

## 2015 Jeep® Renegade SPECIFICATIONS (PRELIMINARY)

Specifications are based on the latest product information available at the time of publication.

All NAFTA vehicle dimensions are representative in inches (millimeters) at curb weight and with standard wheels and tires unless otherwise noted. Note: Information shown is correct at time of publication, and is subject to change without notice.

### GENERAL INFORMATION

Body Style	Sport-utility vehicle (SUV)
Assembly Plant	Melfi, Italy
EPA Vehicle Class	Multipurpose vehicle

### BODY AND CHASSIS

Layout	Transverse front engine, 4x2 and 4x4
Construction	Steel uniframe

### ENGINE: 1.4-LITER MULTIAIR2 WITH STOP&START

Availability	Europe / Latin America
Type and Description	In-line four-cylinder, liquid-cooled
Displacement	83.48 cu. in. (1,368 cu. cm)
Bore x Stroke	2.83 x 3.31 in. (72.0 x 84.0 mm)
Valve System	Belt-driven, MultiAir2, SOHC, 16 valves, hydraulic end-pivot roller rockers
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	Cast iron block with aluminum-alloy heads and aluminum-alloy bedplate
Compression Ratio	10.0:1
Power (SAE net)	138 hp (103 kW, 140 CV) @ 5,000 rpm
Torque (SAE net)	170 lb.-ft. (230 N•m) @ 1,750-3,250 rpm
Max. Engine Speed	6,500 rpm (electronically limited)
Fuel Requirement	87 octane (R+M)/2 acceptable 91 octane recommended
Oil Capacity	4.0 qt. (3.8 liter) with dry filter
Coolant Capacity	5.5 qt. (5.2 liter)

Emission Controls	Dual three-way catalytic converters, heated oxygen sensors and internal engine features
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Fuel Economy	TBD
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Towing	1,000 kg (2,200 lbs.)
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Engine Assembly Plant	Termoli, Italy
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#### **ENGINE: 1.4-LITER MULTIAIR TURBO**

Availability	North America
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Type and Description	In-line four-cylinder, liquid-cooled, turbocharged
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Displacement	83.48 cu. in. (1,368 cu. cm)
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Bore x Stroke	2.83 x 3.31 in. (72.0 x 84.0 mm)
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Valve System	Belt-driven, MultiAir, SOHC, 16 valves, hydraulic end-pivot roller rockers
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Fuel Injection	Sequential, multiport, electronic, returnless
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Construction	Cast-iron block with aluminum-alloy head and aluminum-alloy bedplate
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Compression Ratio	9.8:1
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Maximum Turbo Boost (psi / bar)	22 psi / 2.49 bar
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Power (SAE)	160 hp (119 kW) @ 5,500 rpm
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Torque (SAE)	170 lb.-ft. (230 N•m) @ 2,500-4,000 rpm
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Max. Engine Speed	6,500 rpm (electronically limited)
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Fuel Requirement	87 octane (R+M)/2 acceptable 91 octane recommended
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Oil Capacity	4.0 qt. (3.8 liter) with dry filter
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Coolant Capacity	5.5 qt. (5.2 liter)
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Emission Controls	Dual three-way catalytic converters, heated oxygen sensors and internal engine features
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Fuel Economy	TBD
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Towing	Not recommended
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Engine Assembly Plant	Dundee, Mich.
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#### **ENGINE: 1.4-LITER MULTIAIR2 TURBO WITH STOP&START**

Availability	Europe / Africa / Asia-Pacific / Latin America
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Type and Description	In-line four-cylinder, liquid-cooled, turbocharged
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Displacement	83.48 cu. in. (1,368 cu. cm)
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Bore x Stroke	72.0 x 84.0 mm (2.83 x 3.31 in.)
Valve System	Belt-driven, MultiAir2, SOHC, 16 valves, hydraulic end-pivot roller rockers
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	Cast-iron block with aluminum-alloy head and aluminum-alloy bedplate
Compression Ratio	10.0:1
Maximum Turbo Boost (psi / bar)	22 psi / 1.50 bar
Power (SAE)	168 hp (125 kW, 170 CV) @ 5,500 rpm
Torque (SAE)	184 lb.-ft. (250 N•m) @ 2,500-4,000 rpm
Max. Engine Speed	6,500 rpm (electronically limited)
Fuel Requirement	95 RON
Oil Capacity	4.0 qt. (3.8 liter; with dry filter)
Coolant Capacity	5.5 qt. (5.2 liter)
Emission Controls	Dual three-way catalytic converters, heated oxygen sensors and internal engine features
Fuel Economy	TBD
Towing	2,200 lbs. (1,000 kg)
Engine Assembly Plant	Termoli, Italy

