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2014 Jeep® Grand Cherokee SRT: Ultimate Performance SUV Becomes More Efficient and More Capable

- New eight-speed automatic transmission delivers smoother, more refined shifting with improved fuel economy
- Innovative Eco Mode optimizes new transmission's shift schedule and expands range of Fuel Saver Technology for further fuel economy gains
- Towing capacity rating improved 44 percent, up to 7,200 pounds
- Improved and retuned Selec-Track system delivers more torque to the rear wheels in Track Mode for optimal rear-wheel-drive characteristics
- New, standard launch control delivers enhanced and consistent acceleration performance
- Stunning array of advanced safety equipment includes Forward Collision Warning, Blind-spot Monitoring and Rear Cross Path detection
- Introducing Uconnect Access Via Mobile – a new way to connect your smartphone to the 2014 Jeep® Grand Cherokee SRT and use your existing data plan to access popular certified applications and control them using touchscreen or steering-wheel controls
- New security and convenience features via Uconnect Access – provides direct one-touch connections with emergency personnel, roadside assistance dispatchers and vehicle-information specialists

January 13, 2013, Auburn Hills, Mich. - The engineers from Chrysler Group's SRT (Street and Racing Technology) team have taken the proven performance formula of the 2013 Jeep® Grand Cherokee SRT8 and made it more thrilling to drive.

New for 2014, the Grand Cherokee SRT features an all-new eight-speed transmission, bringing three more gears into play, while strategically selected gear ratios expand the performance and efficiency envelope of the Grand Cherokee SRT.

Also new for 2014 is a dynamic launch control mode with its own dedicated switch located in the center console. Launch control mode affects a number of parameters including torque split, damper stiffness and shift speeds, to achieve the best possible acceleration.

SRT took full advantage of all the new, ultra-high speed electrical architecture in order to attain the transmission's ability to select specific gears within milliseconds. Combined with the high-tech stability control system and corner specific damper control, all the systems aboard the 2014 Grand Cherokee SRT put a new level of control at the fingertips of the enthusiast driver.

"Every Chrysler Group SRT vehicle must adhere to our brand hallmarks. In the area of overall performance, they must be fun to drive and deliver outstanding ride, handling and capability. The new 2014 Grand Cherokee SRT meets that challenge with powertrain and chassis enhancements that make it even more of a blast to drive on or off the track, while also delivering improved fuel economy and improved towing capability," said Russ Ruedisueli, Head of Engineering – SRT Brand and Motorsports.

Awe-inspiring powertrain

The most significant powertrain improvement on the new 2014 Grand Cherokee SRT is the all-new 8HP70 eight-

speed automatic transmission. Fully electronic, the 8HP70 features on-the-fly shift-map changing, with manual shifting capability using newly redesigned, more pronounced, ergonomically efficient steering-wheel paddle controls.

More than 90 individual shift maps optimize shift quality and shift points for fuel economy, performance and drivability. The intelligent software takes into account variables including engine torque gradients, kick down events, longitudinal and lateral acceleration, grade changes, friction detection and downshift detection to determine the appropriate shift map.

Additional parameters integrated into the control strategy include vehicle speed control, electronic stability control interaction and temperature. The result is automatic shifting that is ideally attuned to the performance requirements of almost any driving demand. During development testing at the Nelson Ledges Road Course in Ohio, SRT engineers achieved 6/10ths of a second faster lap times (over the 2013 SRT8 model) as a result of the new eight-speed automatic transmission.

The legendary 0-60 miles per hour (mph) acceleration of the Grand Cherokee SRT will be slightly improved due to the quicker shift speeds and ¼ mile time will also see a marginal improvement due to closer gear spacing. This more ideal spacing allows the 470hp 6.4-liter HEMI® V-8 to stay in the optimum part of its power band creating what feels like never-ending acceleration.

However, there is an even more dramatic improvement in 30-70 mph and 50-90 mph real world acceleration as the new eight-speed transmission can drop down multiple gears (while rev matching) to reach the optimum ratio in milliseconds for better overall performance and drivability.

The transmission efficiency and wide ratio spread provide the best possible fuel economy by operating at a lower engine rpm in both city and highway environments. The addition of more gear ratios also helps reduce the gaps normally associated with upshifting and downshifting, resulting in nearly imperceptible gear changes.

Internally, the transmission has four gear sets and five shift elements (multi-disc clutches and brakes). Only two shift elements are open at any time. With fewer open shift elements, drag losses due to multiple parts rotating relative to one another are reduced, improving fuel efficiency.

