

2014 Jeep® Grand Cherokee SRT OVERVIEW

2014 Jeep® Grand Cherokee SRT: A Powerful Performer Cloaked in Luxurious and Muscular Skin

- **New eight-speed automatic transmission delivers smoother, more refined shifting and improved fuel economy**
- **Innovative Eco Mode optimizes new transmission's shift schedule and expands range of Fuel Saver Technology activation 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**
- **Aggressive, upscale exterior appearance enriched with new signature LED lighting**
- **Luxurious interior offers new levels of advanced user-friendly technology and connectivity highlighted by an 8.4-inch touchscreen that accommodates SRT's exclusive Performance Pages, plus a 7-inch programmable multiview gauge cluster**
- **All-new Uconnect Access Via Mobile streams preferred music into the vehicle via smartphone**
- **Introducing breakthrough cloud-based voice texting and Bing connected search via Uconnect Access**
- **Enables direct, one-touch connections with local 9-1-1 service providers, roadside assistance dispatchers and Uconnect specialists**
- **Features state-of-the-art safety technologies such as Forward Collision Warning and Rear Cross Path detection**

Jeep® Grand Cherokee SRT owners have come to expect – and appreciate – a vehicle that is powerful and refined, luxurious and functional, muscular and stylish. For 2014, Grand Cherokee SRT checks all of those boxes – while also delivering unexpected delights.

Enhancements for the 2014 model year include an all-new, fully electronic eight-speed automatic transmission that delivers improved fuel economy, significantly improved towing capacity, hardware and software revisions that further heighten Grand Cherokee SRT's fun-to-drive factor during a daily commute or for more spirited driving on the race track.

Outside, the new 2014 Grand Cherokee SRT sports styling that is even more aggressive than the previous model. Design enhancements for 2014 include a new signature LED character lamp treatment, a brawnier grille, a new, one-touch liftgate and a new rear spoiler.

Inside, Grand Cherokee SRT customers are treated to a new 8.4-inch touchscreen that displays a wealth of SRT-exclusive Performance Pages data. A new launch control button is situated behind the new T-handle shifter on the center console, and a redesigned SRT-exclusive three-spoke, heated steering wheel with more ergonomically efficient paddle shifters, features a host of comfort, convenience and connectivity controls.

Awe-inspiring Powertrain

For 2014, Grand Cherokee SRT owners get three additional gears from their transmission: an all-new 8HP70 eight-speed automatic. Fully electronic, it features on-the-fly shift-map changing.

For an even sportier, more driver-controlled experience, the 8HP70 eight-speed transmission can be manually shifted using newly redesigned, more pronounced, ergonomically efficient steering-wheel paddle controls.

The Grand Cherokee SRT features a new Eco Mode for 2014 that optimizes the new transmission's shift schedule and extends the range of Fuel Saver Technology, which deactivates four cylinders when conditions allow. A button on the center stack allows driver's to engage Eco Mode for improved fuel economy.

The new eight-speed automatic transmission is specifically engineered to 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.

The new 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 and helps deliver greatly enhanced towing performance of 7,200 pounds – a 44-percent improvement over the 5,000-lb. towing capacity from the previous model.

For 2014, the new electronic T-handle shifter provides the flexibility for drivers to choose a transmission shift schedule independent from the Selec-Track system. Drive and Sport shifting can be selected via the T-handle with no effect on the chosen suspension, stability control and driveline torque split settings.

Also new for 2014 is a launch control system that mimics a professional driver's inputs to optimize Grand Cherokee SRT's performance by bringing engine, transmission, driveline, stability control, and suspension in line for a textbook launch. Controlled by a button behind the new T-handle shifter on the center console, the result is improved and more consistent straight-line acceleration. 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.

Outstanding ride, handling and capability

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.

Software improvements to the retuned Selec-Track system further distinguish the five dynamic modes: Auto, Sport, Tow, Track, and Snow, enabling drivers to choose a vehicle setting that more ideally meets their requirements and ambient conditions. Drivers will find the torque split change in Track Mode provides a vehicle that is more responsive from mid-corner to exit and one that delivers faster lap times at their favorite track.

Benchmark braking

The new 2014 Grand Cherokee SRT delivers excellent braking performance, requiring only 116 feet to come to a full stop from 60 miles per hour (mph). 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).

