12 June 2020

The Jeep Gladiator, the one and only convertible lifestyle truck in the world is coming to New Zealand

- The highly anticipated Jeep Gladiator is due to arrive in New Zealand this August.
- This marks the return of the Gladiator nameplate introduced for the first time back in 1963.
- The Jeep Gladiator seamlessly combines rugged utility with a unique open-air experience and superior on and off-road dynamics.
- Available in the range topping Rubicon and refined Overland trims, the Jeep Gladiator boasts a distinguished design that is instantly recognisable with iconic Jeep heritage.
- Class leading 4x4 systems across the range, including the Rock-Trac Active On-Demand® 4x4 System as standard on the Rubicon, and Selec-Trac® 4x4 System standard on the Overland variant.
- Dual-Cab configuration that features a durable five-foot steel bed with strong integrated tie-downs, providing versatility to bring all kinds of adventure equipment such as bicycles, dirt bikes, surfboards and ATVs.
- The Jeep Gladiator features over 70 standard and available safety features including full speed collision warning plus, blind-spot monitoring, rear cross-path detection, front and side airbags, electronic roll mitigation, adaptive cruise control and speed limiter.
- Available in Black, Bright White, Billet Silver Metallic, Firecracker Red, Sting Grey, Hydro Blue, Granite Crystal Metallic, as well as two new exclusive Gladiator colours; Gobi and Gator.
- Both Jeep Gladiator variants come with the class-leading 3.6-litre V6 Pentastar petrol engine paired with the 8-Speed ZF-Automatic Transmission, allowing for 2,721kg of max braked towing capacity.
- Advanced fourth generation Uconnect 8.4-inch touchscreen with Apple CarPlay and Android Auto comes as standard across the Jeep Gladiator range.
- Forward-facing TrailCam Off-Road Camera comes as standard on the Rubicon variant, allowing oncoming obstructions on trails to be easily seen.
- The Jeep Gladiator brings a truly unique offering to New Zealand being the only convertible truck of its kind.
- Customise the Jeep Gladiator with MOPAR accessories available in New Zealand from launch
- The Jeep Gladiator is available for order now, priced from $89,990 MSRP.

June, 2020 – The only convertible truck of its kind on offer in the world, the Jeep Gladiator, is due to arrive in New Zealand this August. The Jeep Gladiator is built on the rich heritage of tough, dependable Jeep trucks with an unmatched combination of rugged capability and authentic Jeep design.

“We are very excited to be launching the all new Jeep Gladiator in New Zealand. The versatility and functionality of the Jeep Gladiator will ensure it fits in seamlessly to New Zealanders adventurous lifestyles,

whilst maintaining the iconic capabilities and design cues of the class leading Jeep Wrangler." says Sarah Williams, Ateco Group New Zealand's Marketing Manager.

"Following the global Jeep Gladiator media event held in Queenstown in December last year, there has been an enormous amount of anticipation for the local launch of the only Trail Rated pick-up truck ever. New Zealanders will be blown away by the 'rough it in style' mentality that comes with driving such a unique offering, and our Jeep Dealer Network cannot wait to add this exceptional vehicle to showrooms".

The Jeep Gladiator is available to order now in Jeep showrooms throughout New Zealand, starting at $89,990 MSRP.

The most capable Jeep brand truck ever

The Jeep Gladiator delivers legendary off-road capability courtesy of two advanced 4x4 systems. The Selec-Trac Active On-Demand 4x4 system, standard on Overland, features a two-speed part-time transfer case with a 2.72:1 low-range gear ratio, and heavy-duty third-generation Dana 44 axles with a 3.73 rear axle ratio.

The Jeep Gladiator Rubicon model features the Rock-Trac Active On-Demand 4x4 system, with heavy-duty third-generation Dana 44 front and rear axles with a "4LO" ratio of 4:1. A 4.10 rear axle ratio is standard as are Tru-Lok locking differentials.

The Rubicon variant also offers improved articulation and total suspension travel with help from a segment-exclusive electronic sway-bar disconnect and boasts an impressive crawl ratio of 77.2:1, making scaling any obstacle on the trail easy.

