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Designed for Global Markets: All-new 2015 Jeep® Renegade Offers 16 Powertrain Combinations Globally – Including Segment's First Nine-speed Automatic Transmission

- All-new Jeep® Renegade offers up to 16 strategic powertrain combinations – the most ever in a Jeep vehicle – to deliver the performance and efficiency needs customized to markets around the world. Available are:
    - Four MultiAir gasoline engines
    - Two MultiJet II diesel engines
    - Clean, fuel-saving Stop&Start technology
    - A dual dry clutch transmission (DDCT) and two manual offerings
- World's first small SUV to feature nine-speed automatic transmission
- Best-in-class Jeep capability in all driving conditions, complements of two new 4x4 systems that raise the standard for small SUVs:
    - Jeep Active Drive with fully automatic one-speed power transfer unit (PTU)
    - Jeep Active Drive Low with 20:1 crawl ratio and Jeep Selec-Terrain system with five modes
- Segment-exclusive disconnecting rear axle and power take-off unit (PTU) optimize Jeep Renegade 4x4 models' fuel efficiency

March 4, 2014, Auburn Hills, Mich. - True to the Jeep® brand, the all-new Renegade is the most capable, fuel-efficient and technologically advanced small SUV ever. It can be equipped with up to 16 powertrain combinations – the most ever in a Jeep vehicle – to meet the specific requirements of customers around the world.

"Jeep vehicles are intrepid, reliable and fun to drive," said Bob Lee, Head of Powertrain Engineering — Chrysler Group LLC. "So we strategically leveraged all of our expansive engine, transmission and driveline portfolios to ensure those attributes are available to our customers in every market."

Innovative MultiAir Turbo and MultiAir2 Turbo gasoline engines

- 1.4-liter MultiAir2 engine with Stop&Start
    - Regions: Europe / Africa / Asia-Pacific / Latin America
    - Output: 103 kW / 230 N·m
    - Transmissions: six-speed manual, dual dry clutch (DDCT)
    - Drive: 4x2

The latest variant from the Fully Integrated Robotisized Engine (FIRE) family delivers up to 103 kW (140 CV, 138 horsepower) and 230 N·m (170 lb.-ft.) of peak torque. Start&Stop technology reduces emissions and fuel consumption. The 1.4-liter I-4 features the second-generation of the award-winning MultiAir electro-hydraulic fully variable valve-lift system. MultiAir2 adds a two-percent efficiency improvement (on the NEDC cycle) over the original, 16-valve single-overhead cam MultiAir variant.

- 1.4-liter MultiAir Turbo engine
    - Region: North America
    - Output: 119 kW / 250 N·m
    - Transmission: six-speed manual
    - Drive: 4x2 and 4x4

Turbocharged 1.4-liter MultiAir Turbo I-4 generates 119 kW (160 horsepower) and 250 N·m (184 lb.-ft.) of peak torque. Boost pressure is dynamically managed to provide a broad torque curve over a wide variety of ambient conditions, with a peak pressure of 22 psi at 4,000 rpm. Exclusive MultiAir valve-actuation technology controls intake air cylinder by cylinder and stroke by stroke. The resulting precision reduces carbon-dioxide emissions and boosts fuel-economy up to 7.5 percent compared with an engine equipped with a conventional valvetrain.

- 1.4-liter MultiAir2 Turbo engine with Stop&Start
    - Regions: Europe / Africa / Asia-Pacific / Latin America
    - Output: 125 kW / 250 N·m
    - Transmission: nine-speed automatic
    - Drive: 4x4

This 1.4-liter intercooled and turbocharged I-4 features MultiAir2 intake-valve management and Stop&Start technology to cut emissions and fuel consumption. With premium fuel, this latest FIRE family variant produces 125 kW (170 CV, 168 horsepower) and 250 N·m (184 lb.-ft.) of peak torque.

- 2.4-liter MultiAir2 Tigershark engine
    - Regions: North America / Latin America / Africa / Middle East / Australia / Asia-Pacific
    - Output: 137 kW / 236 N·m
    - Transmission: nine-speed automatic
    - Drive: 4x2 and 4x4

Power, efficiency and refinement are hallmarks of the 2.4-liter MultiAir2 Tigershark engine, which produces 137 kW (184 horsepower) and 177 lb.-ft. (236 N·m) of peak torque. This 16-valve I-4 delivers maximum refinement via features such as a fully isolated aluminum head cover and an oil pan with acoustic material sandwiched between its steel layers. Powder-metal connecting rods have a full-floating piston pin with diamond-like carbon coating for friction reduction. A balance shaft module minimizes vibration. Additionally, the 2.4-liter Tigershark features a two-stage oil-pressure relief system that reduces engine-oil pumping loads at low engine speeds for greater fuel efficiency. The engine also is flex-fuel compatible.