Aggressive and functional exterior

The Grand Cherokee SRT sports exterior styling enhancements for 2014. Its signature, seven-slot upper grille with black screen insert has been shortened and is flanked by slimmer, adaptive, bi-xenon headlamps that are surrounded by a signature LED character lamp treatment. The grille itself is brawnier and the headlamps feature a unique black background to distinguish SRT from other 2014 Jeep Grand Cherokee models while further accenting their jewel-like appearance.

The new styling also enabled designers to incorporate the headlamp washers into the headlamp housing for the first time – rather than on the bumper – for a cleaner more functional appearance.

A new Grand Cherokee badge along the vehicle's sides feature a more distinct, more pronounced font.

The 2014 Grand Cherokee SRT's front light treatment is mirrored in back for a cohesive styling appearance, and features larger tail lamps with signature LED lighting. To further emphasize SRT's performance heritage, the tail lamps feature a black surround, creating the illusion of floating lamps.

Also new for 2014 is a more aerodynamically efficient rear spoiler integrated into the all-new, one-touch liftgate that features a new SRT badge that no longer carries the engine cylinder number reference. Rather than relying on a manual lever, the liftgate is operated electronically with the push of a button. For 2014, the flipper glass has been eliminated, greatly enhancing rearward visibility and reducing weight.

The 2014 Grand Cherokee SRT will be available in the following exterior colors: Billet Silver Metallic Clear Coat, Bright White Clear Coat, Brilliant Black Crystal Pearl Coat, Deep Cherry Red Pearl Coat, Granite Crystal Pearl Coat, Maximum Steel Metallic Clear Coat and Redline Pearl Clear Coat.

Race-inspired and high-performance interior

The most significant interior enhancement on the 2014 Grand Cherokee SRT is the new Uconnect 8.4AN radio touchscreen. The 8.4-inch display shows a wealth of SRT-exclusive Performance Pages, including recent track times, lateral acceleration, 0-60 mph times and much more. All data is shown in full-color and can now be shared with other SRT enthusiasts via a built-in 3G connection.

The same screen accommodates Uconnect Access Via Mobile, an all-new feature that makes its debut. With it, customers can stream their favorite music into the vehicle using the acclaimed apps Aha, iHeart, Pandora and Slacker.

The display also affords drivers access to Bing Internet searches and facilitates cutting-edge cloud-based features such as voice texting – the transmission of text messages using natural speech.

On the center console, drivers will find a new, leather-wrapped T-handle shifter for the eight-speed transmission that allows the driver to select two driving modes including Drive and Sport. Also new is the redesigned, SRT-exclusive heated three-spoke steering wheel with a flat bottom that features a bevy of comfort, convenience and connectivity controls and more pronounced, more ergonomically efficient paddle shifters.

The new steering wheel is designed and positioned to provide optimal view of the new gauge cluster that now features a 7-inch, full-color, customizable instrument display. This new screen allows drivers to select from a multitude of layout and information to be shown in the center of the gauge cluster.

True carbon fiber trim accent sweeps across the driver's door, instrument panel and front passenger door.

The available 825-watt, 19-speaker premium SRT performance audio surround-sound system from Harman Kardon offers world premier innovation, featuring a 32-volt tracking power supply (TPS) 12-channel Class D amplifier that delivers outstanding acoustics and brings multi-dimensional, quality sound for all interior occupants.

The 2014 Grand Cherokee SRT Laguna leather interior is available in two distinctive colors: Torque (black) and a new Sepia combination.

Enhanced security, convenience and occupant safety

Uconnect Access is all-new to the Grand Cherokee SRT. Enabled by embedded cellular technology, the system affords direct communication with local 9-1-1 service personnel at the touch of a button – no waiting for go-between call-center operators.

In addition, the 2014 Grand Cherokee SRT showcases advanced safety features from Forward Collision Warning – which alerts the driver to rapidly approaching traffic – to Blind-spot Monitoring and Rear Cross Path detection, which aid drivers when changing lanes or in parking-lot situations.

Quality: Improving the most awarded SUV ever

How do you improve the most awarded SUV ever? The Jeep and SRT teams start by listening to their customers.

"We're very happy with the long list of product and quality accolades the Jeep Grand Cherokee has earned," said Doug Betts, Senior Vice President – Quality, Chrysler Group. "But the most

important feedback comes from customers telling us what they'd like to see improved. We are constantly looking at feedback and responding with improvements.”

Key upgrades for the new 2014 Jeep Grand Cherokee lineup include an eight-speed automatic transmission to improve performance and fuel economy plus the newest Uconnect system that balances advanced technology and connectivity features with easy-to-use controls and voice commands.