Both Selec-Trac Active On-Demand and Rock-Trac Active On-Demand systems offer full-time torque management in the Jeep Gladiator, enabling optimal grip in low-traction conditions.
Tru-Lok front and rear locking differentials on the Rubicon model provides extra torque and grip during slippery, low-traction situations, such as driving over sand, gravel, snow or ice.

Brand new on Jeep Gladiator Rubicon models is the Off-Road+ Button, allowing customers to clearly communicate to the truck the terrain the Jeep will be operating on, allowing it to automatically adjust operating parameters of key systems (Throttle, Selec-Speed Control, Traction Control, Transmission Shift Mode) to be tailored for optimal performance on that terrain. Unlike the rotary controlled Selec-Terrain that has been offered in other Jeep products, Off-Road+ is a single button with two distinct missions:
- If enabled in 4HI, it tailors operation of the Jeep for higher speed sand performance
- If enabled in 4LO, it tailors operation of the Jeep for very low speed rock picking manoeuvres

Every Jeep Gladiator receives a "Trail Rated" badge that proves its legendary 4x4 capabilities. Trail Rated performance is the result of a series of heavy tests performed in the following areas: TRACTION, WATER FORDING, MANOEUVRABILITY, ARTICULATION and GROUND CLEARANCE.

Rugged body-on-frame design is the foundation for legendary Jeep truck utility and durability

The Jeep Gladiator utilises a variety of ways to optimise ride, handling and sound characteristics while optimising fuel economy even while towing and hauling. Utilising a body-on-frame design and featuring a superbly engineered five-link suspension system, the Jeep Gladiator delivers on capability, with composed on-road driving dynamics and passenger safety.

The Jeep Gladiator's body-on-frame design uses advanced materials and engineering to be nimble, yet stiff and durable, and features an all-new lightweight, high-strength steel frame. When compared to Jeep JL Wrangler 4-door, the Jeep Gladiator's frame is an additional 787mms longer with a wheelbase 492mms longer than the Wrangler also.

The longer wheelbase and the bed's positioning centre aft of the rear axle centre-line enables for better weight distribution and a more comfortable and composed ride when carrying cargo. The prop shaft, brake, fuel lines and exhaust system were lengthened to accommodate the changes needed to make the proven body-on-frame design work with the most capable Jeep truck ever.
A traditional steel bed utilises four steel cross-members to reinforce the load floor while the aluminium tailgate is damped. Utility and versatility are maximised with strong integrated tie-downs and under-rail bed lighting.

Protecting the critical vehicle components while on the trail, including the fuel tank, transfer case and automatic transmission oil pan, the Jeep Gladiator employs three skid plates and bars. Both models benefit from the use of heavy gauge tubular steel rock rails to curtail potential body damage inflicted whilst out on the trail and also feature segment-exclusive rock rails for the bed corners.

The use of lightweight, high-strength aluminium closures, including the doors, door hinges, hood, fender flares, windshield frame and tailgate, help curtail weight and boost fuel economy. Further ways the Jeep engineering team managed the Gladiator's weight include using hollow track and stabiliser bars, aluminium engine mounts and steering gear.

The Jeep Gladiator exclusively utilises a five-link coil suspension configuration with the front suspension using a lateral control arm and four longitudinal control arms. The full-width track bars made of forged steel control lateral movement of the axle with minimal angle change during suspension travel in the Jeep Gladiator. The control arms are located under the frame rails while the rear shocks are forward facing to provide consistent damping for ride comfort and load management.

The springs have been tuned for an optimum balance between on-road handling while providing a comfortable ride around town, with or without cargo in the bed, and legendary off-road capability. Ride comfort, body-roll control and handling is significantly enhanced with assistance from shock tuning, hard points and body mount strategy.

Exclusive to the Rubicon model, FOX-Branded aluminium 2-inch diameter shocks transform the performance of the Jeep Gladiator by using race-proven damping control to provide a comfortable on-road ride and predictable off-road handling in even the toughest conditions.
With an approach angle of 40.7 degrees, break over angle of 18.4 degrees, departure angle of 225.1 degrees and a ground clearance of 283mm the Jeep Gladiator really can go anywhere.

Advanced powertrain

The all-new Jeep Gladiator offers the proven 3.6-litre V6 Pentastar engine across the Overland and Rubicon models.

