

# Well-equipped Compass has several interesting features

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The tan tones might not be to everyone's taste but I thought the leather struck a nice note, set against a black textured interior that has come a long way from the crappy boom box plastics of the past. Illuminated cupholders emphasize the reach towards refinement.

The instrument cluster graphics have also been updated and satin chrome finishes on some interior trim pieces subtly highlight the new cockpit. Front-seat-mounted side air bags now come standard on all models and the Compass also includes a new noise-reducing acoustic windshield.

The 2014 Jeep Compass comes in a variety of trim levels, two engine choices with varying transmission selections, and in 4X2 or 4X4 configurations. But because the new 2014 models are just coming to market, Chrysler Canada's Jeep website seems to be a step behind, still listing 2013 specs, although customers should be able to explore the different model and trim choices as soon as the site is updated.

But I can tell you that this as-tested Compass Limited 4X4 version (\$27,795) comes just about as well-equipped as you would expect from a top-of-the-line model, with standard items that include auto climate control, power windows, power



The 2014 Jeep Compass Limited 4X4 features a full suite of instruments and controls along with an enhanced Uconnect system including Bluetooth voice activated communications and NAV system.

locks, power/heated foldaway mirrors, a 6-way power drivers seat, heated leather seating, steering wheel mounted audio/info/phone/cruise controls, keyless entry, fog lamps, 60/40 fold-flat rear seat, fold-flat passenger seat, 115V accessory power and Chrysler's Uconnect 130 AM/FM/CD/MP3 audio system. A full range of options (listed below) bumps our as-tested price to \$34,425.

The cabin is roomy enough for five

with comfortable seating for a compact and with a capable cargo area that will swallow 643 litres or 1519 litres with the second row folded flat.

A few interesting features in this tester worth mentioning include the relatively rare fold-flat front passenger seat that enables long and awkward cargos. And two articulating rear speakers will make you either the scourge of the neighbourhood or the life of the party at the next

tailgate gathering.

I could go on and on about content but the biggest change for the 2014 Compact lies deeper beneath the skin of the Compass with a new 6F24 six-speed automatic transmission that replaces the much-complained-about CVT in most applications.

A five-speed manual is still the base transmission for lower trim levels but the new Hyundai Powertech-sourced six-speed auto is an optional choice and standard in this Limited model.

The six-speed tranny is a compact and lightweight powertrain component that has been designed for smoother and more satisfying performance, along with better fuel economy. Engine rpm have been lowered significantly, especially when cruising the highway in top gear and the transmission's fill-for-life design should also lower maintenance cost.

This transmission can be mated to either of the carryover four-cylinder engines – the base 2.0-litre engine (158 hp, 141 lb/ft) or the 2.4-litre motor (172 hp, 165 lb/ft) that is available on all models and standard on the Limited.

The 2.4-litre World Engine features dual variable-valve timing (VVT) on both intake and exhaust camshafts, a perfor-

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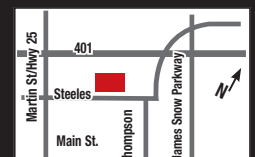
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