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Legendary Jeep® Capability in Abundance

Unprecedented 4x4 capability meets premium on-road refinement

- Class-exclusive Jeep Quadra-Lift air suspension system with best-in-class ground clearance
- User-friendly adjustable ride height changed with a push of a button
- Refined Jeep Selec-Terrain system offers five terrain settings for any road and weather condition
- Choice of three 4x4 systems: Quadra-Trac I, Quadra-Trac II and Quadra-Drive II with rear Electronic Limited-slip Differential (ELSD)
- New Selec-Speed Control: Hill-descent Control and new Hill-ascent Control for navigating steepest grades with minimal drive input
- Premium on-road manners courtesy of a front and rear independent suspension and an ultra-stiff body structure
- New crawl ratio of 44.1:1

January 13, 2013, Auburn Hills, Mich. - Since its complete redesign for the 2011 model year, Jeep® Grand Cherokee has received numerous accolades for its premium on-road driving dynamics, given its exceptionally stiff body structure and front and rear independent suspension. Combining that luxurious on-road performance with Jeep's seemingly unending level of capability results in a driving experience that is unquestionably unmatched, on any road or trail.

"No one offers the incredible balance of comfortable, premium everyday on-road driving with the long list of true capability features found in the Grand Cherokee," said Ray Durham, Vehicle Line Executive — Rear-wheel-drive SUVs, Chrysler Group LLC. "Features such as Selec-Speed Control, Quadra-Lift air suspension and Selec-Terrain combine to provide Jeep Grand Cherokee's discerning customers the most technologically advanced, safe and ultra-capable SUV."

Air suspension

The 2014 Jeep Grand Cherokee rises above the road and rocks with the rugged Quadra-Lift air suspension system. The Quadra-Lift system features five height settings for optimum ride performance:

- **Normal Ride Height (NRH):** 8.7 inches of clearance offers improved fuel economy as well as improved aerodynamics during on-road driving
- **Off-road 1:** Lifts the vehicle an additional 1.3 inches from NRH for added height in clearing obstacles (10.0 inches)
- **Off-road 2:** Delivers legendary Jeep off-road capability and provides an additional 2.6 inches from NRH for 11.3 inches of ground clearance
- **Park Mode:** Lowers the vehicle 1.6 inches from NRH for easy ingress/egress. NRH and Park Mode are driver selectable allowing the driver full control over vehicle ride height
- **Aero Mode:** Lowers the vehicle 0.6 inches from NRH. Aero Mode is controlled by vehicle speed and adjusts for optimal performance and fuel economy. The vehicle will also lower to Aero Mode when in Sport Mode.

When the vehicle is operating in Eco Mode, it lowers itself to Aero Mode when vehicle speeds are between 52 mph and 56 mph for 20 seconds, or exceeds 56 mph, further enhancing Jeep Grand Cherokees aerodynamics for optimum efficiency.

Quadra-Lift adds up to 4.2-inches of lift span supported by four-corner air springs that provide a cushioned, premium ride. Quadra-Lift operates automatically, or may be controlled manually with console controls.

With the front air dam removed and the available Quadra-Lift air suspension, the 2014 Jeep Grand Cherokee features a 35.8-degree approach angle, a 29.6-degree departure angle and 23.5-degree breakover angle.

The 2014 Jeep Grand Cherokee is also available with load-leveling shocks. When payload is added to the vehicle, the shock's gas pressure increases until the vehicle reaches NRH.

Advantages to load-leveling shocks include improved load handling and trailer-tow performance. Load-leveling shocks are available with trailer-tow packages that do not already have the Quadra-Lift air suspension.

Selec-Terrain

In addition to the Quadra-Lift air suspension, the Grand Cherokee's Selec-Terrain traction control system allows customers to choose the on- and off-road setting for optimum performance. This feature electronically coordinates up to 12 different powertrain, braking and suspension systems, including throttle control, transmission shift, transfer case, Hill-descent Control and Selec-Speed Control.

