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| **ENGINE** | **Diesel**  **3.0 ATX 4WD 264hp (Sport/Overland/Launch Edition)** |
| No. of cylinders, layout | V-6 |
| Displacement (cm3) | 2,987 |
| Bore x stroke (mm) | 83 x 92 |
| Valves per cylinder | 4 (Chain driven DOHC, 24 valves) |
| Compression ratio | 16.0:1 |
| Max. power kW @ rpm | 194 kW (264 hp) @ 3,600 rpm |
| Max. torque Nm @ rpm | 600 N•m @ 1,400-2,800 rpm |
| Fuel injection | Common rail, 29,000 psi (2000 bar), solenoid injectors |
| Fuel type | Diesel |
| Fuel tank (l) | 71 |
| Urea tank (l) | 19.5 |
| Emission standard | Euro 6D-Final |
| Emission Control | High-pressure EGR, low-pressure EGR, oxidation catalyst, diesel particulate filter, SCR with urea injection |
| **GEARBOX** | |
| Transmission | EIGHT-SPEED AUTOMATIC |
| 1st | 4.71 |
| 2nd | 3.14 |
| 3rd | 2.10 |
| 4th | 1.67 |
| 5th | 1.29 |
| 6th | 1.00 |
| 7th | 0,84 |
| 8th | 0.67 |
| Reverse | 3.30 |
| **DRIVETRAIN** |  |
| Transfer case | Selec-Trac® |
| Type | Active Full-Time |
| Low Range Ratio | 2.72:1 |
| Operating Modes | 2WD High; 4WD Part Time; 4WD Auto; 4WD Low |
| Axle Ratio | 3.73 |
| Crawl ratio | 48:1 |
| **PERFORMANCE** | |
| Acceleration: 0-100 km/h (s) | 8,6 |
| Top speed (km/h) | 177 |
| **CONSUMPTION AND EMISSIONS** | |
| Fuel consumption – combined cycle WLTP (l/100km) | 9.5 – 9.8 |
| CO2 emissions – combined cycle WLTP (g/km) | 248 – 256 |
|  |  |
| **WEIGHT AND DIMENSIONS** | |
| Kerb weight STD. A (kg) | 2,294 (Sport), 2,403 (Overland, Launch Edition) |
| Max payload (kg) | 556 (Sport), 613 (Overland, Launch Edition) |
| Towing capacity (kg) | 2,722 |
| Height (mm) | 1,905 (soft-top), 1,843 (hard top) |
| Width (mm) | 1,894 |
| Lenght (mm) | 5,591 |
| Wheelbase (mm) | 3,488 |
| Ground clearance (mm) | 253 |
| Box volume (l) | 1,005 |
| Box Length, Tailgate Closed (mm | 1,531 |
| Box Length, Tailgate Opened (mm) | 2,067 |
| Box Width max (mm) | 1,442 |
| **OTHER** | |
| Approach/departure/breakover angle | 41°/25°/18,4° |
| Water Fording (mm – km/h) | 760 – 8 |
| Front axle | Dana 44 M210 |
| Rear axle | Dana 44 M220 with Tru-Lok rear limited slip differential |