From the driver's seat, everything the driver sees, touches – and even speaks to using voice commands – is enhanced to increase function, connectivity and responsiveness. Not only does it work better, it looks better packaged in more premium materials and elegant graphics. This includes a redesigned steering wheel that is optimized for driving position while also providing control buttons for frequently used features like radio, cruise control, phone and voice-activated commands. Customer feedback helped designers and engineers determine the ideal location for fingertip controls so that drivers could comfortably keep their hands on the wheel and eyes on the road.

Another significant interior change for Grand Cherokee is the availability of the new Uconnect Access 8.4AN touchscreen. Connectivity and touchscreens involve rapidly changing technology and ever-increasing consumer expectations – both of which have a significant impact on the overall quality assessment of new vehicles. The Uconnect team constantly evaluates consumer feedback, placing a high priority on designing systems that are intuitive for both tech-savvy customers as well as tech-averse drivers who prefer hard knobs to adjust the climate or radio station.

For the past two years, the Jeep Grand Cherokee has earned the title as the Total Quality leader for the medium-size SUV segment by Strategic Vision. The honor is based on new vehicle owner surveys that holistically assess consumers' good and bad experiences with their new vehicle. Similarly, the Jeep team values all comments from customers – especially feedback that leads to enhanced quality and customer satisfaction.

Manufacturing: Built in Detroit

The new 2014 Jeep Grand Cherokee SRT is built at the 3-million-square-foot Jefferson North

Assembly Plant (JNAP) in Detroit, which has been the site of Grand Cherokee production since its introduction in 1992. To meet consumer demand, a third crew of 1,100 workers was added at JNAP in the fourth quarter of 2012.

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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2014 Jeep® Grand Cherokee SRT **DESIGN**

Luxurious, Muscular and Functional Designs from Chrysler Group's SRT (Street and Racing Technology) Brand Are Hallmarks of 2014 Jeep® Grand Cherokee SRT

- **New aggressive yet upscale exterior appearance sets ultimate performance SUV further apart from competition**
- **New signature LED lighting redefines Grand Cherokee SRT – during day or night**
- **Luxurious interior offers new levels of advanced and user-friendly technology and connectivity with new 8.4-inch touchscreen display and 7-inch customizable instrument cluster**

Starting with the performance-oriented and functional designs from the SRT (Street and Racing Technology) brand, the 2014 Jeep® Grand Cherokee SRT model builds on that success with new exterior and interior styling cues that convey an even higher level of opulence and power.

“The 2014 Jeep Grand Cherokee SRT raises the bar again for our performance SUV,” said Mark Trostle, Head of Design – SRT Brand, Mopar and Motorsports, Chrysler Group LLC. “With an exterior that is even more aggressive while remaining upscale and functional, along with a luxurious interior cabin that offers new technology and connectivity, the new Grand Cherokee SRT remains at home on the road or on the racetrack.”

Aggressive and functional exterior

The blending of aggressive, upscale and functional styling of the 2014 Grand Cherokee SRT is readily apparent up front, where the signature seven-slot upper grille with black screen insert has been shortened and is flanked by slimmer, adaptive, bi-xenon headlamps that are surrounded by a signature LED character lamp treatment. The iconic Jeep grille itself is larger, and the headlamps feature a unique black background to distinguish the new SRT model from other Jeep Grand Cherokee models, while further accenting their jewel-like appearance.

“We wanted the new Grand Cherokee SRT model to have two distinct visual signatures: one by day and one at night, something that would be unique to this vehicle. All of the styling enhancements – especially the headlights and LED surround – give this vehicle a unique, performance-oriented and menacing look,” said Trostle.

The new styling enhancements also enabled SRT designers to incorporate the headlamp washers into the headlamp housing for the first time – rather than on the bumper – for a cleaner, more functional appearance.

New, five-spoke 20-inch “Goliath” wheels with polished finish are standard and ride on standard Pirelli 295/45ZR20 Scorpion Verde all-season tires or available Pirelli P Zero Three-season tires. Available split five-spoke, 20-inch forged aluminum wheels feature the “Spider Monkey” design in Satin Carbon or SRT-exclusive Black Vapor Chrome finishes.

A new Grand Cherokee badge along the vehicle’s sides feature a more distinct, more pronounced font.