#### **ENGINE: 2.4-LITER MULTIAIR2 TIGERSHARK**

Availability	North America / Latin America / Africa / Middle East / Australia / Asia-Pacific
Type and Description	In-line four-cylinder, 16-valve MultiAir with multiport fuel injection
Displacement	144 cu. in. (2,360 cc)
Bore x Stroke	88 X 97
Valve System	SOHC, four valves per cylinder
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	Aluminum block, aluminum cylinder head
Compression Ratio	10:1
Power (SAE net — estimated)	184 hp (137 kW) @ 6,400 rpm
Torque (SAE net — estimated)	177 lb.-ft. (236 N•m) @ 4,400 rpm
Max. Engine Speed	6,500 rpm
Fuel Requirement	Unleaded regular, 87 octane

Oil Capacity	5.5 qt. (5.2 liter) (total)
Coolant Capacity	6.8 qt. (6.45 liter)
Emission Controls	Single catalytic converter, heated wide band lambda sensor upstream and mid-catalyst heated oxygen sensor
Fuel Economy	TBD
Towing	2,000 lbs. (907 kg)
Engine Assembly Plant	Dundee Engine Plant, Dundee, Mich.

#### **ENGINE: 1.6-LITER E.TORQ**

Availability	Europe / Africa / Middle East / Australia / Latin America
Type and Description	In-line four-cylinder, 16-valve with port fuel injection
Displacement	97.52 cu. in. (1,598 cc)
Bore x Stroke	77 mm X 85.8 mm
Valve System	SOHC, 4 valves per cylinder
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	High pressure die casting aluminum block, aluminum cylinder head
Compression Ratio	11.0:1
Power (SAE net — estimated)	108 hp (81 kW, 110 CV) @ 5,500 rpm
Torque (SAE net — estimated)	112 lb.-ft. (152 N•m) @ 4,500 rpm
Max. Engine Speed	6,500 rpm
Fuel Requirement	E0
Oil Capacity	4.7 qt. (4.6 liter) (total)
Coolant Capacity	5.9 qt. (5.6 liter)
Emission Controls	Single catalytic converter, heated switching lambda sensor upstream and heated switching lambda sensor downstream
Fuel Economy	TBD
Towing	2,200 lbs. (1,000 kg)
Engine Assembly Plant	Campo Largo, Brazil

**ENGINE: 1.6-LITER MULTIJET II TURBODIESEL WITH STOP&START**

Availability	Europe / Africa
Type and Description	In-line four-cylinder, 16 valve MultiJet common-rail with solenoid injectors
Displacement	97.52 cu. in. (1,598 cc)
Bore x Stroke	79.5 X 80.5
Valve System	DOHC, four valves per cylinder
Fuel Injection	1,600-bar (23,206 psi) common-rail with solenoid injectors
Construction	Cast-iron block; aluminum cylinder head
Compression Ratio	16.5:1
Power (SAE net — estimated)	118 hp (88 kW, 120 CV) @ 4,000 rpm
Torque (SAE net — estimated)	320 N•m (236 lb.-ft.) @ 1,750 rpm
Max. Engine Speed	5,000 rpm
Fuel Requirement	B7
Oil Capacity	5.5 qt. (5.2 liter) ( (total)
Coolant Capacity	6.4 qt. (6.1 liter)
Emission Controls	Close-coupled DPF, low-pressure cooled EGR
Fuel Economy	TBD
Towing	2,200 lbs. (1,000 kg)
Engine Assembly Plant	Pratola Serra, Italy

**ENGINE: 2.0-LITER MULTIJET II TURBODIESEL WITH STOP&START**

Availability	Europe / Asia-Pacific
Type and Description	In-line four-cylinder, 16-valve MultiJet II common-rail with solenoid injectors
Displacement	119 cu. in. (1,956 cc)
Bore x Stroke	83 X 90.4
Valve System	DOHC, four valves per cylinder
Fuel Injection	1,600-bar (23,206 psi) common-rail with solenoid injectors
Construction	Cast-iron block, aluminum cylinder head
Compression Ratio	16.5:1
Power (SAE net — estimated)	138 hp (103 kW, 140 CV) @ 3,750 rpm 167 hp (125 kW, 170 CV) @ 3,750 rpm

Torque (SAE net — estimated)	258 lb.-ft. (350 N•m) @ 1,500/1,750-2500 rpm
Max. Engine Speed	5,000 rpm
Fuel Requirement	B7
Oil Capacity	5.5 qt. (5.2 liter) (total)
Coolant Capacity	6.9 qt. (6.5 liter)
Emission Controls	Close-coupled DPF, low-pressure cooled EGR
Fuel Economy	TBD
Towing	3,300 lbs. (1,500 kg)
Engine Assembly Plant	Pratola Serra, Italy

