

# TRUE NORTH

## JEEP® TAKES A NEW DIRECTION WITH THE COMPASS NAMEPLATE

by Joe Sage

There has been a Jeep® Compass before. (There still is, in fact, as old production sells off for awhile more.) The old Compass was not popular among Jeep cognoscenti—a reskinned derivative of Dodge Caliber, itself a replacement for the Dodge/Plymouth Neon econocar. Some would say Jeep had misplaced its brand compass for that model, or at least reluctantly yet wilfully set it aside. Well, those days are past.

Jeep has a lifetime supply of great nameplates—Wrangler, Cherokee, Grand Cherokee, Renegade, Liberty, Patriot, Commander, Compass. With their brand compass firmly in hand, they've now chosen the Compass name for an entirely new vehicle, one with hearty Jeep bones and soul, the only kind of Jeep

that Jeep makes now.

Compass is a great name for a Jeep, especially one with flavors suited for finding your way to the country club (some of its traits suggest a smaller Grand Cherokee), the Rubicon Trail (4x4s include Trailhawk) or loading up for a long road trip with the whole family.

The new Compass replaces both the old Compass and Patriot, which together have sold 25 percent of the compact SUV segment. Renegade has already taken over the lowest price spot from Patriot, while the new Compass (from \$20,995) falls between Renegade (\$17,995) and Cherokee (\$23,595) in price.

A new base Compass is about two-thirds the cost of a base Grand Cherokee (\$30,395).

A fully Trail Rated Trailhawk answers what many ask about the new Compass—yes, it is all Jeep—underscoring that this and the prior Compass have little in common but the name.

Special attention has been paid to on-road driving dynamics, affirmed for many hours during our Compass launch drive—from the freeways of San Antonio (think quiet comfort of Grand Cherokee), out to miles of farm and ranch roads in Texas Hill Country (think compact fuel economy of Renegade and Cherokee), to a challenging off-road course similar to the world class setup of the Texas Truck Rodeo (think unstoppable nature of Wrangler).

The new Compass gives a style nod to the old Compass, echoing its “shark fin” D-pillars at the back. These skim the edge of a black roof clearcoat that's standard on Trailhawk and available on others except base Sport.

Trailhawk is recognizable by the flat black power bulge on its hood, a more extreme off-road front fascia, and that Trailhawk mainstay, red tow hooks front and rear (and yes, Jeep sees the ironic humor in these on a vehicle that's really unlikely to get stuck).

Interior colors are based on active lifestyle and adventure—from Sandstorm, Ski Grey or Alpine, to a gritty urban style called Urbex.

The interior takes cues from both Wrangler and Grand Cherokee, with premium finishes and athletic shapes. Interior design chief Jeff

KEEP RIGHT >>



**TRIM LEVELS / VARIABLES:** Jeep® Compass offers four trim levels (Sport, Latitude, Trailhawk, Limited), with 4x4 or 4x2 drivetrains and three transmissions varying. Above is the maximum-off-roader Jeep Compass Trailhawk (in silver). Below are the top-trim Compass Limited (silver) and Trailhawk (red). **DRIVETRAINS:** Trailhawk and Limited are 4x4 only. Trailhawk 4x4 includes low range with 20:1 crawl ratio, rock mode and hill descent control. Sport and Latitude are available in either 4x2 (FWD) or 4x4. **TRANSMISSIONS:** Trailhawk and Limited have a 9-speed automatic only. Sport 4x4 and Latitude 4x4 have a 6-speed manual standard with 9-speed auto optional. Sport 4x2 has 6-speed manual standard with 6-speed auto optional. Latitude 4x2 has a 6-speed automatic only. **ENGINES:** All models have a 2.4-liter Tigershark MultiAir2 4-cylinder engine; all with automatic transmissions include engine auto stop/start.