The front light treatment of the new 2014 Grand Cherokee SRT is mirrored in back for a cohesive styling appearance and features larger tail lamps with signature LED lighting. To further emphasize the performance heritage of the SRT design, the tail lamps feature a black surround, creating the illusion of floating lamps.

Not an illusion is the all-new, more aerodynamically efficient, rear spoiler integrated into the all-new liftgate.

“Typically, designers have to work with features from base vehicles and integrate them into other variants. The opposite was true when it came to our rear spoiler. We created it for our SRT model and it works so well at improving aerodynamic efficiency and downforce that it was decided to incorporate it into all 2014 Grand Cherokee models,” Trostle added.

The new, one-touch liftgate delivers improved customer convenience, and features a new SRT badge that no longer carries the engine cylinder number reference. Rather than relying on a manual lever, the liftgate is operated electronically with the push of a button. For 2014, the flipper glass has been eliminated – greatly enhancing rearward visibility and reducing weight.

Standard 4-inch dual exhaust tips integrated into the lower fascia deliver the throaty exhaust note Grand Cherokee SRT enthusiasts expect from their vehicle and complete the rear styling cues.

The 2014 Grand Cherokee SRT will be available in the following exterior colors: Billet Silver Metallic Clear Coat, Bright White Clear Coat, Brilliant Black Crystal Pearl Coat, Deep Cherry Red Pearl Coat, Granite Crystal Pearl Coat, Maximum Steel Metallic Clear Coat and Redline Pearl Clear Coat.

Race-inspired and high-performance interior

The 2014 Grand Cherokee SRT delivers an interior that is opulent, functional and ideally suited for daily drives or more spirited performance driving on the track.

A new Uconnect 8.4AN touchscreen takes center stage – literally – and displays a wealth of information including the SRT-exclusive Performance Pages, which cite recent track times, lateral acceleration, 0-60 miles per hour (mph) times and much more. These readouts are displayed in full-color and can now be shared with other SRT enthusiasts via a built-in 3G connection.

On the center console, drivers will find a new T-handle shifter for the new eight-speed transmission that allows the driver to select between Drive and Sport shift schedules. Wrapped in grained leather, this advanced shifter further reinforces the brand's street and racing heritage. Behind the shifter is new launch control button highlighted by a color graphic – similar to the "Christmas tree"-type staging lights from the drag strip.

The standard, SRT-exclusive, leather-wrapped and heated steering wheel with a flat bottom is redesigned with a bevy of new comfort, convenience and connectivity controls and more pronounced and ergonomically efficient paddle shifters.

"SRT owners are extremely in tune with their various touch points, so we've continued to refine our SRT-exclusive steering wheel in 2014 following expert feedback from our team of engineers and professional drivers," said Klaus Busse, Head of Interior Design — Chrysler Group LLC. "Also key with our design team was revising the shape and placement of the new paddle shifters with a concave design on the back to ergonomically accept the shape of the driver's fingers."

The new steering wheel is designed and positioned to provide optimal view of the new gauge cluster that now features a 7-inch full-color, customizable instrument display. This new screen allows drivers to select from a multitude of layout and information to be shown in the center of the gauge cluster.

True carbon fiber trim accent sweeps across the driver's door, instrument panel and front passenger door.

The available 825-watt, 19-speaker premium SRT performance audio surround-sound system from Harman Kardon offers world premier innovation, featuring a 32-volt tracking power supply (TPS) 12-channel Class D amplifier that delivers outstanding acoustics and brings multi-dimensional, quality sound for all interior occupants.

GreenEdge speaker and amplifier technology offers superior sound quality and high sound pressure level outputs with minimum energy consumption. GreenEdge amplifiers alone outperform traditional amplifier efficiency by up to 55 percent, representing a net efficiency of more than 90 percent in some cases. The speakers are tuned for maximum efficiency and perfectly matched to the amplifier output.

The system's 19 GreenEdge high-efficiency speakers include nine tweeters, five mid-range speakers, two mid-woofers and three subwoofers located throughout the interior.

The 2014 Grand Cherokee SRT Laguna leather interior is available in two distinctive colors: Torque (black) and a new Sepia combination.

Available as part of the Sepia interior combination, a black Dynamica headliner and black pillars further accentuate SRT's upscale interior appearance.

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

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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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Chrysler Connect blog: <http://blog.chryslergroupllc.com>

Streetfire: <http://members.streetfire.net/profile/ChryslerVideo.htm>

Corporate website: <http://www.chryslergroupllc.com>

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2014 Jeep® Grand Cherokee SRT **ENGINEERING**

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**

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 6/10^{ths} 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 racey” 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.