#### **TRANSMISSION: 948TE NINE-SPEED AUTOMATIC**

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)
Description	Planetary gear train, transverse layout
Ratio Spread	9.81
Gear Ratios	
1 <sup>st</sup>	4.71
2 <sup>nd</sup>	2.84
3 <sup>rd</sup>	1.91
4 <sup>th</sup>	1.38
5 <sup>th</sup>	1.00
6 <sup>th</sup>	0.81
7 <sup>th</sup>	0.70
8 <sup>th</sup>	0.58
9 <sup>th</sup>	0.48
Reverse	3.83
Axle Ratios	1.4-liter 4x4 — 4.334 2.0-liter 4x4 — 4.334 2.4-liter 4x2 — 3.734 2.4-liter 4x4 (non-Trailhawk) — 3.734 2.4-liter 4x4 (Trailhawk) — 4.334

**C635 SIX-SPEED MANUAL TRANSMISSION**

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 (4x2 or 4x4)
Description	1st, 2nd, 3rd gear: Triple cone 4th: Double cone
Gear Ratios	
1st	4.154
2nd	2.118
3rd	1.361
4th	0.978
5th	0.756
6th	0.622
Reverse	4.00
Final-drive Ratio	4.438 / 4.438 / 3.579 / 3.833
Overall Top Gear	2.38

**C635 SIX-SPEED DUAL DRY CLUTCH TRANSMISSION (DDCT)**

Availability	1.4-liter MultiAir2 Turbo engine with Stop&Start (4x2)
Description	1st, 2nd, 3rd gear: Triple cone 4th and reverse: Double cone 5th and 6th gear: Single cone
Gear Ratios	
1st	4.154
2nd	2.269
3rd	1.435
4th	0.978
5th	0.756
6th	0.622
Reverse	4.000
Final-drive Ratio	4.438
Overall Top Gear	2.38

#### **TRANSMISSION: C510 PERFORMANCE FIVE-SPEED MANUAL**

Availability	1.6-liter E.torQ engine with Stop&Start (4x2)
Description	1st, 2nd gear: Dual cone 3rd, 4th, 5th, gear: Single cone
Gear Ratios	
1st	4.273
2nd	2.238
3rd	1.444
4th	1.029
5th	0.838
Reverse	3.909
Final-drive Ratio	3.929
Overall Top Gear	3.39

#### **4X4 SYSTEMS: JEEP ACTIVE DRIVE, JEEP ACTIVE DRIVE LOW**

Availability	Jeep Active Drive is optional on all models Jeep Active Drive Low is standard on Trailhawk
Type	Fully disconnecting 4x2 mode with automatic 4x4 engagement Full-time 4x4 mode with active on demand clutch
Operating Modes	Auto 4x2/4x4, Neutral
Center Differential Type	None
Terrain Response	Unique tuning in all terrain modes
Crawl Ratio	20:1

#### **ELECTRICAL SYSTEM**

Alternator	NAFTA: (1.4-liter MultiAir) 150-amp, (2.4-liter Tigershark) 160-amp International: (1.4-liter MultiAir2 and 1.6-2.0-liter MultiJet) 120-amp, 150-amp optional, (1.6-liter E.torQ and 1.4-liter MultiAir2 AT9) 150-amp.
Battery	NAFTA: (1.4-liter MultiAir) 500-amp, (2.4-liter Tigershark) 600-amp International: (1.6-liter E.torQ Stop&Start and 1.6-2.0-liter MultiJet) 570-amp, (1.4-liter MultiAir2) 450-amp, (1.4-liter MultiAir2 AT9) 570-amp optional, (1.6-liter E.torQ without Stop&Start) 640-amp

#### **SUSPENSION**

Front	McPherson strut, coil springs, flat front steel crossmember, high-strength steel double shell lower control arms for 4x4 and high-strength steel mono shell lower control arms for 4x2, stabilizer bar
Rear	Chapman strut, high-strength steel links, isolated steel rear cradle for 4x4 and not-isolated for 4x2, coil springs, stabilizer bar

## STEERING

Type	Electric power rack and pinion
Overall Ratio	15.7
Turning Diameter (curb-to-curb)	36.3 (11.07) 4x2 and 4x4 35.3 (10.76) Trailhawk 4x4
Steering Turns (lock-to-lock)	2.68 (4x2 and 4x4) 2.76 (Trailhawk 4x4)

