

Contact: Dianna Gutierrez

Jodi Tinson

## **2006 Jeep® Grand Cherokee — Off-road Prowess, On-road Refinement, Right-sized Package**

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Since its introduction in 1992, the Jeep® Grand Cherokee has revolutionized the sport-utility market. With best-in-class tractive capability and best-in-class power, the Jeep Grand Cherokee is designed, engineered and built to master every imaginable day-to-day driving condition, whether on-road or off-road.

All-new from the ground up in 2005, for 2006 the Jeep Grand Cherokee expands the lineup with the addition of the Jeep Grand Cherokee Overland — the most luxurious Grand Cherokee ever — complementing the Laredo and Limited models. New standard features include the Electronic Stability Program (ESP) and one touch up/down front door windows. And, new optional features for the 2006 Jeep Grand Cherokee Laredo include the Quadra-Trac II® four-wheel-drive system and an off-road package now available with the 3.7-liter SOHC V-6 engine.

"True to its Jeep heritage, the Jeep Grand Cherokee is designed to be the most capable 4x4 in its class," said Jeff Bell, Vice President — Jeep, Chrysler Group. "The 2006 Jeep Grand Cherokee offers the best of all worlds. It has three full-time 4x4 systems and three superior engine offerings. The Jeep Grand Cherokee provides power with the 5.7-liter V-8 HEMI®, the 4.7-liter V-8 and the 3.7-liter V-6 for improved fuel economy. The Jeep Grand Cherokee is the real thing."

### **Jeep Grand Cherokee Laredo**

The 2006 Jeep Grand Cherokee Laredo is powered by a 3.7-liter SOHC V-6 engine mated to a five-speed automatic transmission. It produces 210 hp (157 kW) at 5,200 rpm and 235 lb.-ft. (319 N•m) at 4,000 rpm. The Grand Cherokee Laredo 4x4 includes Quadra-Trac I® full-time four-wheel-drive system as standard.

Standard features on the Jeep Grand Cherokee Laredo include ESP with roll mitigation, brake assist, brake traction control system, rack and pinion steering, four-wheel disc brakes with ABS, tire pressure monitor system (TPM), one-touch up/down windows, air conditioning, 17-inch Sparkle Silver finish wheels and tires, eight-way power driver seat and front driver and passenger adjustable lumbar support, vehicle information center, 60/40 split-folding rear seat with folding outboard head restraint and retractable cup holders in seat cushions, Sentry Key® engine immobilizer system and remote keyless entry, cargo storage with reversible load-floor and water-resistant storage compartment, and AM/FM stereo with CD, changer controls and new auxiliary input jack.

Optional equipment includes Quadra-Trac II, off-road package, SIRIUS Satellite Radio, DVD-based navigation radio, UConnect™, power sun roof, power adjustable pedals and heated cloth seats. Colors options on the vehicle include Black, Bright Silver Metallic, Deep Beryl Green, Dark Khaki, Inferno Red, Light Khaki, Midnight Blue and Stone White.

### **Jeep Grand Cherokee Limited**

The Jeep Grand Cherokee Limited 4x4 model features a 4.7-liter SOHC V-8 engine mated to a five-speed automatic transmission and the Quadra-Trac II four-wheel-drive system. The 4.7-liter V-8 is the mid-range engine in Grand Cherokee. The engine produces 235 horsepower (176 kW) at 4,500 rpm and 305 lb.-ft. (414 N•m) of torque at 3,600 rpm.

In addition to Jeep Grand Cherokee Laredo standard features, the Limited model features leather interior trim, unique 17-inch machined face aluminum wheels, SmartBeam™ headlamps, ParkSense™, TPM with display, adjustable roof rack crossrails, power adjustable pedals with memory, rain-sensing automatic wipers, Jeep memory system, leather-wrapped steering wheel, electrochromic interior rearview mirror, eight-way power driver and four-way power front passenger seats, AM/FM stereo with six-disc in-dash CD with MP3 capability, Boston Acoustics six-speaker premium sound system with 276-watt digital amplifier and HomeLink® universal garage door opener.

