

SERIOUS STUFF

PURE JEEP IN A NEW PACKAGE by Joe Sage

There are many sizes and flavors of Jeep, and there are many flavors within each model. You can have a Renegade that out-toughs a Wrangler, or you can have a Wrangler that out-toughs a Renegade. On an emotional level, different people deal with different things. On a practical and specifications level, there's not a Jeep in the lineup today that is not all Jeep. And that certainly goes for this newest addition: the diminutive Italian-built Renegade.

This little Solar Yellow beauty is the base trim level, Sport, though it has the 4x4 drivetrain (okay, there are some that may not quite be all Jeep, at least in a Rubicon sense—you can get a 4x2 of all Renegade levels other than Trailhawk). Sport 4x2 has a base price of \$17,995 and certainly delivers more family flavor than most other options in that price range. Latitude and Limited models run the price up by \$3400 and then another \$3725 (and with 4x4 another \$2000 on any). The off-roading hero of the Renegade lineup, Trailhawk, actually comes in at \$26,745—\$375 less than a 4x4 Limited. The steps in this lineup are simple, and the decisions are mostly easy.

Manual transmission is standard on Sport or Latitude; the Fiat-derived 9-speed automatic is available on these and standard on Limited or Trailhawk, which in turn do not offer a manual. Our Jeep's 1.4L MultiAir turbo is standard on Sport or Latitude, while a 2.4L Tigershark with MultiAir2 is optional on these and the only choice on Limited or Trailhawk.

The 2.4L has 20 more horses than the 1.4L, but 9 points less torque (175 lb-ft), so its \$1480 add-on may make more sense for highway drivers than off-roaders, but is an absolute need if towing (the 2.4L is good for 2000 lb of tow capacity, while the 1.4L is not for towing, at all). The 9-speed auto is a no-cost option when available.

The Trailhawk is always compelling—its approach, breakover and departure angles are all greater than the others (especially approach, at 30.5), and its turning circle is a foot tighter, handy even around town. Its price is more than fair, and it can do anything. But you can't get it with a manual, which is too bad.

And that brings us right back to our tester here. For a rock bottom price (or close—we would go 4x4, definitely), you can't tow, but you can shift, and short of the Rubicon, you can go places. ■

SPECIFICATIONS

ENGINE.....	1.4L MultiAir® turbo
DRIVETRAIN.....	4x4: auto disconnecting 4x2 mode
HP/TORQUE.....	160 hp / 184 lb-ft
TRANSMISSION.....	C635 6-spd manual
SUSPENSION: F:	MacPherson strut, coil springs, flat front steel crossmember, high-strength steel double shell lower control arms, stabilizer bar
R:	Chapman strut, high-strength steel links, isolated steel rear cradle, stabilizer bar
STEERING.....	Electric rack and pinion
BRAKES...F:	12x1.1 vent single-p, R: 10.95x-.47 solid
PARKING BRAKE.....	electric motor on caliper
WHEELS.....	16x6.5 styled steel
TIRES.....	215/65R16 LBL all-season
LENGTH.....	166.2 in
WHEELBASE.....	101.2 in
TRACK: F/R.....	60.6 / 60.6 in
HEIGHT.....	66.5 in
CARGO VOLUME.....	18.5 / 50.8 cu.ft
GROUND CLEARANCE.....	7.9 in
APPROACH/BREAKOVER/DEPART.....	21.0 / 24.0 / 32.1
TURNING CIRCLE.....	36.3 ft
WEIGHT.....	3183 lb
MPG.....	24/31/27 (city/hwy/comb)

BASE PRICE.....	\$19,995
UCONNECT 5.0: 5.0" touchscreen, SiriusXM, streaming, voice command, Bluetooth, GPS antenna input, 180-watt 6-spkr audio, backup cam.....	695
POWER AND AIR GROUP: Power heated mirror, A/C, cruise control.....	1495
MYSKY: Fixed/removable roof panels.....	1095
BLACK SIDE ROOF RAILS.....	195
DESTINATION CHARGE:.....	995
TOTAL.....	\$24,470