The 3.6-litre V6 Pentastar engine delivers 209kW of horsepower and 347Nm of torque, engineered to provide a broad torque band with a focus on low-end torque, an essential trait needed for extreme off-roading. The 8-speed ZF-Automatic transmission is standard across the range, enabling the vehicle to optimise engine output while on the trails or enjoy smooth, efficient power delivery at highway speeds.

Uniquely suited to the requirements of the Jeep Gladiator Rubicon model, the eight-speed automatic transmission delivers a 77.2:1 crawl ratio. The Jeep Gladiator's towing and 4x4 performance benefits from a 4.7:1 first gear ratio coupled with a 4.1:1 final drive delivers unmatched capability.

Selec-Speed Control is standard with the eight-speed automatic transmission and manages vehicle speed in "4LO" while traversing off-road terrain without requiring throttle or brake input, allowing the driver to focus on steering. Selec-Speed Control is activated using a button on the dashboard and can be adjusted from 1-8 km simply by using the AutoStick shift control.

Modern take on authentic Jeep design

The Jeep Gladiator boasts a rugged, distinguished design aesthetic that is immediately recognisable due to its traditional Jeep design cues.

The legendary seven-slot grille dons the front of the truck, widened further than the Jeep JL Wrangler for additional air intake to assist with towing capacity. Enhancing the aerodynamics, the top of the keystone-shaped grille gently slopes back in the Jeep Gladiator design.
Both the Jeep Gladiator Overland and Rubicon models come with LED headlamps and fog lamps that project crisp white lighting, enhancing the truck's modern look. The Jeep Gladiator also features daytime running lights with forward turn signals positioned on the front of the trapezoidal wheel flares.

At the rear, traditional square tail lamps also feature LED lighting as standard, giving way to a wide tailgate opening for unobstructed loading of cargo into the bed. Clever functionality and versatility were the focus while designing the Jeep Gladiator's durable bed to streamline usability, with under-rail bed lighting and strong integrated tie-downs, providing superior durability. The cost option Trail Rail Cargo Management System provides additional storage options to organise and secure cargo.
Unique to Jeep, a four-bolt design at the top of the windshield's frame allows for the windshield to fold down quickly and easily. The header bar connects the A-pillars and stays in place even when the windshield is folded down, allowing the rearview mirror to remain in place even with the windshield folded.

The Jeep Gladiator's lightweight, high-strength aluminium doors feature the Torx bit size stamped directly onto the hinge to eliminate guessing which size bit is needed to remove the doors. An easy-to-use tool kit with the necessary Torx bits to remove the doors and lower the windshield is provided as standard equipment to ensure door removal is effortless with the Jeep Gladiator.
The Jeep Gladiator is available in Black, Bright White, Billet Silver Metallic, Firecracker Red, Sting Grey, Hydro Blue, Granite Crystal Metallic, as well as two new exclusive Gladiator colours; Gobi and Gator.

The Overland model features body-colour hard-top and fender flares, whilst the Rubicon features a black hard-top roof and black fender flares. In addition, all Jeep Gladiator models also feature body-colour sport bars, which are welded to the body and feature integrated grab handles for front occupants.

Similar to the Jeep JL Wrangler, the three-piece hard top roof can be easily removed in the Jeep Gladiator, providing a segment-exclusive open-air option. The two Freedom Panels and quick-release latches enable a fast removal and installation of the hardtop, all of which feature a manual rear-sliding window. The Jeep Gladiator comes with dozens of different door, top and windshield combinations allowing for endless configuration and personalisation possibilities.

Authentic interior design boasts premium features and technology

The Jeep Gladiator's interior combines authentic styling, versatility, comfort and intuitive features, with precision craftsmanship and high-quality materials found throughout the cabin.
The heritage-inspired centre stack features a clean, sculpted form that complements the horizontal dashboard design. A hand-wrapped instrument panel features a soft-touch surface with accent stitching on the Jeep Gladiator Overland model, whilst the Rubicon variant features "Redical Red" paint on the dashboard's mid-bolster. Functional features, including climate and volume control knobs, media charging and connectivity ports, and Engine Stop Start (ESS) control are all sculpted for quick recognition and are easily within reach of the front-seat occupants.