Optional equipment includes Quadra-Drive II<sup>®</sup>, 5.7-liter HEMI V-8 engine, 17-inch aluminum chrome clad wheels, DVD-based navigation radio, ParkSense, power sun roof, trailer tow package, off-road package, which includes skid plates and tow hooks, and side air bags.

### **Jeep Grand Cherokee Overland**

New for 2006 is the addition of the Jeep Grand Cherokee Overland model. The Jeep Grand Cherokee Overland features a 5.7-liter HEMI engine. The engine produces 330 horsepower (246 kW) at 5,000 rpm and 375 lb.-ft. (509 N•m) at 4,000 rpm. The Grand Cherokee Overland also includes Quadra Drive II, the ultimate four-wheel-drive system.

The Jeep Grand Cherokee Overland carries unique platinum accents that are placed throughout the entire vehicle. Platinum details can be seen on the front grille, bodyside and beltline-moldings, 17-inch platinum-clad wheels, roof rack side rails, lift gate light bar, side-view mirrors and rear bumper.

Other features standard on the Overland model include standard leather and real wood steering wheel, wood door and console trim bezels, side air bags, ParkSense, TPM, trailer tow group, DVD-based navigation radio, SIRIUS Satellite Radio, two-tone seats with ultra-suede and leather-trimmed seats with accent stitching, leather-wrapped center console armrest and "Overland" logo embroidered on front seat backs.

Available optional equipment includes a rear DVD player, off-road package and engine block heater.

The 2006 Jeep Grand Cherokee features three different four-wheel-drive systems.

### **Four-Wheel-Drive Systems**

#### **Quadra-Trac I**

For Jeep Grand Cherokee customers who want the assurance of full-time four-wheel drive without any switches or levers to pull, Quadra-Trac I is the right system. The system provides for smooth operation of the vehicle over a variety of road surface conditions.

The NV140 transfer case splits torque 48/52 percent (front/rear) for nearly even distribution of engine power. The single-speed transfer case has been designed to rigorous Jeep durability standards while offering smooth and quiet operation. The use of the Brake Traction Control System (BTCS) with the NV140 transfer case makes the 4x4 system extremely competent in most situations.

#### **Quadra-Trac II**

The Quadra-Trac II 4x4 system for Jeep Grand Cherokee gives the customer the benefit of the NV245 two-speed active transfer case and BTCS. Quadra Trac II is standard on 4.7-liter V-8 engine and is offered as a new option for 2006 on the 3.7-liter V-6 engine (late availability).

The transfer case is the same one used in the Quadra-Drive II system. It takes 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—sensing quick movement in throttle from a stop—and takes steps to maximize traction before tire slippage even occurs.

Torque is transferred to the individual wheels as needed by the BTCS to maintain traction in changing road conditions. When the system senses tire slip, it modulates brake pressure to the slipping wheel, which directs torque to the tires with the best traction.

Quadra-Trac II features an electronic shift mechanism for ease-of-use. The transfer case offers a low range for off-road situations and includes a neutral position for trouble-free towing behind another vehicle.

#### **Quadra-Drive II**

The Quadra-Drive II Jeep 4x4 system offers customers the ultimate in off-road capability. It combines the NV245 full-time transfer case with Electronic Limited Slip Differentials (ELSD) for best-in-class tractive performance. The system instantly detects tire slip and smoothly distributes engine torque to the tires with traction. In some cases, the vehicle will even anticipate low traction and adjust to proactively limit or eliminate slip.

The heart of the system is the NV245 active transfer case. This transfer case includes a center differential coupled with an electronically controlled clutch pack, varying it from a completely open state to completely locked and infinite possibilities in between. The 4-Low gear ratio is 2.72:1.

A key component in the Quadra-Drive II system is the ELSD — an industry-first application front/rear/center — and the new benchmark for automatic traction differentials. The ELSD uses electronically controlled clutch packs to automatically and instantly vary from slip to lock at each axle. This maximizes traction when needed without any of the on-road drawbacks normally associated with such a robust 4x4 system.

