

For those whose vehicle usage includes tough off-road duty, a Jeep Trailhawk build is top of the line for many models—Renegade, Compass, Cherokee and Grand Cherokee (4xe only).

Asterisk number one: Wrangler and the Gladiator pickup have their own tougher-duty-still versions—Rubicon and others.

Some models price the luxury end higher than the tough-duty end. But on Compass, Trailhawk is tops by cost—because, asterisk number two, Limited trim now offers High Altitude as a package for 2024, rather than it being a separate trim as in 2023 (see Compass lineup at lower right).

Jeep Renegade runs a little less expensive than Compass, but that's a third asterisk—Renegade and Cherokee are both still available as 2023 mod-

els, but are then discontinued.

Put it all together and, by practical measure, the Jeep Compass Trailhawk we are driving here gives the most off-road bang for the fewest bucks—the least expensive model in the overall Jeep lineup, while the most expensive *AND* off-road-iest trim in the Compass lineup.

At its 2017 launch drive, outside San Antonio, some (with a very different prior Compass in mind) were skeptical of a Trailhawk version of this small unibody—quickly laid to rest, as we tackled serious cliffs, ruts and rivers in this tough little beast.

We were itching to get this sample off-road, but had it during auction week, with a lot of ground to cover in town, a lot of parking to squeeze into, fuel economy in mind, horrible weather at times—all

representative of people's typical use shy of off-roading. And it filled the bill for all of it—comfortable on a daily basis *AND* ready for adventure.

Once we did get out for a long dirt run, it again proved to be a champ. Off-road drive modes often use terms that can make it hard to know which to apply, but Jeep's talented engineers display another skill here—linguistics. On Compass Trailhawk, there are just three: snow, sand/mud or rock—a much better set for Arizona. Its 200 horsepower approached its limits on some climbs, yet its intelligent traction systems always delivered. This model has a new tire fitment this year, and it's a good one, but also an area where you could experiment.

Compass Trailhawk will let you know its level of capability pretty quickly. As midsize pickups battle

around the 300-hp mark, 200 here is a little low. Manual mode in pursuit of advantage on the highway also had its limits. But they do have the tightly-stairstepped full Jeep family to position.

Stylewise, the Compass has often been nicknamed the Baby Grand. With Compass carrying forward in the lineup, while the Cherokee is not, you could suggest that Compass could, accordingly, now take on the deeply-rooted Cherokee name.

Just as there are Jeepier Jeeps, there are Trailhawkier Trailhawks. But within the Compass family—with its benefits and in this price range (a big benefit)—this is the Trailhawkier. If you tell yourself this can do what a top-tier Wrangler at maybe twice the price can do, you will likely be shopping for that Wrangler within a year. If you appreciate the Compass formula for itself, you'll be all set for a long time to come. Compass Trailhawk delivers the winning combination it promises. ■

THE MOST FOR THE LEAST*

*MAX BANG FOR THE BUCK HAS A FEW QUALIFIERS

BY JOE SAGE



SPECIFICATIONS (2023)

ASSEMBLY	Toluca, Mexico
ENGINE/TRANS BUILD ...	US (Kokomo Ind) / US
PARTS CONTENT	US/Can 26%; Mex 65%
LAYOUT	transverse front engine, 4x4 only
ENGINE	2.0L 4-cyl turbo, alum/alum, chain-driven DOHC, var valve timing for intake-exhaust, dir inj
HP/TORQUE	200 hp / 221 lb-ft
COMPRESSION RATIO	10.0:1
TRANSMISSION	8F30 8-spd auto
DRIVETRAIN	(Trailhawk) Jeep Active Drive Low: auto 4x4, no center diff, unique tuning in all terrain modes, 20:1 crawl ratio
SUSPENSION	F: MacPherson strut, coils, flat front steel crossmember, high-strength steel dbl shell lower control stbldr bar R: Chapman strut, high-strength steel links, isolated steel rear cradle, coils, stbldr bar
STEERING	elec pwr rack & pinion
BRAKES	vacuum assist power: F: 12x1.1 vented, 2.36 single-piston floating caliper; R: 10.95x0.47 solid, 1.5 single-piston floating caliper
WHEELS	17-in alum, painted gloss black
TIRES	Falken Wild Peak H/T 215/65R17 off-road
LENGTH / WHEELBASE	173.4 / 103.8 in
GROUND CLEARANCE	Trailhawk 8.6 in (other trims are 8.1 in)
APPR / BRKOVER / DEP	30.4 / 23.6 / 34.0° (other trims are 16.1 / 22.5 / 31.4°)
TURNING CIRCLE	35.3 ft
HEADROOM (F/R)	(w/o sunrf) 39.2 / 38.5 in
LEGROOM (F/R)	41.2 / 38.3 in
CARGO CAPACITY	27.2 / 59.8 cu.ft
WEIGHT	3260 lb
TOW CAPACITY	(if equipped) up to 2000 lb
FUEL / CAPACITY87 reg / 13.5 gal
MPG	24/32/27 (city/hwy/comb)
BASE PRICE	\$35,995
PAINT: Sting-Gray Clearcoat.....595	
TRAILHAWK CONVENIENCE GROUP: heated front seats, heated steering wheel, remote start, 8-way pwr driver seat w 2-way pwr lumbar, reversible carpet/vinyl cargo mat, 2nd row charge-only USB-A and -C ports, windshield wiper deicer.....2475	
DESTINATION CHARGE	1595
TOTAL	\$40,660
<i>2023 sample; new 2024 pricing below.</i>	

2024 JEEP COMPASS LINEUP

	ALL ARE 4X4
Sport	\$25,900
Latitude	30,765
Latitude Altitude Special Edition	+1,895
Latitude LUX	32,490
Limited	33,745
Limited High Altitude Package	+2,995
Trailhawk	▼ 33,895

2024 JEEP TRAILHAWK MODELS

	ALL ARE 4X4
Renegade Trailhawk (2023)	\$32,565
Compass Trailhawk	▼ 33,895
Cherokee Trailhawk (2023)	41,295
Grand Cherokee Trailhawk 4xe	66,780