Jeep functionality and versatility are celebrated in the centre console and distinguished with metal-plated accents, housing the gear shift selection, part-time transfer case and parking brake. Real bolts featured on the shifter, grab handles and the infotainment screen's frame highlighting the genuine construction methods – not a single design detail has been missed. A push-button starter, featuring a weather-proof surround, also comes as standard on the 2020 Gladiator and is easily located within the driver's reach.

Cloth or leather-contoured seats feature accent stitching and adjustable bolster and lumbar support with comfort features including optional heated front seats and steering wheel. The all-new rear seats also feature high-quality premium materials giving the seats an athletic look that also delivers comfort and support.

With the rear seats folded flat, LED lights on the quarter trim panels illuminate the storage space behind the seats, with storage nets included on the cab-back wall provide even more secure stowage.

Additional clever storage solutions are found throughout the Jeep Gladiator, including durable mesh pockets that extend the entire length of the doors and numerous phone storage areas.
The rear seat cushions can fold up into "stadium" position to reveal a standard open storage bin, utilising the space under the seat for stowing miscellaneous items. An optional lockable bin provides secure storage space when the top or doors are removed and are available in two different size doors that correspond to the 60/40 split rear seat cushion. Removable dividers can also provide the flexibility of up to five separate compartments and use the same lock as the glove box and centre console.

A removable bolt bin fits in the under-seat storage space and makes it easy to secure bolts when the doors and top are removed, or the windshield is folded down. The bolt bin lid indicates the corresponding number of bolts and their location under the lid in Petroglyph style.

The instrument cluster in the Jeep Gladiator features a 7-inch thin-film transistor (TFT) information LED display. The LED display allows the driver to configure information in more than 100 ways, including current media being played, tyre pressure, tyre-fill alert or digital speed readout. Integrated buttons on the steering wheel control audio, voice and speed functions, allowing the driver to keep hands on the wheel at all times.

An 8.4-inch touchscreen houses Jeep's fourth-generation Uconnect system and sits prominently atop the centre stack. The fourth-generation Uconnect system enhances the user interface and system performance with quicker start-up times and improved screen resolution, with both Apple CarPlay and Android Auto as standard across the range. Conveniently directly below the touchscreen are functional features, such as climate and volume control knobs and media connectivity ports.
Two USB ports and a USB-C port up front and two in reach of occupants in the back seat connect to the media centre so you can stay connected and fully charged no matter the adventure.

An optional portable Bluetooth wireless speaker is available and located behind the rear seat. LED lights on quarter-trim panels illuminate the storage space and the docking station for the wireless speaker. Waterproof up to 3-feet of water for 30 minutes, the speaker offers additional utility on the trails and in remote locales, as it can charge up to three other devices connected to its USB ports.

Further enhancing the Jeep Gladiator's technology offer, a forward-facing off-road camera allows obstructions ahead on the trail to be easily seen comes as standard on the Rubicon model. The front camera sits behind the middle slot of Gladiator's seven-slot grille and can be accessed through the available Off-road Pages. The camera also includes an integrated washing system, which is accessed via the "Clean Camera" button on the Uconnect touchscreen. Similarly, to windscreen washer jets, the system squirts the front camera lens with soapy water via a nozzle to remove any dirt build up.

Adventure with confidence – Over 70 standard and available safety & security features

Safety and security were paramount in the development of the Jeep Gladiator. The Jeep Gladiator offers more than 70 available active and passive safety and security features, including Forward Collision Warning Plus, Blind-spot Monitoring, Rear Cross Path detection, forward-facing off-road camera, standard ParkView rear backup camera with dynamic grid lines, Adaptive Cruise Control and electronic stability control (ESC) with electronic roll mitigation.

Rich heritage of tough, dependable Jeep trucks

The Jeep Gladiator is the latest iteration in a long line of Jeep trucks that began back in 1947 when Willys Overland introduced a one-tonne truck with four-wheel drive based on the CJ-2A. With more than 40 years of rich heritage to draw from, the Jeep Gladiator is the latest in a long line of Jeep trucks that include:

- **Jeep Pickup: 1947-1965**

A 118-inch wheelbase pickup that realised few product changes. It was Willys-Overland's first attempt to diversify the Jeep brand from the CJ.

