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## The 2006 Jeep® Commander Has More Safety and Security Technology than Any Previous Chrysler Group Vehicle

March 22, 2005, New York -

The all-new 2006 Jeep® Commander includes the highest level of safety and security technology and features ever offered on a Chrysler Group vehicle. Commander has available side air bags with electronic roll mitigation and standard Electronic Stability Program (ESP). These are only some of the many safety and security features - designed in from the beginning - that provide the Jeep Commander the ability to “go anywhere, do anything” safely.

“Through a broad range of engineering technologies, the Chrysler Group is offering customers peace-of-mind with more standard safety equipment,” said Eric Ridenour, Executive Vice President Product Development, Chrysler Group. “While driving on- or off-road, both passive and active safety systems enhance the inherent stability and safety we design in to all Chrysler Group vehicles.”

Jeep Commander Standard Safety and Security Equipment:
- Advanced Anti-Lock Brake System (ABS)
- Advanced Multi-stage Air Bags
- All-Speed Traction Control System (TCS)
- BeltAlert®
- Child Seat Anchor System
- Digressive Load Limiting Seat Belt Retractors
- Electronic Roll Mitigation
- Electronic Stability Program (ESP)
- Emergency Brake Assist
- Energy Absorbing Steering Wheel and Column
- Enhanced Accident Response System
- Headrests in all Outboard Seating Positions
- Knee Bolsters
- LATCH-Ready Child Seat Anchor System
- Occupant Classification System (OCS)
- Parksense™ Rear Back-up Detection System
- Seat Belt Pretensioners
- Sentry Key Theft Deterrent System
- Remote Keyless Entry
- Three-Point Belts in All Outboard Seating Positions
- Tire Pressure Monitor and Warning Signal

Optional Safety and Security Equipment:
- Extended Up-Time Side Curtain Air Bags for All Three Rows
- Navigation System
- Security Alarm
- SmartBeam® Headlamps
- Uconnect™ Hands-Free Communication

**Crash Protection Features**
Available side curtain air bags extend additional protection to outboard passengers in all three rows of seats. The system works in combination with the Chrysler Group’s all-new electronic roll mitigation system, introduced for the first time on the 2006 Commander. It deploys the air bags in certain rollover scenarios, as well as side impact events,

and utilizes multiple sensors to determine the severity of the impact.

Advanced frontal multi-stage air bags with an Occupant Classification System (OCS) for the front passenger are standard on the Jeep Commander. This system classifies the severity of an impact event and uses additional sensor information to further modify front passenger air bag output based on occupant size and weight. The resulting deployment could be low, medium or high output, or - in certain instances - none at all. However, even with this advanced system designed to meet government requirements, all occupants are advised to always sit properly in their seat with the seat belt fastened. Children 12 and under should always be seated in a back seat correctly using an infant or child restraint system or have the seat belt positioned correctly for the child's age and weight.

State-of-the-art energy management features in the body structure and chassis work in conjunction with air bag and seat belt systems. Front seat belts are equipped with belt pretensioners and digressive load limiting retractors. Pretensioners tighten the seat belt to help keep the occupant in place, while digressive load limiting retractors balance the load on the upper body, reducing injuries from seat belt forces. Head restraints are standard in all outboard seating positions. The driver's side of the Jeep Commander is also equipped with BeltAlert, an enhanced seat belt reminder system that periodically activates a chime and illuminates a light in the instrument cluster to remind the driver to buckle up.

Also, standard Emergency Brake Assist notifies the active brake booster electronically of the need for increased brake output, providing minimal stopping distances in emergency situations.

**Crash Avoidance Features**

To optimize overall driving performance, the Jeep Commander comes standard with ESP. This system enhances driver control and helps maintain directional stability under all conditions. It provides the greatest benefit in accident avoidance driving situations and is especially valuable when driving on mixed surface conditions, such as patchy snow, ice or gravel. If there is a discernible difference between what the driver asks through the steering and the vehicle's path, ESP applies selective braking and throttle input to put the vehicle back onto the driver's intended path. The system is calibrated to offer safe control of the Commander under a variety of conditions, and to operate in a manner that is not intrusive in normal or spirited driving. Electronic Stability Program will be standard on all Chrysler Group SUVs in 2006 in the United States.

Complementing ESP is an electronic roll mitigation system that observes and monitors the vehicle roll attitude and lateral force to estimate the potential for a rollover situation. If necessary, the engine torque is reduced and a short burst of full braking is applied to the appropriate wheel to help stabilize the vehicle attitude and reduce the vehicle's lateral force. This system anticipates and takes steps to avoid a potential rollover situation.

These systems build on the Chrysler Group's electronic chassis controls which include advanced Anti-Lock Brake System (ABS) and an All-Speed Traction Control System (TCS). Advanced ABS helps to keep the vehicle straight while retaining steering capability when braking on slippery surfaces by preventing wheel lock-up. It benefits from state-of-the-art electronics that provide a more refined system response than in the past.

All-Speed TCS enhances mobility and prevents wheel slip when accelerating on slippery surfaces. It also provides a measure of directional stability control, a clear advancement beyond prior traction control systems. In addition to the brake engagement at low speeds used by conventional traction control systems, All-Speed TCS uses throttle control as well. This makes the vehicle less reliant on brake application alone to maintain traction, increases the operating speed range, and more closely modulates speed and acceleration to provide smoother operation. With All-Speed TCS reducing engine torque when accelerating, it is possible to achieve almost seamless torque application at the wheels for the best acceleration given the surface. All-Speed TCS also benefits from state-of-the-art electronics that provide a much more refined system response than in the past.

In addition to the long list of standard safety and security features for Jeep Commander, tire pressure monitoring and alarm system, ParkSense™ rear park assist, Uconnect™ hands-free communications, DVD-based navigation system and SmartBeam® headlamps are available to offer the latest innovations on the road.

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