A WEEK WITH: 2023 JEEP® COMPASS TRAILHAWK 4X4

or 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 offroading. And it filled the bill for all of it—comfortable on a daily basis *AND* ready for adventure.

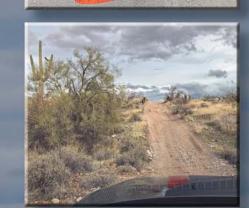
Once we did get out for a long dirt run, it again proved to be a champ. Off-road drive modes often use terms that can make it hard to know which to apply, but Jeep's talented engineers display another skill here—linguistics. On Compass Trailhawk, there are just three: snow, sand/mud or rock—a much better 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. Manumatic 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 Trailhawkiest. 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.









.41.2 / 38.3 in

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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 2023 sample; new 2024 pricing below

2024 JEEP COMPASS LINEUP

TURNING CIRCLE

LEGROOM (F/R).

	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

C. R. S.	ALL ARE 4X
Renegade Trailhawk (2023)	\$32,56
Compass Trailhawk	33,89
Cherokee Trailhawk (2023)	
Grand Cherokee Trailhawk 4	