2027 JEEP CHEROKEE HYBRID

Cherokee Hybrid Hits 37 MPG

PRESS RELEASE

The Jeep Cherokee proves that a hybrid can still be a Jeep. Every 2027 Cherokee is powered by a 1.6-liter turbocharged four-cylinder hybrid system that delivers up to an estimated 37 mpg combined, including 39 mpg in the city, and more than 500 miles on a single tank of fuel.

That makes the Cherokee the most fuel-efficient Jeep model ever without a plug, while it still offers 4x4 capability, an unsurpassed 3,500-pound towing rating and best-in-class approach, breakover and departure angles.



Every 2027 Jeep Cherokee uses a 1.6-liter turbocharged hybrid system that combines a gas engine, two electric motors and a battery for 210 horsepower and an estimated 37 mpg combined.

BY THE NUMBERS

Base price: $35,130
Wheelbase: 113.0 in.
Length: 188.1 in.
Width: 74.7 in.
Height: 67.5–68.5 in.
Engine: 1.6L turbo hybrid I-4, 210 hp, 230 lb-ft (combined)
Max towing: 3,500 lbs.

HOW IT WORKS

The Cherokee's propulsion system is made up of a turbocharged gas engine, two electric motors and a battery. Together they produce 210 horsepower and 230 lb-ft of torque. The 1.6-liter engine on its own makes 177 horsepower and 221 lb-ft of torque and runs on regular unleaded fuel.

Power flows through an electronically controlled continuously variable transmission that uses a power-split hybrid design. A 400-volt, 1.08-kilowatt-hour battery pack stores energy recaptured through regenerative braking, so the hybrid never needs to be plugged in.

A Hybrid Drive Control Unit manages the system. The engine uses the Miller combustion cycle for efficiency, and the two motor-generators work with a planetary gearset.

Under light demand the Cherokee can run in electric mode, and the liquid-cooled lithium-ion battery can propel the vehicle at up to 62 mph for short distances. An electric air conditioning compressor reduces the time the engine needs to run.

The system was the first Jeep brand hybrid, and a Stellantis first in North America, when it debuted on the 2026 Cherokee. The hybrid propulsion system is produced at Stellantis' Dundee Engine Plant in Michigan.

EVERYDAY TORQUE

Stellantis engineers spent millions of miles developing and testing the hybrid powertrain to deliver the performance drivers need for daily adventures, with electrified torque and worry-free range. The engine delivers its peak torque from 2,000 to 3,500 rpm.

HYBRID 4X4

The hybrid works hand in hand with Jeep 4x4 hardware. The Cherokee comes standard with Jeep Active Drive I 4x4 with a rear-axle disconnect, along with Selec-Terrain traction management with Auto, Sport, Snow and Sand/Mud modes.

The Trail Rated Cherokee Trailhawk takes the hybrid further off-road. It adds Jeep Active Drive II 4x4 with a class-exclusive two-speed power transfer unit, a 37.5-to-1 crawl ratio and a Rock mode, along with a protection plate for the hybrid battery. Even with its off-road hardware, the Trailhawk is rated at an estimated 31 mpg combined, including 33 mpg in the city and 29 mpg on the highway.

TOWING AND UTILITY

When equipped with the available trailering package, the Cherokee hybrid can tow up to 3,500 pounds, a rating unsurpassed in its class. The Cherokee is also the only vehicle in its class to offer a 24-inch water fording depth when properly equipped. The Trailhawk carries a 13.7-gallon fuel tank.

SMART TECHNOLOGY

A standard 10.25-inch digital instrument cluster and 12.3-inch Uconnect 5 touchscreen keep drivers informed, and the Uconnect 5 system can receive over-the-air updates. A rotary gear selector replaces a traditional shifter, opening up space in the console.

PRICING

Because the turbo hybrid is standard on every Cherokee, hybrid efficiency starts with the entry-level model at $35,130, excluding a $1,995 destination charge. Jeep has announced a Trailhawk price of $44,625 with destination included. Orders are open now.