



# Jeep

## 2018 JEEP WRANGLER (JL) MODEL LINEUP

### SPORT

- 17" Alloy Wheels
- Selec-Trac Fulltime 4WD system
- 3.6L Pentastar® V6 Engine with 209 kW and 347N•m of torque
- 8-speed automatic transmission
- Dana solid front and rear axles
- ParkView Rear Back-Up Camera
- Next-generation Uconnect 4 with 7" Display
- Apple Car Play and Android Auto
- 7 inch Driver Information Display
- Uconnect Voice Command
- Engine Start/Stop push button
- Auto Headlamps
- 8 Speakers
- Park Sense Rear Park Assist system
- Leather-wrapped steering wheel
- Supplemental front-seat side air bags
- Easy-to-use zipperless Sunrider Soft Top
- Wash-out interior with removable carpet and drain plugs

### OVERLAND

- Next-generation Uconnect 4 with 8.4" Display
- Satellite Navigation
- Apple Car Play and Android Auto
- 3.6L Pentastar® V6 Engine with 209 kW and 347N•m of torque
- 7 inch Driver Information Display
- Engine Start/Stop push button
- Dual-Zone Automatic Temperature Control
- 18" Alloy wheels
- ParkView Rear Back-Up Camera
- Body-color fender flares, Hardtop and grille with Silver accents
- Side steps
- Available Sky One-Touch Power Top
- Park Sense Front Park Assist System
- Available leather-trimmed seats and full soft-wrapped IP with accent stitching
- Heated Front Seats & Steering Wheel
- Blind Spot Monitor with Rear Cross Path detection
- LED Exterior Lighting Group
- Remote proximity Keyless Entry
- 230 V Auxiliary power outlet



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### RUBICON

- 32" BFGoodrich Off-Road Tires
- Locking front and rear Dana 44 heavy-duty axles
- Electronic Sway Bar Disconnect
- Rock-Trac 4:1 transfer case — with improved crawl ratio (up to 84:1)
- Heavy Duty Rock Sliders with Step assist
- Power dome hood
- Exclusive high-clearance fender flares
- Next-generation Uconnect 4 with 8.4" Display
- Apple Car Play and Android Auto
- Satellite Navigation
- Blind Spot Monitor with Rear Cross Path detection
- 7 inch Driver Information Display
- Park Sense Front Park Assist System
- Dual-zone Automatic temperature control
- Winch-capable steel front bumper
- 3.6L V6 engine with Engine Stop/Start
- Available 2.2 Turbo Diesel I 4 Engine with 147 kW and 460 Nm of Torque
- LED Exterior Lighting Group
- Standard next-generation Uconnect 4 NAV with 8.4" Display
- Available Heated Front Seats and Heated Steering Wheel
- Available Trail Rail Cargo Management System
- Available Auxiliary Switchbank for Accessories

### 2019 JEEP® WRANGLER (JL) MODEL ADDITIONS TO ABOVE

- Forward Collision Warning Plus - available on Overland & Rubicon
- Adaptive Cruise Control with Stop – available on Overland & Rubicon

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## ROCK-TRAC 4WD SYSTEM

Standard on Wrangler Rubicon models, the Rock-Trac 4x4 system with an enhanced NV241 OR (Off Road) transfer case offers even more capability and a 4.0:1 low gear ratio.

### OVERVIEW

- The Rock-Trac 4WD System and its transfer case provides four mode positions
  - 2H (Two-wheel drive high range)
  - 4H (Four-wheel drive high range)
  - N (Neutral)
  - 4L (Four-wheel drive low range)
- The transfer case is intended to be driven in the 2H position for normal street and highway conditions
  - Shifting between 2H and 4H can be made with the vehicle stopped or in motion
  - Shift the transfer case lever firmly to 4H at any speed up to 72 km/h
- Shifting between 4H and 4L can be made with the vehicle rolling at 3 to 5 km/h
  - Shift the automatic transmission into NEUTRAL (fully depress the clutch pedal on a manual transmission)
  - Then shift the transfer case lever firmly to 4L
- With Rock-Trac engaged
  - Transfer case provides equal torque to both the front and rear driveshafts
  - Driveshafts rotate at the same speed
  - The front and rear Tru-Lok locking differentials help provide ultimate traction
  - A disconnecting front sway bar allows for enhanced wheel articulation and improved traction over uneven surfaces
- The Rock-Trac transfer case with 4.0:1 low range
  - Allows the vehicle to operate at a low speed with greater torque multiplication
  - Provides the driver more control
  - Increases the amount of torque available at the wheels

