (448) |