### SPECIFICATIONS

ENGINE	.....2.4L Tigershark w/ MultiAir2 (automatics include auto stop/start)
TRANSMISSION	Trailhawk, Limited (4x4 only) .....9-spd auto
	Sport 4x4, Latitude 4x4: .....6-spd manual, opt 9-spd auto
	Sport 4x2 .....6-spd manual, opt 6-spd auto
	Latitude 4x2 .....6-spd auto
4X4 SYSTEM	.....Optional: Jeep Active Drive
	.....Trailhawk: includes Low, Rock, Hill
OPERATING MODES	.....Auto 4x2/4x4, neutral
HP / TORQUE	.....180 hp / 175 lb-ft
ALTERNATOR / BATTERY	.....160-amp
	.....Dual batteries with stop/start system
SUSPENSION .F.	MacPherson strut, coils, flat front steel crossmember, high-strength steel double shell lower control stabilizer bar; R: Chapman strut, high-strength steel links, isolated steel rear cradle (4x4) or not-isolated (4x2), coils, stabilizer bar
STEERING	.....electric rack & pinion
BRAKES	.....F: 12 vent, R: 10.95 solid 1-piston
TIRES	.....Sport (4x2, 4x4): 215/65R16
	.....Latitude (4x2, 4x4): 225/60R17
	.....Optional-Limited 4x4: 235/45R19
	.....Trailhawk: 215/65R17
CLEARANCES	.....4x2 .....4x4 .....Trailhawk
	Ground .....7.8 .....8.2 .....8.5 in
	Approach .....15.8 .....16.8 .....30.3 °
	Breakover .....21.8 .....22.9 .....24.4 °
	Departure .....30.8 .....31.7 .....33.6 °
LENGTH / WHEELBASE	.....173 in / 103.8 in
TURNING CIRCLE	.....36.3 ft / Trailhawk 35.3 ft
CARGO CAPACITY	.....27.2 / 59.8 cu.ft
WEIGHT	.....3184 to 3633 lb
FUEL / CAPACITY	.....87 oct reg / 13.5 gal
TOW CAPACITY	.....2000 lb
FUEL MILEAGE	.....up to 32 MPG (t.b.d.)

*A wild storm in San Antonio the night before, bearing four tornadoes, gave us some dramatic driving conditions, like the gushing flood waters on this Texas ranch road, even before we got to our specialized off-road course.*



Hammond says its “form and sculpture do the talking,” comparing it to the human body—so best to just refer to the sexy photo below.

A trapezoidal bezel atop the center stack, color-keyed to the interior, houses a 5.0-, 7.0- or 8.4-inch interface (the 8.4 Uconnect touchscreen is largest in the segment). Below that are climate control, shifter and Selec-Terrain 4x4 controls, and a console bin with readily accessible connectivity and charging ports.

All models have a 2.4-liter Tigershark 4-cylinder engine; those with an automatic include auto stop/start. There are a variety of availabilities and combinations of 4x2 and 4x4 drivetrains with three transmissions (manual and two automatics); see sidebars and photo captions for specifics on how these play out.

The 4x4s have Jeep’s power takeoff and rear axle disconnect for maximum fuel economy (as high as 32 mpg highway; final numbers not yet released at launch). Nifty technical features include the system engaging 4x4 when the wipers are on or when it dips below freezing, then disengaging when not needed.

Jeep Compass Trailhawk applies maximum torque to the ground, powers over obstacles and has very low slip, via a 4-Wheel-Low version of Jeep Active Drive, with Rock Mode and Hill Descent Control. The system distributes torque where needed, able to send it all

to one wheel. Trailhawk also has an extra inch of height, 5mm skid plates and notably higher approach, breakover and departure angles. We put all of this to the test on a partly natural, partly engineered course including extreme swells that pushed us to the one-wheel point and near-vertical plunges using Hill Descent Control. The verdict is clear: Compass is indeed all Jeep.

Last year, Jeep’s 75th anniversary, marked seven consecutive years of rising Jeep sales, of which five set records. Jeep also continues to grow and set records as a global brand. “It always comes down to the product itself,” Jeep brand director Scott Tallon reminds us.

Compass completes a new Jeep lineup. The newest three—Cherokee, Renegade and the new Compass—fill a fun cross-shopping playing field for prior Compass or Patriot buyers or for anyone. The new Compass will also appeal to some who love the Grand Cherokee but want to shave size or cost. Wrangler is probably the only one untouched by these new family dynamics. And of course, the whole lineup should attract incremental business—new buyers—to the Jeep brand. ■

### Mopar for Jeep® Compass

There are over 90 Mopar accessories for the new Jeep® Compass already, built to factory specs for perfect fit and finish, with comprehensive warranty. Personalize with roof racks and rails, cargo and gear attachments, rock rails, upgraded wheels, sill guards, floor mats, pedal kits, splash guards, body graphics and more. Mopar celebrates its 80th anniversary in 2017. See your dealer or [www.mopar.com](http://www.mopar.com).



### 2017 JEEP COMPASS PRICING

<b>COMPASS SPORT</b>	
4x2 (FWD).....6-SPEED MANUAL.....	\$20,995
OPT: 6-SPEED AUTO.....	+\$1,500
4x4.....6-SPEED MANUAL.....	\$22,495
OPT: 9-SPEED AUTO.....	+\$1,500
<b>COMPASS LATITUDE</b>	
4x2 (FWD).....6-SPEED AUTO.....	\$24,295
4x4.....6-SPEED MANUAL.....	\$24,295
OPT: 9-SPEED AUTO.....	+\$1,500
<b>COMPASS TRAILHAWK</b>	
4x4.....6-SPEED AUTO.....	\$28,595
<b>COMPASS LIMITED</b>	
4x4.....6-SPEED AUTO.....	\$28,995