All components of the system work together, continually monitoring needs, to provide smooth and automatic application of the components for best-in-class tractive performance while improving the day-to-day on-road driving experience. For example, the ELSD releases the clutch packs in the front axle during turns to allow differentiation and prevent crow hop.

The 2006 Jeep Grand Cherokee offers three engine options.

## **Engines**

### **3.7-liter, SOHC, V-6 Engine**

The 3.7-liter V-6 engine provides the 2006 Jeep Grand Cherokee with a more powerful base engine that is efficient, durable and smooth. It produces 210 horsepower (157 kW) at 5,200 rpm and 235 lb.-ft. (319 N•m) at 4,000 rpm.

### **4.7-liter, SOHC, V-8 Engine**

The 4.7-liter V-8 is the mid-range engine in Grand Cherokee. The engine produces 235 horsepower (175 kW) at 4,500 rpm and 305 lb.-ft. (414 N•m) of torque at 3,600 rpm. Dual knock sensors enable improved engine calibration for both fuel economy and power output.

The engine has improved NVH characteristics, realized through the use of composite valve covers, structural improvements to the air box and resonator and improved dampening of the heat shields.

### **5.7-liter HEMI V-8 Engine**

The modern HEMI engine has been engineered to deliver outstanding performance and reduced noise, vibration and harshness (NVH), resulting in a highly refined powerplant. The engine gives the Grand Cherokee best-in-class power, while 90 percent of the engine's peak torque is available from 2,900 rpm through 5,100 rpm for excellent performance. The engine produces 330 horsepower (246 kW) at 5,000 rpm and 375 lb.-ft. (509 N•m) at 4,000 rpm.

Fuel economy has also been improved, but not at the expense of HEMI performance. Chrysler Group has developed the Multi-Displacement System (MDS) that deactivates four cylinders when the V-8 is not needed. Chrysler Group is the first manufacturer to offer fuel-conserving MDS in an SUV.

The Chrysler Group MDS seamlessly alternates between smooth, high fuel-economy four-cylinder mode when less power is needed and V-8 mode when more power from the 5.7-liter HEMI engine is in demand. This optimizes fuel economy when V-8 power is not needed, without sacrificing vehicle performance or towing capability.

As a result, consumers will experience estimated fuel economy gains of up to 20 percent under various driving conditions. Improved fuel economy is realized without any change in the customer's driving experience.

Some of the significant technologies enabling MDS include the speed of electronic controls, the sophistication of the algorithms controlling the systems and the use of Electronic Throttle Control (ETC). The HEMI is able to transition from eight cylinders to four in 40 milliseconds.

This 5.7-liter HEMI V-8 engine with MDS has completed over 6.5 million customer-equivalent miles through Chrysler Group's development and durability testing.

The HEMI engine that powers the 2005 Jeep Grand Cherokee uses aluminum cylinder heads with hemispherical combustion chambers, creating outstanding airflow leading to high power and torque. Dual ignition (two spark plugs per cylinder) increases peak power and torque, reduces exhaust emissions, increases fuel economy and provides a smooth idle. The combustion system has been refined and the engine uses direct-mount accessories for quieter operation.

The Jeep Grand Cherokee is produced at the Jefferson North Assembly Plant in Detroit and for markets outside North America at the Magna Steyr assembly plant in Graz, Austria.

### **Jeep Trail Rated®**

The Jeep Trail Rated badge communicates that the vehicle has been 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.

Jeep Trail Rated is an industry-leading methodology established by the Nevada Automotive Test Center (NATC) and Jeep Engineering to objectively measure and consistently predict off-road performance for all Jeep vehicles today and into the future. Through a combination of natural and controlled field tests, as well as computer-simulated environments, Jeep Trail Rated provides a repeatable and consistent measurement of off-road performance for Jeep vehicles. Only Jeep vehicles are Trail Rated.

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