Of course, even SRT owners sometimes appreciate driving more fuel efficiently. For those times, the 2014 Grand Cherokee SRT features an innovative Eco Mode that optimizes the transmission's shift schedule and expands the range of Fuel Saver Technology, which – when conditions are right – deactivates four cylinders to conserve fuel. Eco Mode is available in Selec-Track auto mode. Throttle mapping, transmission shift schedules and Fuel Saving Technology work in combination to achieve maximum fuel efficiency.

The new eight-speed transmission also helps to deliver greatly improved towing performance of 7,200 pounds – a 44-percent improvement over the 5,000-lb. towing capacity from last year.

The eight-speed transmission is mated to the proven and powerful 6.4-liter HEMI® V-8 with Fuel Saver Technology delivering 470 horsepower (351 kW) at 6,000 rpm and 465 lb.-ft. (630 N•m) of torque at 4,300 rpm.

For improved and more consistent track performance, the 2014 Grand Cherokee SRT features a launch control system controlled by a button situated just behind the new T-handle shifter on the center console. Launch Control mimics a professional driver's inputs to optimize Grand Cherokee SRT's performance and brings engine, transmission, driveline, stability control, and suspension in line for a textbook vehicle launch.

"For our customers who are not race car drivers, the new launch control system is the next best thing. Grand Cherokee SRT owners will appreciate how much more consistent their acceleration times will be," Ruedisueli said.

To further emphasize the racing experience, the launch button features a "Christmas Tree" graphic, similar to what is used at drag strips to initiate standing starts. The vehicle stays in launch mode until the driver lifts his or her foot off the throttle, at which time it defaults into the previous active operating mode.

Yet another performance enhancement for 2014 is a "rev match" downshift function. When the driver downshifts, the engine controller will blip the throttle to minimize the jerkiness typically associated with this maneuver. The result is

improved performance and greater stability when downshifting at the traction limit.

Outstanding ride, handling and capability

The 2014 Grand Cherokee SRT builds on its reputation as the best handling Jeep vehicle ever – capable of .90 g on the skid pad.

The performance experience of the 2014 Grand Cherokee SRT is further accentuated by a change in transfer case proportioning and dynamic controls for the Selec-Track system when the vehicle is in Track Mode. When this mode is selected, 70 percent of the engine's torque is delivered to the rear wheels for a more pronounced rear-wheel-drive experience. Grand Cherokee SRT drivers will notice a vehicle that is more responsive from mid-corner to exit and one that delivers faster lap times at their favorite track.

Drivers can manually choose between the five dynamic modes for specific driving conditions:

- Auto: provides the most compliant ride and automatically adapts to any road situation using the adaptive damping suspension tuning
- Sport: provides enhanced body control for a sporty, fun-to-drive ride for the street
- Tow: provides a safe reduction in pitch and bounce for enhanced towing capability
- Track: provides the high-performance, firm, "track-tuned" suspension option to lock down body motion for the ultimate handling experience
- Snow: provides the most conservative dynamic mode, so the vehicle will safely stay in-line in inclement winter weather conditions

The torque split distribution on the 2014 Grand Cherokee SRT – front to rear – is as follows:

Selec-Track system mode	Front (%)	Rear (%)
Auto	40	60
Sport	35	65
Tow	50	50
Track	30	70
Snow	50	50

"With the improved and retuned Selec-Track system in the 2014 Grand Cherokee SRT, it's like having five distinctly different vehicles. In Auto mode, for example, drivers get a vehicle that delivers a smooth, comfortable ride. Set it to Sport mode, however, and everything – stability control, adaptive damping, transmission shift strategy, transfer case torque proportioning, Electronic Limited Slip Differential performance, throttle control and cylinder de-activation – instantly gets tuned for a significantly more dynamic driving experience. The result is a vehicle that can carry a family in full style and comfort and a vehicle that can blast around the track," Ruedisueli explained.

The Grand Cherokee SRT rides on a short- and long-arm (SLA) independent front suspension with coil springs, Bilstein adaptive damping suspension (ADS), upper- and lower-control arms ("A" arms), and a stabilizer bar.

The rear suspension is a multi-link design with coil spring, Bilstein ADS, aluminum lower control arm, independent upper links (tension and camber) plus a separate toe link, and a stabilizer bar.

Benchmark braking

A vehicle's performance is not measured in only 0-60 mph acceleration times. Just as relevant is its 60-0 mph braking performance and in this critical area, the new 2014 Grand Cherokee SRT excels, requiring only 116 feet. Credit belongs to red-painted, Brembo six-piston (front) and four-piston (rear) calipers, and vented rotors at all four

corners measuring 15-inches (front) and 13.8-inches (rear).