E.torQ engine enhanced by fuel-saving Stop&Start technology

- 1.6-liter E.torQ engine with Stop&Start
    - Regions: Europe / Africa / Australia / Latin America
    - Output: 81 kW / 152 N·m
    - Transmission: five-speed manual
    - Drive: 4x2

The 16-valve 1.6-liter E.torQ I-4 delivers 81 kW (110 CV, 108 horsepower) and 152 N·m (112 lb.-ft.) of peak torque. Stop&Start technology helps cut emissions and fuel consumption. Unique components help the lightweight engine deliver high torque at low engine speeds while contributing to reduced fuel consumption. Graphite-coated pistons are optimized to reduce friction and weight. Forged connecting rods and an aluminum oil pan aid weight savings. For increased refinement, the E.torQ crankshaft features eight counterweights.

Two powerful MultiJet II diesel engines boast Stop&Start technology

- 1.6-liter MultiJet II engine with Stop&Start
    - Regions: Europe
    - Output: 88 kW / 320 N·m

- Transmission: six-speed manual
- Drive: 4x2

The 1.6-liter I-4 delivers 88 kW (120 CV, 118 horsepower) and peak torque of 320 N·m (236 lb.-ft.), making it a leader among engines with displacements of 1.8 liters or less. It features an electronically controlled variable-geometry turbocharger, and benefits from MultiJet II, the acclaimed common-rail fuel-injection technology. Designed for ruggedness and efficiency, the compact turbodiesel features a cast-iron crankshaft and connecting rods. Stop&Start technology helps reduce emissions and eliminates fuel consumption that would result from idling. Includes a close-coupled Diesel Particulate Filter (DPF) and low-pressure EGR (Exhaust Gas Recirculation) system for Euro 5+ emissions.

- 2.0-liter MultiJet II engine with Stop&Start
  - Regions: Europe / Asia-Pacific
  - Output:
    - 103 kW / 350 N·m
    - 125 kW / 350 N·m
  - Transmission: nine-speed automatic or six-speed manual
  - Drive: 4x4

With output offerings of 103 and 125 kW (140 and 170 CV), the 2.0-liter MultiJet II I-4 turbodiesel diesel delivers more power and performance, while still meeting Euro 6 emissions standards. An electronically controlled variable-geometry turbocharger improves power delivery. Peak torque is rated at 350 N·m (258 lb.-ft). A new low-pressure EGR system with an electrically activated EGR valve contributes to emissions reduction, along with close-coupled NSC/DPF. Lower engine friction reduces fuel consumption along with Stop&Start technology, which also helps cut emissions.

World-class transmission offerings – including the segment's first nine-speed transmission

- Nine-speed 948TE automatic transmission
  - Regions: All
  - Powertrain availability:
    - 1.4-liter MultiAir2 Turbo engine with Stop&Start (4x4)
    - 2.4-liter MultiAir2 Tigershark engine (4x2 or 4x4)
    - 2.0-liter MultiJet II engine with Stop&Start (4x4)

The all-new 2015 Jeep Renegade is the world's first small SUV to offer a nine-speed automatic transmission, enabling the small SUV to optimize engine output and enable aggressive launches and smooth, efficient power delivery at highway speeds.

Like the all-new Jeep Cherokee, the Renegade's nine-speed gearbox provides a more responsive driving experience with quicker acceleration and smoother shifting. The wide ratio spread delivers an aggressive first gear ratio of 4.71 for low-end performance and small gear ratio steps, which afford luxury-car levels of shift refinement. A unique set of four overdrive ratios improve highway fuel economy and reduce overall noise, vibration and harshness (NVH) levels. The all-new, fully electronic nine-speed automatic features on-the-fly shift map changing, with AutoStick manual shifting capability. More than 20 individual shift maps for specific conditions optimize shift quality and shift points for improved fuel economy, performance and drivability. To determine the appropriate shift mode, the transmission's software takes into account variables such as engine-torque gradients, kick-down events, longitudinal and lateral acceleration and grade changes. For improved driving comfort and refinement, the transmission control strategy closely monitors temperature, speed and electronic stability control activation. The result is automatic shifting ideally attuned to the performance requirements of almost any driving demand.