## BRAKES

Front	
Size and Type	12 x 1.1 (305 x 28) vented rotor with 2.36 (60) single-piston floating caliper
	11.06 x 1 (281 x 26) vented rotor with 2.24 (57) single-piston floating caliper
Swept Area (per caliper)	138.77 sq. in. (895.3 sq. cm.), 1 x 60 115.88 sq. in. (747.6 sq. cm.), 1 x 57
Rear	
Size and Type	10.95 x 0.47 (278 x 12) solid rotor with 1.5 (38) single-piston floating caliper
Swept Area (per caliper)	101.7 sq. in. (656.4 sq. cm.), 1 x 38
Power-assist Type	10 (254) vacuum assist
Four-wheel anti-lock brake system (ABS)	Standard
Electronic stability control (ESC)	Standard
Parking Brake Type	Electric motor on caliper

## DIMENSIONS AND CAPACITIES<sup>(a)</sup>

Wheelbase	101.2 (2,570)
Track, Front	60.6 (1,540)
Track, Rear	60.6 (1,540)
Overall Length	166.6 (4,232)

Overall Width	71.0 (1,804)
Overall Height	66.5 (1,689)
Load-floor height	29.8 (758)
Sill-step height	19.4 (494) front, 19.6 (497) rear
Ground Clearances	6.7 (170) 4x2 7.9 (200) 4x4 8.7 (220) Trailhawk 4x4
Approach Angle, (with air dam) (degrees)	17.9 4x2 21.0 4x4 30.5 Trailhawk 4x4
Breakover Angle (degrees)	21.2 4x2 24.0 4x4 25.7 Trailhawk 4x4
Departure Angle (degrees)	29.7 4x2 32.1 4x4 34.3 Trailhawk 4x4
Aero Cd	0.345 4x2 (with 1.6-liter MultiJet II engine) 0.350 4x2 0.360 4x4 0.370 Trailhawk 4x4
Fuel-tank Capacity	12.7 gal. (48 liters)

## ACCOMMODATIONS

Seating Capacity — Front/Rear	2/3
Front Row	
Head Room without Sunroof	41.1 (1,045)
Head Room with Sunroof	39.7 (1,009)
Legroom	41.2 (1,046)
Shoulder Room	55.9 (1,419)
Hip Room	53.1 (1,348)
Seat Travel	9.0 (230) driver / 10.2 (260) front passenger
Recliner Range (degrees)	From 25 nominal, 38 forward and 30 rearward (from vertical 13 forward, 55 rearward)
SAE Volume (standard roof) (cu. ft.)	54.8

**Second Row**

Head Room	40.5 (1,029)
Legroom	35.1 (891)
Shoulder Room	55.1 (1,400)
Hip Room	51.9 (1,319)
SAE Volume (cu. ft.)	45.3

**Cargo Access**

Liftover Height	30.2 (766)
Maximum Cargo Width at Liftgate Opening	40.1 (1,020)
Minimum Cargo Width at Liftgate Opening	39.0 (990) at bottom of opening
Maximum Cargo Height at Liftgate Opening	29.5 (749)
Minimum Cargo Height at Liftgate Opening	29.0 (739)
Distance Between Wheelhouse Interior Trim	37.6 (956)

**SAE Cargo Volume**

Rear Seats Up, cu. ft. (cu. m)	18.5 (0.525)
Rear Seats Folded, cu. ft. (cu. m)	50.8 (1.440)
EPA Interior Volume Index, cu. ft. (cu. m)	118.6 (3.359)
Behind Rear Seat, cu. ft. (cu. m)	18.5 (0.525) (rear seat at design position)
Behind Front-row Seats with Rear Seats Folded, cu. ft. (cu. m)	50.8 (1.440)

**TIRES**

Availability	Standard on Sport / Latitude
Size and Type	215/65R16 BSW, All-season
Mfr. and Model	Continental, CrossContact LX Sport
Revs per Mile (km)	749 (464)

Availability	Standard on Latitude (with 2.4-liter engine)
Size and Type	215/60R17 BSW, All-season
Mfr. and Model	Continental, CrossContact LX Sport

Revs per Mile (km)	768 (478)
Availability	Standard on Limited Optional on Latitude
Size and Type	225/55R18 BSW, All-season
Mfr. and Model	Goodyear Eagle Sport or Kumho KL33
Revs per Mile (km)	729 (452)
Availability	Standard on Trailhawk
Size and Type	215/65R17 OWL, All-terrain
Mfr. and Model	Goodyear Wrangler SRA or Falken Wildpeak
Revs per Mile (km)	722 (448)