Milestone safety, security and convenience

The 2014 Grand Cherokee SRT isn't just sporty. It inspires confidence.

Forward Collision Warning serves as another set of eyes, alerting drivers to rapidly approaching traffic. As does Blind Spot Monitoring, which sounds an alarm to aid drivers when changing lanes and Rear Cross Path detection, which senses right-angle traffic approaching the rear of the vehicle.

And if the vehicle's trajectory gets out of sync with driver inputs, assist features such as Electronic Roll Mitigation and standard electronic stability control work in tandem to modulate braking and reduce throttle as needed.

Other key systems include standard trailer-sway control, which enhances towing; available Hill- start Assist; standard, full-length side-curtain air bags and seat-mounted side-thorax air bags; and standard front-row active head restraints.

Uconnect Access is all-new to the 2014 Grand Cherokee SRT. Enabled by powerful embedded cellular technology, it affords direct communication when it's needed most.

Some competitive systems use built-in cellular capability to connect with go-between call centers in emergency situations. Others alert emergency services personnel through mobile devices.

Uconnect Access directly engages vehicle occupants with local 9-1-1 services. No middleman. All with the push of a 9-1-1 button on the vehicle's rear-view mirror.

Uconnect Access applies the same logic to roadside assistance, which can be summoned via one push of the adjacent ASSIST button. The same button can also be used to obtain system information from a Uconnect specialist.

Uconnect Access affords additional peace of mind via Theft Alarm Notification, which alerts owners via SMS or e-mail whenever their vehicles' security alarms are activated. For the greatest convenience and flexibility, up to five people can be notified.

Want further convenience? The Uconnect mobile app can remotely lock, unlock or start the vehicle.

New to Chrysler Group is Uconnect Access Via Mobile. It helps customers to keep their focus on driving and still interact with their smartphones. Favorite media apps, from Aha to Pandora to iHeart Radio to Slacker, all are available via voice command – a function of the system's powerful, cloud-based voice recognition capability.

Flexibility is such that, with Pandora, for example, drivers can register their "likes" and "dislikes" using steering-wheel controls. And the app's graphics can be seen on Uconnect's distinctive 8.4-inch touchscreen. Uconnect Access allows the driver to execute many of the normal functions such as adjusting cabin climate, switching radio stations, entering navigation destinations and placing mobile phone calls, all using voice commands. The cloud also enables voice texting, a breakthrough feature of Uconnect Access. Leveraging the robust system, paired, compatible Bluetooth-equipped cell phones that use the Message Access Protocol (MAP) can:

- Receive a text message
- Announce receipt of the text
- Identify the sender
- Read the message aloud

To respond or compose a new text, drivers can simply say the message they want to send. The combination of the cloud based and on-board voice recognitions system's assemble the response and "read" it back for improved accuracy before sending. Verbatim.

And it can all be done handsfree.

With the same advanced voice-recognition system Uconnect simplifies the often-problematic process of entering navigation destinations with both hands on the steering wheel. In the new 2014 Grand Cherokee SRT, Uconnect will accept continuous, single-sentence instructions, such as: "Navigate to 800 Chrysler Drive, Auburn Hills, Michigan"

for a specific address or "Find the nearest raceway" for a point of interest (POI).

On-road travel is made easier by new 3D maps with graphic representations of well-known landmarks and terrain features (available on the Uconnect 8.4AN system).

What if the driver is searching for destinations in an unfamiliar area? They can keep driving and access the powerful Bing connected search via voice command to locate top-rated places or things. Uconnect navigation then calculates a route, but if the driver wants to call ahead, the system stores the destination's telephone number for handsfree calling. And passengers can stay productive and entertained using the Grand Cherokee SRT's new Wi-Fi hot spot.

SRT Track Experience

Owners of any Chrysler Group SRT vehicle receive one day of professional driving instruction as part of the SRT Track Experience, designed to maximize their driving knowledge and skills on the street or track. Sessions are held throughout the year at selected tracks. For more information, visit <http://drivesrt.com>.

About SRT

The Chrysler Group's SRT (Street and Racing Technology) brand uses a successful product development formula featuring five proven hallmarks: awe-inspiring powertrains; outstanding ride, handling and capability; benchmark braking; aggressive and functional exteriors and race-inspired and high-performance interiors to remain true to its performance roots.

The SRT lineup in the 2013 model year features five vehicles that are world-class performance contenders and bring the latest in safety technologies and creature comforts. The Chrysler 300 SRT8, Dodge Challenger SRT8 392, Dodge Charger SRT8 and Jeep Grand Cherokee SRT8 are joined by the SRT flagship Viper and Viper GTS models, which are making their highly anticipated return to the high-performance sports car market.

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