### HOW IT WORKS

- The four-wheel-drive transfer case allows the driver to optimize Wrangler's capabilities in a variety of driving conditions by selecting one of four mode positions
  - 2H (Two-wheel drive high range)
  - 4H (Four-wheel drive high range)
  - N (Neutral)
  - 4L (Four-wheel drive low range)
- For normal street and highway conditions such as hard-surfaced roads, use the 2H position
- For extra traction on loose, slippery road surfaces, snow, sand or off-road conditions, shift into 4H or 4L
- Shifting between 2H and 4H can be done with the vehicle stopped or in motion
  - With the vehicle in motion, the transfer case will engage or disengage faster if you momentarily let up on the accelerator pedal after completing the shift
  - Apply a constant force while shifting the transfer case lever



## HOW IT WORKS (CONT.)

- Shifting between 4H and 4L should only be done with the vehicle slowly rolling at 3 to 5 km/h
  - With the vehicle rolling, shift an automatic transmission into NEUTRAL or depress the clutch pedal with a manual transmission
  - Then, shift the transfer case lever firmly into the desired position
  - Now you can shift back into drive
  - Some momentary noise is possible and normal as the transfer case is being shifted from 4H to 4L
- Because 4L is geared for maximum torque and pulling power, never exceed 40 km/h with the transfer case in the 4L position
- It should only be driven on gravel, low traction surface
- It should never be driven on Hard/ Bitumen surfaces

## SELEC-TRAC FULL-TIME 4WD SYSTEM

For the first time in Wrangler's history, a Selec-Trac two-speed transfer case with full-time 4WD and a low range is available on Overland models. This new full-time two-speed transfer case is intuitive and allows the driver to set it and forget it while constantly sending power to the front and rear axles.

## OVERVIEW

The Selec-Trac Active Full-Time four-wheel-drive system provides all-weather on-road confidence and off-road capability

- 2WD sends power to the rear wheels only in favorable on-road conditions
- 4WD AUTO can be engaged at speeds up to 72 km/h and be driven on all surfaces. Four-wheel drive automatically engages and disengages as needed to help maintain traction
  - The transfer cases send torque to the front axle using an electronically controlled clutch that can vary its capacity from open to full torque in a fraction of a second
  - When in 4H AUTO, there is no fixed torque split (front/rear). There is a control algorithm that preemptively commands the T-case clutch to a torque value given various inputs (engine output torque, trans gear, gas pedal position, etc.)
  - The system does not "wait" for slip to occur to transfer torque to the front axle, the algorithm mentioned above is intended to provide the appropriate amount of torque to prevent slip under most driving conditions. If rear wheel slip does occur, the amount of torque commanded to the t-case clutch will increase until the slip is eliminated.
- 4WD HIGH can also be engaged at speeds up to 72 km/h and the front and rear drive shafts are locked together with a 50/50 torque split delivering exceptional traction
- 4WD LOW features a 2.72:1 gear ratio for the outstanding low-speed power and control that's required in more severe conditions



## HOW IT WORKS

- The four-wheel drive transfer case has five mode positions to help drivers take full advantage of some unique off-road capabilities
  - 2H (Two-wheel drive high range)
  - 4H AUTO (Four-wheel-drive auto high range)
  - 4H PART TIME (Four-wheel-drive part-time high range)
  - N (Neutral)
  - 4L (Four-wheel drive low range)
- For normal street and highway driving on hard-surfaced roads, always use the 2H position
- For variable driving conditions, use 4H AUTO
  - Engages the front axle but sends the vehicle's power to the rear wheels
  - If the vehicle senses a loss of traction, it automatically engages four-wheel drive
  - Because the front axle is engaged, this mode gets lower fuel economy than 2WD
- 4H PART TIME and 4L modes provide extra traction for off-road driving on loose, slippery surfaces like snow or sand
  - When the T-case lever is moved into the 4H PART TIME position, the clutch is preemptively set to a very high capacity (essentially locked)
- You can shift between 2H and either of the 4H modes with the vehicle stopped or in motion
  - When in motion, the transfer case will engage or disengage faster if you momentarily let up on the accelerator pedal after completing the shift
  - Apply a constant force while shifting the transfer case lever
- You can only shift between 4L and the 4H modes while slowly rolling at 3 to 5 km/h
  - Shift an automatic or manual transmission into NEUTRAL while rolling or, for a manual, simply depress the clutch pedal
  - Shift the transfer case lever firmly into the desired position
  - Shift back into gear (You may hear some noise during these shifts)
- Because 4L is geared for maximum torque and pulling power, never exceed 40 km/h with the transfer case in this position
- It should only be driven on gravel, low traction surface.
- It should never be driven on Hard/ Bitumen surfaces.

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