

WHAT THE TEST MEANS TO YOU:

Sudden loss of traction can be a problem to Ford, Chevy and Dodge's automatic 4-wheel drive systems in normal automatic in unexpected situations like these.



a sandy curve



on-road bump

You're better off with our
Jeep® Quadra-Trac system!



In 4-wheel drive,
traction is the name
of the game . . . and Jeep®
has it over all the others!!

Jeep® wrote the book on 4-wheel drive . . .



and we're still writing it!

Jeep® tells it like it is!

Independent traction test results

Jeep



vs. Ford . . . Chevy Dodge

Jeep® Pickup's Quadra-Trac®
proven superior to
competitive automatic
4-wheel drive systems
in normal automatic.

WHY JEEP DID THE TEST:

We always thought we had a better system. Better traction in normal automatic. Better performance in difficult driving situations. So we set out to prove it. Jeep versus Ford, Chevy, and Dodge. Our Quadra-Trac system gives us an advantage, and we want you to know about it.

WHO DID THE TEST?

An independent testing company responsible for tests for the automotive industry, other 4-WD manufacturers, the Federal Government and the Military, did the test.

HOW THE TEST WAS CONDUCTED:

The automatic 4-wheel drive systems of Jeep, Ford, Chevy and Dodge were tested under comparable conditions. All vehicles were tested loaded to the maximum vehicle weight recommended by the manufacturer, as well as unloaded. All had identical tires and comparable engines, transmissions and accessories. All engines were tuned to manufacturer's specifications.

The same driver drove all the trucks during the tests. Jeep Pickup's Quadra-Trac and the automatic 4-wheel drive system of Ford, Chevy, and Dodge were all tested in normal automatic, in situations which would determine their traction on:



On-road bump and sand



Off-road hill



On-road bump

THE RESULTS:

In each of the on-road tests Chevrolet, Dodge and Ford all experienced more traction robbing tire slippage at both the front and rear wheels than Jeep did.

These same tests showed that the Chevrolet, Dodge and Ford wasted more horsepower due to tire slip than Jeep.

In the off-road hill climb Jeep again proved superior. In observed and measured tests the Chevrolet, Ford and Dodge Pickups each lost traction more times when climbing the same hill with the same driver than the Jeep Pickup.

JEEP J-10

Front Wheel

Rear Wheel

CHEVROLET K-10

Front Wheel

Rear Wheel

DODGE W-150

Front Wheel

Rear Wheel

FORD F-150

Front Wheel

Rear Wheel

Horsepower* loss on sand and bump	Traction** loss on sand and bump	Horsepower* loss on dry pavement and bump	Traction** loss on dry pavement and bump	Number of times vehicle lost traction during 2 hill climbs
JEEP J-10 Front Wheel: 0.1	JEEP J-10 Front Wheel: 0.0	JEEP J-10 Front Wheel: 0.1	JEEP J-10 Front Wheel: 0.1	JEEP J-10 Front Wheel: 1
JEEP J-10 Rear Wheel: 1.9	JEEP J-10 Rear Wheel: 2.9	JEEP J-10 Rear Wheel: 1.6	JEEP J-10 Rear Wheel: 2.4	JEEP J-10 Rear Wheel: 2
CHEVROLET K-10 Front Wheel: 3.1	CHEVROLET K-10 Front Wheel: 3.2	CHEVROLET K-10 Front Wheel: 2.6	CHEVROLET K-10 Front Wheel: 2.9	CHEVROLET K-10 Front Wheel: 20
CHEVROLET K-10 Rear Wheel: 4.1	CHEVROLET K-10 Rear Wheel: 4.3	CHEVROLET K-10 Rear Wheel: 4.0	CHEVROLET K-10 Rear Wheel: 4.0	CHEVROLET K-10 Rear Wheel: 24
DODGE W-150 Front Wheel: 3.0	DODGE W-150 Front Wheel: 3.3	DODGE W-150 Front Wheel: 2.8	DODGE W-150 Front Wheel: 3.2	DODGE W-150 Front Wheel: 12
DODGE W-150 Rear Wheel: 4.1	DODGE W-150 Rear Wheel: 5.1	DODGE W-150 Rear Wheel: 3.6	DODGE W-150 Rear Wheel: 4.8	DODGE W-150 Rear Wheel: 14
FORD F-150 Front Wheel: 3.6	FORD F-150 Front Wheel: 4.2	FORD F-150 Front Wheel: 3.8	FORD F-150 Front Wheel: 4.0	FORD F-150 Front Wheel: 16
FORD F-150 Rear Wheel: 5.3	FORD F-150 Rear Wheel: 6.2	FORD F-150 Rear Wheel: 5.5	FORD F-150 Rear Wheel: 6.1	FORD F-150 Rear Wheel: 14

*Propulsive horsepower loss due to tire slip

**Velocity of tire slip (feet/sec.)

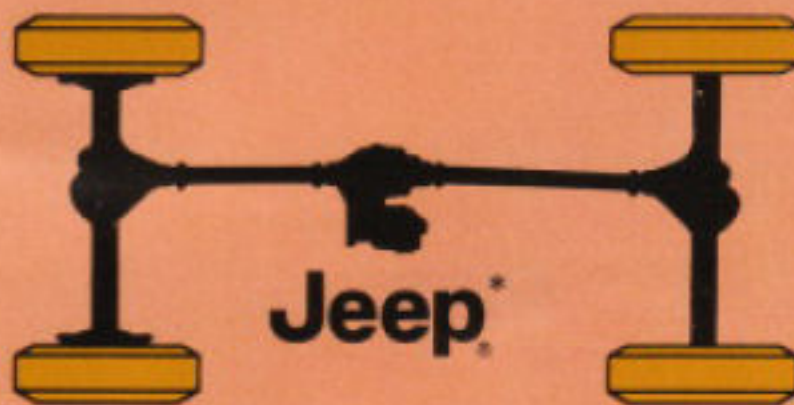
HOW THE SYSTEMS COMPARED:



FORD*
CHEVY*
DODGE*

When tire loses traction and begins to slip, theirs diverts torque to the spinning axle. Thereby no torque is provided to the axle which could move the vehicle.

*In normal automatic



Jeep*

When tire loses traction, our unique Jeep Quadra-Trac diverts torque to the other axle, thereby keeping vehicle moving.

*In normal automatic