Follow SRT and Chrysler Group news and video on:

SRT site: <http://drivesrt.com>

Chrysler media site: <http://media.chrysler.com>

Twitter: www.twitter.com/drivesrt and www.twitter.com/chrysler

YouTube: <http://www.youtube.com/drivesrt> or <http://www.youtube.com/pentastarvideo>

Chrysler Connect blog: <http://blog.chryslergroupllc.com>

Streetfire: <http://members.streetfire.net/profile/ChryslerVideo.htm>

Corporate website: <http://www.chryslergroupllc.com>

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2014 Jeep® Grand Cherokee SRT

FEATURE AVAILABILITY

LEGEND: S = Standard, O = Optional

Complete package information is listed at the end of the Feature Availability section.

NOTE: Information shown is correct at time of publication and is subject to change.

	SRT
EXTERIOR	
Colors	
Billet Silver Metallic Clear Coat, Bright White Clear Coat, Brilliant Black Crystal Pearl Coat, Deep Cherry Red Pearl Coat, Granite Crystal Pearl Coat, Maximum Steel Metallic Clear Coat, Redline Pearl Clear Coat	O
Antenna — body-color	S
Badges	
Jeep (hood and rear liftgate)	S
Grand Cherokee (doors)	S
SRT (rear liftgate)	S
Daylight opening (DLO) — bright	S
Exhaust tips — black chrome	S
Fascias	
Front — body-color with gloss black insert and chrome bezels	S
Rear — separate trailer hitch cover	O
Glass	
Deep tint, sunscreen	S
Front door, tinted	S
Grille — Gloss black surround with chrome throat bezels and black mesh insert	S
Headlamp washers	S
Hood — SRT exclusive with heat extractors	S
License plate bracket, front	O
Lights	
Automatic headlamps	S
Auto high beam control headlamps	S
Auto headlamp leveling system	S
Adaptive bi-xenon HID headlamps	S
LED daytime running lamps	S
LED tail lamps	S
Premium fog lamps	S
Mirrors	
Body color, power heated memory, multi-functioning, fold away	S
Power liftgate	S
Rear step pad with gloss black accent	S
Roof molding, black	S
Sill extension, body-color	S

	SRT
Spoiler — rear, body-color	S
Sunroof — CommandView dual-pane panoramic with power shade	O
Wipers	
Front — Rain-sensitive windshield	S
Rear — Window wiper/washer and defroster	S
INTERIOR	
Air conditioning — automatic dual zone temperature control	S
Air filtering — carbon fiber interior accents	S
Auxiliary power	
12-volt auxiliary power outlets — front and rear	S
115-volt auxiliary power outlet	S
2 USB charge only ports — rear	S
Assist handles — passenger	S
Center console — premium leather	S
Cup holders — Illuminated	S
Door sill scuff pads (brushed aluminum) with Jeep® logo	S
Door trim panels — premium leather	S
Electronic Vehicle Information Center (EVIC) with Performance Pages	S
Floor console — premium full length	S
Floor mats — luxury, front/rear	S
Inflatable knee bolster — driver's side	S
Instrument cluster — 7-in. full-color, customizable with 180-mph speedometer and tachometer	S
Instrument panel — premium leather	S
Interior colors	
Black	S
Sepia	O
Laminated front door glass	S
LED lighting — driver, passenger and rear doors, floor lighting	S
Pedal pads, bright racing style, brake and accelerator	S
Premium Insulation Group	S
Radio/driver seat/mirrors memory	S
Seats	
Heated front seats	S
Heated second-row seats	S
High performance, premium Laguna leather buckets with preferred suede	S
Power eight-way driver and passenger	S
Power four-way lumbar driver and passenger	S
Rear seat 60/40 folding	S
Sepia/black combination	O
Ventilated front seats	S