- **Jeep FC-150/170 Pickup: 1957-1965**

These Forward-Control Series Jeep vehicles were essentially work trucks – with an 81-inch wheelbase for the FC-150 and 103.5 inches for the FC-170. They received few changes during their lifecycle, though some 1959 and 1960 models featured full-floating front and rear axles, and some FC-170 models included dual rear wheels and a four-speed manual transmission.

- **Jeep Gladiator/J-Series Pickup: 1963-1987**

Resembling the Wagoneer, Gladiator debuted in 1963 in either 120-inch (J-200) or 126-inch (J-300) form and featured a Dana 20 transfer case and Dana 44s front and rear. The Gladiator name was dropped in 1972.

- **Jeep CJ-8 Scrambler: 1981-1985**

Introduced in 1981, the Scrambler was a Jeep similar to the CJ-7, but with a longer wheelbase. Known internationally as the CJ-8, it was available in either hard- or soft-top versions. Less than 30,000 Scramblers were built and are extremely popular among collectors today.

- **Jeep Comanche (MJ): 1986-1992**

Based on the Cherokee platform and similarly equipped, the pickup received a six-foot bed in 1987. Later models offered Selec-Trac® or Command-Trac four-wheel drive.

NZ Jeep Gladiator Pricing and Specs

Model	Engine	Trans	Drive	Power	Torque	Fuel	MSRP*
Overland	3.6L V6	8AT	4X4	209kW	347Nm	Petrol	$89,990
Rubicon	3.6L V6	8AT	4X4	209kW	347Nm	Petrol	$92,990

The Jeep Gladiator equipment highlights
Please see key model highlights below.

Jeep Gladiator Overland:

- Jeep Selec-Trac Active On-Demand 4x4 system
- McKinley Leather Seats with Overland logo
- Heated Front Seats and Steering Wheel
- 18-inch Alloy Wheels
- Removable Body Colour Freedom Hard Top Roof
- LED Headlights/Taillights/Day-Time Running Lights/Fog Lights
- Forward Collision Warning Plus
- Body Colour Fender Flares
- Adaptive Cruise Control with Stop
- Blind Spot Monitor with Rear Cross Path Detection
- Remote Proximity Keyless Entry
- 9-Speaker Alpine Premium Audio System
- Uconnect 8.4-inch Touchscreen with Navigation
- Apple CarPlay & Android Auto

Options:

- Heavy Duty Electrical Group **$1,000 MSRP**
- Cargo Management Group with Trail Rail System **$2,000 MSRP**
- Roll-Up Tonneau Cover **$1,000 MSRP**
- Spray-In Bedliner **$1,000 MSRP**
- Wireless –Bluetooth Speaker **$1,000 MSRP**

Jeep Gladiator Rubicon: (in addition, or replacing Overland)

- Jeep Rock-Trac Active On-Demand II 4x4 system [4:1 Transfer Case]
- Jeep Tru-Lok Front & Rear Locking Differentials
- Front Sway-Bar Disconnect
- FOX aluminum-bodied 2” diameter shocks [front/rear]
- Forward-Facing TrailCam Off-Road Camera
- Selectable Tyre-Fill Alert
- 32” BFGoodrich Off-Road Tyres [255/75R17]
- 17-inch Alloy Wheels
- LED Headlights/Taillights/Day-Time Running Lights/Fog Lights
- Removeable Black Freedom Hard Top Roof

- Black Fender Flares
- Steel Rear Bumper

Options:

- Heavy Duty Electrical Group **$1,000 MSRP**
- Cargo Management Group with Trail Rail System **$2,000 MSRP**
- Roll-Up Tonneau Cover **$1,000 MSRP**
- Spray-In Bedliner **$1,000 MSRP**
- Wireless –Bluetooth Speaker **$1,000 MSRP**
- Leather Trimmed Bucket Seats **$2,500 MSRP**
- Heated Front Seats (on leather only) **$500 MSRP**
- Steel Front Bumper **$1,500 MSRP**
- 17x7.5 Polished Black Aluminium Wheels **$1,000 MSRP**

To view a range of imagery, click here.

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