The Selec-Terrain system has been refined for 2014 and offers five different driving conditions to achieve the best driving experience on all terrains:

- **Sand:** Traction control and Quadra-Lift operate with sensitive response to wheel spin, and torque tuned for optimal performance in sand
- **Mud:** Traction control and Quadra-Lift operate with sensitive response to wheel spin, and torque tuned for optimal performance in mud
- **Auto:** Automatically adapts to any on- or off-road situation
- **Snow:** Vehicle traction adjust for ultimate performance over snow-covered roads
- **Rock:** Quadra-Lift suspension raises to maximum height of 11.3 inches, while the transfer case, differentials, and throttle coordinate to provide low-speed control

Sport Mode, previously found on the Selec-Terrain controller, is now engaged with the shift lever. Sport Mode provides enhanced on-road "fun-to-drive" capability.

Selec-Terrain, coupled with the Quadra-Lift air suspension, offers drivers an adjustable suspension span that delivers Trail Rated performance.

Go Anywhere 4x4 Systems

The 2014 Jeep Grand Cherokee features three 4x4 systems – Quadra-Trac I, Quadra-Trac II and Quadra-Drive II.

Quadra-Trac I delivers full-time four-wheel drive without any switches or levers to pull. The system provides smooth operation of the vehicle over a variety of road conditions. This lightweight single-speed transfer case is both proven and efficient for enhanced fuel economy.

Quadra-Trac II's two-speed transfer case uses input from a variety of sensors to determine tire slip at the earliest possible moment and takes corrective action. The system also uses Throttle Anticipate to sense quick movement in the throttle from a stop and maximizes traction before tire slippage occurs. When wheel slippage is detected, as much as 100 percent of available torque is instantly routed to the axle with the most traction.

Quadra-Drive II, with a rear Electronic Limited-slip Differential (ELSD), delivers industry-leading tractive capability. The system instantly detects tire slip and smoothly distributes engine torque to tires with traction. In some cases, the vehicle will anticipate low traction and adjust in order to proactively limit or eliminate slip.

Selec-Terrain is standard with Quadra-Trac II and Quadra-Drive II.

Trail Rated

All 2014 Jeep Grand Cherokees equipped with the Off-road groups are Trail Rated. The Jeep Trail Rated badge on

the 2014 Jeep Grand Cherokee indicates that the vehicle is designed to perform in a variety of challenging off-road conditions identified by five key consumer-oriented performance categories: traction, ground clearance, maneuverability, articulation and water fording.

New for the 2014 Jeep Grand Cherokee is an increased crawl ratio of 44.1:1 compared to 30.2:1 (3.6-liter V-6) of the previous generation, a 46 percent improvement.

Jeep Trail Rated is a unique methodology used by Jeep Engineering to measure and predict off-road performance for all Jeep vehicles. Through a combination of natural and controlled field tests, Jeep Trail Rated provides a consistent measurement of off-road performance for all Jeep vehicles. Only Jeep vehicles are Trail Rated.

Selec-Speed Control

Jeep Grand Cherokee offers a new, important capability feature for 2014. Selec-Speed Control features both Hill-descent Control – and brand new Hill-ascent Control. This allows the Grand Cherokee to climb and descend steep grades with minimal driver input.

On-road refinement

Jeep Grand Cherokee is widely known for its outstanding on-road driving dynamics, thanks in part to its front and rear independent suspension. Variable-rate rear springs deliver improved on-road handling and comfort that complements the vehicle's off-road capability. Premium on-road manners are enhanced with more than 5,400 welds in the body alone.

The independent front and rear suspension features isolated front and rear suspension cradles along with variable-rate rear springs to deliver improved on-road handling and comfort while complementing the vehicle's legendary off-road capability. The rear suspension also allows the spare tire to be stored inside the vehicle as opposed to underneath.

Grand Cherokee's steering has also been carefully calibrated for the right amount of assistance whether cruising the parking lot or a twisty two-lane mountain road. Electrohydraulic assistance is used on EcoDiesel and Pentastar V-6 models.

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