	SRT
Shift knob — perforated leather-wrapped	S
Sound systems and entertainment	
Nine amplified speakers with subwoofer and 506-watt amp	S
High performance audio system by Harman Kardon with 19 speakers, 825-watt amplifier with 10-in. subwoofer, remote USB port, remote SD card slot	O
Remote CD Player	O
SiriusXM Radio	S
SiriusXM Travel Link	S
SiriusXM Traffic	S
Uconnect 8.4AN AM/FM/BT/ACCESS/NAV with SRT Performance Pages	S
Uconnect Access Advantage	S
Uconnect Access Via Mobile (late availability)	O
Steering column	
Power tilt/telescoping	S
Steering wheel	
Leather-wrapped, heated with additional controls	S
Paddle shifters, mounted	S
Storage	
Center floor console and overhead console	S
Cargo compartment cover	S
Cargo trim panel with storage and cargo tie-down loops	S
Strakes — premium silver in rear cargo area	S
Sun visors with illuminated vanity	S
POWERTRAIN AND CHASSIS	
Engine	
6.4-liter HEMI® V-8 engine with Fuel Saver Technology	S
Transmission	
8HP70 eight-speed automatic with auto sport shifting and paddle shift	S
Eco Mode	S
Alternator — 220-amp alternator	
Axle	S
Rear — 3.70 ratio, 230-mm rear axle, Electronic Limited Slip Differential	S
195-mm conventional differential	S
Battery	
700-amp maintenance free	S
Brakes	
SRT high performance, anti-lock four-wheel disc	S
Front – Brembo six-piston calipers	
Rear – Brembo four-piston calipers	S
Engine block heater	O

	SRT
Engine oil cooler	S
Fuel tank	
24.6-gal. capacity	S
Selec-Track system	S
Five dynamic modes: Auto, Sport, Track, Snow and Tow	S
Launch control	S
Steering	
SRT performance-tuned, fully hydraulic	S
Heavy duty pump and cooler	S
Suspension	
SRT performance-tuned adaptive damping	S
Quadra-Trac SRT Active On Demand 4WD	S
Transfer case	
Single-speed, electronic proportioning	S
Tires	
P295/45ZR20 Pirelli Scorpion Verde, All-season (run flat)	S
P295/45ZR20 Pirelli P-Zero, Three-season (run flat)	O
Full-size spare	O
Wheels	
20 in. x 10 in. forged aluminum, fully polished, five-spoke	S
20 in. x 10 in. forged aluminum, Satin Carbon painted, split five-spoke	O
20 in. x 10 in. forged aluminum, Black Vapor Chrome finish, split five-spoke	O

SAFETY AND SECURITY

Active head restraints	S
Adaptive cruise control	S
Advanced multistage front air bags	S
Auto dim exterior driver mirror	S
Blind-spot Monitoring and Rear Cross Path detection	S
Child seat anchor system with child seat upper tether anchor	S
Electronic stability control (ESC) with brake assist	S
Enhanced accident response	S
Exterior mirrors with supplemental signals	S
Forward Collision Warning	S
Four-wheel traction control	S
Hill-start Assist (HSA)	S
Illuminated entry, glove box lamp and LED lighting	S
Interior removable/rechargeable light	S
Keyless Enter-N-Go with Sentry Key theft deterrent	S
Locking glove box	S
ParkSense front and rear park assist system	S

	SRT
ParkView rear backup camera	S
Power accessory delay	S
Power front windows with one-touch up/down and power locks	S
Power locking and capless fuel filler	S
Rain Brake Support	S
Ready Alert Braking	S
Remote proximity keyless entry	S
Remote start system	S
Security alarm	S
Supplemental front seat side air bag	S
Supplemental side curtain front/rear air bags	S
Tire-pressure monitoring (TPM) display	S
Uconnect Phone handsfree communication	S
Universal garage door opener	S

SRT TRACK EXPERIENCE

Includes a one-day driving experience designed for SRT owners and performance enthusiasts to maximize their driving knowledge and skills on the street or track. All SRT owners and enthusiasts are eligible to participate in this day-long event held at selected tracks throughout the season	S
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PACKAGES / EQUIPMENT GROUPS

Rear Blu-ray Entertainment Center (late availability) — Rear-seat video system, dual screen (seat mounted) Blu-ray system with independent HDMI/Auxiliary inputs	O
Trailer-tow Group IV — Class IV receiver hitch, seven- and four-pin wiring harness, full-size spare tire	O

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2014 Jeep® Grand Cherokee SRT SPECIFICATIONS

All dimensions are in inches (millimeters) unless otherwise noted.

All dimensions are measured at curb weight with standard tires and wheels.

Note: Information shown is correct at time of publication, and is subject to change without notice.