But a Jeep SUV isn't a Jeep SUV unless it delivers superior off-road performance. Uniquely suited to the requirements of the Renegade Trailhawk model, the nine-speed automatic transmission accommodates a 20:1 crawl ratio setting. This Trail Rated 4x4 rock-crawl ratio is enabled by a tall 4.71:1 first gear ratio coupled to the 4.334:1 final drive.

- Six-speed C635 dual dry clutch transmission (DDCT)
    - Regions: Europe / Africa / Asia-Pacific / Latin America
    - Powertrain availability: 1.4-liter MultiAir2 Turbo engine with Stop&Start (4x2)

Sharing its 6.68 gear-ratio spread design with a manual transmission, the DDCT features a final-drive ratio of 4.438 for quick acceleration while maintaining fuel economy. And with its first-gear overall launch ratio of 17.1:1 and precision-controlled shift points, it delivers precise gear. Designed to handle the turbocharged engine's output, the DDCT utilizes a tubular intermediate shaft with equal-length half shafts to mitigate torque steer.

- 6-speed C635 manual transmission
    - Regions: All
    - Powertrain availability:
        - 1.4-liter MultiAir2 engine with Stop&Start (4x2)
        - 1.4-liter MultiAir Turbo engine (4x2 or 4x4)
        - 1.6-liter MultiJet II engine with Stop&Start (4x2)
        - 2.0-liter MultiJet II engine with Stop&Start (4x4)

Like the DDCT, the six-speed manual transmission features a 6.68 ratio spread with a 4.438 (MultiAir engines) and 3.833 (MultiJet II engines) final-drive ratio for fuel efficiency at faster speeds. And thanks to its first-gear launch ratio of 18.4:1, this manual transmission offers quick acceleration with smooth, precise shift quality. A tubular intermediate shaft with equal-length half shafts helps mitigate unwanted torque steer.

- Five-speed C510 manual transmission
    - Regions: Europe / Asia-Pacific
    - Powertrain availability: 1.6-liter E.torQ engine with Stop&Start (4x2)

Developed for high-output applications, the proven C510 five-speed manual transmission has been upgraded for improved shift quality, and features a 3.929 final-drive ratio to deliver quicker acceleration and faster top speed without compromising fuel-efficiency. Designed to handle increased torque loads, this manual transmission includes an intermediate shaft with equal-length half shafts to mitigate torque steer; and oversized half shafts for increased strength and durability, and to reduce torsional stress in the driveline during performance driving.

Go-anywhere Jeep capability

The all-new 2015 Jeep Renegade provides a choice of two innovative 4x4 systems for best-in-class 4x4 capability in all weather conditions. The Jeep Renegade is the first small SUV to feature a rear-axle and power transfer unit (PTU) disconnect that delivers 4x2 levels of fuel efficiency, yet instantly engages 4x4 when traction is needed.
Both systems seamlessly switch between 4x2 and 4x4 for full-time torque management and optimal 4x4 traction when required, with no driver input.

- Jeep Active Drive
    - Enabled by an innovative PTU, Jeep Active Drive is fully automatic and delivers seamless operation in and out of four-wheel drive, and at any speed. This system requires no driver intervention, delivers yaw correction during dynamic events and improves both understeer and oversteer conditions. Jeep Active Drive can send up to 100 percent of the engine's torque to any wheel, delivering optimal grip in low-traction conditions. A fully variable wet clutch housed in the rear-drive module utilizes the Jeep brand's proprietary algorithms to provide the proper amount of torque for any driving condition, including low-traction surfaces, aggressive starts and dynamic driving.
- Jeep Active Drive Low
    - Providing the all-new Renegade with best-in-class off-road capability, Jeep Active Drive Low builds on the Jeep Active Drive system and adds a 20:1 crawl ratio for 4x4 Trail Rated

capability.

- Jeep Selec-Terrain system
    - Jeep Active Drive and Active Drive Low systems feature the brand's Selec-Terrain traction-control system. Selec-Terrain allows the driver to dial in the desired on- or off-road setting for optimum performance. Up to five customized settings are offered: Auto, Snow, Sport, Sand/Mud modes and exclusively on the Trailhawk model's Jeep Active Drive Low system – Rock mode. For even greater off-road capability, Selec-Terrain includes Selec-Speed Control with Hill-descent Control.

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