GENERAL INFORMATION

Vehicle Type	Four-door sport-utility vehicle
Construction	Steel uniframe
Assembly Plant	Jefferson Avenue North Assembly Plant, Detroit, Mich.
EPA Vehicle Class	Multi-purpose vehicle
Introduction	Winter 2013 as a 2014 model

BODY/CHASSIS

Layout	Longitudinal front engine, transfer case with on demand four-wheel drive
Construction	Steel uniframe

ENGINE: 6.4-LITER HEMI® V-8 WITH FUEL SAVER TECHNOLOGY

Availability	Standard
Type and Description	90-degree V-type, liquid-cooled
Displacement, cu. in. (cu. cm.)	392 (6,417)
Bore x Stroke	4.09 x 3.72 (103.9 x 94.5)
Valve System	Pushrod-operated overhead valves, 16 valves with sodium-filled exhaust valves and hollow stem intake valves, 16 conventional hydraulic lifters, all with roller tips
Fuel Injection	Sequential, multi-port, electronic, returnless; automatic features Fuel Saver mode
Construction	Deep-skirt cast-iron block with cross-bolted main bearing caps, aluminum alloy heads with hemispherical combustion chambers
Compression Ratio	10.9:1
Power (SAE J2723)	470 hp (351 kW) at 6,000 rpm
Torque (SAE J2723)	465 lb.-ft. (630 N•m) at 4,300 rpm
Max. Engine Speed	6,400 rpm (electronically limited)
Fuel Requirement	Premium 91 octane (R+M)/2 — recommended
Oil Capacity, qt. (liter)	7 (6.6)
Coolant Capacity, qt. (liter)	14 (13.25)
Factory Oil Fill	0W-40 Pennzoil Ultra synthetic
Emission Controls	Dual close-coupled three-way catalytic converters, quad-heated oxygen sensors and internal engine features(a)
Exhaust Type	Dual exhaust with active valves and dual 4-in. oval black chrome tips
EPA Fuel Economy mpg (city/hwy)	TBD
Assembly Plant	Saltillo Engine Plant, Saltillo, Mexico

a) Meets Federal Tier 2, Bin 5 emissions requirements; marketed in California as an LEV II (Low Emission Vehicle) under cleanest vehicle rules.

TRANSMISSION: 8HP70 EIGHT-SPEED AUTOMATIC

Availability	Standard with 6.4-liter HEMI V-8 engine
Description	Paddle shift driver interactive manual control and electronically modulated torque converter clutch; with Eco Mode
Gear Ratios	
1 st	4.70
2 nd	3.13
3 rd	2.10
4 th	1.67
5 th	1.28
6 th	1.00
7 th	0.84
8 th	0.67
Reverse	3.53
Final Drive Ratio	3.70:1 – Electronic Limited Slip Differential
Overall Top Gear	2.48

TRANSFER CASE: MP 3010

Availability	Standard with 6.4-liter HEMI V-8 engine
Type	Single-speed, electronic proportioning
Operating Modes	Full-time 4WD
Torque Split, Front/Rear %	Variable – 40/60 Auto, 50/50 Snow and Tow, 35/65 Sport and 30/70 Track

FRONT AXLES

Differential Type	Conventional
Availability	Standard with 6.4-liter HEMI V-8 engine
Ring Gear Diameter	7.7 (195)
Axle Ratio	3.70:1

REAR AXLES

Differential Type	Electronic Limited-slip Differential (ELSD)
Availability	Standard with 6.4-liter HEMI V-8 engine
Ring Gear Diameter	9 (230)
Axle Ratio	3.70:1

ELECTRICAL SYSTEM

Alternator	Standard 220-amp
Battery	Group 65 maintenance-free 750CCA

SUSPENSION

Front	Short- and long-arm independent (SLA), coil springs, Bilstein adaptive damping suspension (ADS), upper- and lower-control arms ("A" arms), stabilizer bar
Rear	Multi-link rear suspension, coil spring, Bilstein adaptive damping suspension (ADS), aluminum lower control arm, independent upper links (tension and camber) plus a separate toe link, stabilizer bar

STEERING

Type	SRT-tuned power rack and pinion
Steering Ratio	17.5:1
Turn Circle, ft. (m.)	37.1 (11.3)
Lock-to-Lock Steering Wheel Rotations	3.369

BRAKES

Front	
Size and Type	15.0 x 1.34 (380 x 34) vented disc with Brembo six-piston caliper and ABS
Swept Area, sq. in. (sq. cm.)	104.2 (672)
Rear	
Size and Type	13.78 x 1.10 (350 x 28) disc with Brembo four-piston caliper and single-channel ABS
Swept Area, sq. in. (sq. cm.)	79.0 (508)
Power Assist	Single-rate, tandem diaphragm vacuum

(a) Turning diameter is measured at the outside of the tires at curb height. Turning diameters and steering wheel turns, lock-to-lock, may differ with optional tires and wheels.

DIMENSIONS AND CAPACITIES

Wheelbase	114.8 (2,915)
Track, Front	63.7 (1,618)
Track, Rear	64.3 (1,633)
Overall Length	191.3 (4,859)
Overall Width (Width at Mirrors)	84.9 (2,156)
Body Width	77.1 (1,958)
Overall Height (at Roof Rail/at Antenna)	69.1/76.9 (1,756 /1,952)
Load Floor Height	32.4 (823)
Sill Step Height	20.7 (527)
Ground Clearance	
Minimum	8.3 (210.8)
Chassis (Fuel Tank)	9 (230)
Front Axle	8.97 (227.8)
Rear Axle	8.99 (228.3)
Approach Angle, Degrees	18.45

Ramp Breakover Angle, Degrees	17.84
Departure Angle, Degrees	21.9
Frontal Area, sq. ft. (sq. m.)	31.5 (2.93)
Drag Coefficient	.39
Aero CdA	12.2 (Cd x cross-sectional area)
Fuel Tank Capacity, gal. (L)	24.6 (93.1)

ACCOMMODATIONS

Seating Capacity, Front/Second	2/3
Front Seat	
Head Room	39.9 (1,013)
Legroom	40.3 (1,025)
Shoulder Room	58.7 (1,491)
Hip Room	57.0 (1,449)
Seat Travel	11.0 (280)
SAE Volume, cu. ft. (cu. m.)	54.6 (1.55)
Rear Seat	
Head Room	39.2 (995)
Legroom	38.6 (981)
Shoulder Room	58.0 (1,474)
Hip Room	56.2 (1,428)
Knee Clearance	4.3 (110)
Couple	34.6 (880)
SAE Volume, cu. ft. (cu. m.)	50.8 (1.4)
Cargo Volume	
Behind Rear Seat, cu. ft. (cu. m.)	35.1 (0.99)
Rear Seats Folded, cu. ft. (cu. m.)	68.7 (1.95)

	MODEL	ENGINE	GVWR ^(a) lbs. (kg)	CURB WEIGHT ^(b) lbs. (kg)	PAYLOAD ^(c) lbs. (kg)
4WD	SRT	6.4-liter HEMI V-8	6,500 (2,948)	5,150 (2,336)	1,350 (612)

(a) Gross Vehicle Weight Rating.

(b) Curb weight includes standard equipment and full quantities of fuel, lubricant and coolant.

(c) Payload is the maximum allowable weight of driver, passengers, cargo, and options, rounded to the nearest 10 lbs. (5kg).

WEIGHT DISTRIBUTION, F/R

4WD	54/46
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TIRES

Standard	
Size and Type	P295/45ZR20

Mfr. and Model	Pirelli Scorpion Verde – All-season Performance (run flat)
Revs per Mile	699
Optional	
Size and Type	P295/45ZR20
Mfr. and Model	Pirelli P-Zero – Three-season (run flat)
Revs per Mile	699

WHEELS

Standard	
Type and material	Forged aluminum, polished, five-spoke “Goliath”
Size	20 x 10
Optional	
Type and material	Forged aluminum, Satin Carbon, split five-spoke “Spider Monkey”
Size	20 x 10
Optional	
Type and material	Forged aluminum, Black Vapor Chrome, split five-spoke “Spider Monkey”
Size	20 x 10

TRAILER TOWING^(a)

	ENGINE	AXLE RATIO	MAXIMUM TRAILER WEIGHT ^(b) LBS. (KG)
4WD	6.4-liter HEMI V-8	3.70	7,200 (3,266)

(a) For towing heavier trailers up to the Maximum Trailer Weight Ratings shown in the Trailer Towing chart, the vehicle must be equipped with the Trailer Tow Group Class IV for the 6.4-liter engine for North America.

(b) Maximum Trailer Weight = GCWR - Curb Wt. with hitch - 300 lbs. (allowance for driver and passenger) and must be decreased by the weight of optional equipment, cargo and additional passengers. Maximum trailer weights shown are rounded to the nearest 50 lbs. Tongue weight should be 10-15% of loaded trailer weight but may not cause vehicle to exceed GVWR or GAWR. Load equalizing hitch recommended for trailers over 2,000 pounds.

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