

OzRoamer 2014 4WD over \$60,000 Award



by Anthony Hood



The Jeep Grand Cherokee Overland has been replaced as the top model in the range by the Summit however it remains feature packed with the smooth V6 diesel, new 8 speed auto transmission and retains the legendary off road capability all packaged in a stylish body. It is now a worthy two time winner of the award in 2013 and 2014. Proof that Jeep produced a winner first up!

The revamp of the model in late 2013 brings a changed front grill, still seven slot but now squatter, and some Overland specific body-colour design cues including the lower fascia trim on the front and rear of the vehicle

The first thing you notice when you sit inside is the contrasting stitched-leather instrument panel and seats. The leather seats are exceptionally comfortable with 8 way electrically adjustable front seats that also have 4 way adjustable lumbar support. The three spoke, thick rimmed, heated, leather wrapped steering wheel has a top wooden rim and is electronically height and reach adjustable. Your driving position is also locked into memory for convenience.



Being 6'5" tall I found that while comfortable in the drivers seat I would have appreciated a bit more slide adjustment, especially as the foot brake gets in the way especially as the left foot has limited space. All seats are heated, just the thing for cold winter mornings. The front seats are ventilated for those hot summer days as well.

The dash has two large dials and a new 7-inch user-configurable multi-view display, with colour TFT liquid crystal technology. The easy-to-use instrument cluster displays the basic information a driver needs

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The cluster can be configured 100 different ways. Navigation, speed, audio and fuel economy info, as well as useful information provided by on-board Jeep systems, such as Selec-Terrain modes, can all be displayed in the 7-inch screen.

The centre stack houses a new Uconnect Infotainment System and Sat Nav system with a 8.4" touchscreen. The Uconnect 8.4 system is designed to facilitate a fully integrated infotainment including GPS, voice recognition functionality and additional entertainment features all built into a single hardware platform.

Rear passengers are well catered for with adequate head, shoulder and knee room unless there is a tall driver. There is plenty of boot space and with the 60/40 rear seats folded flat there is an enormous area available.

Above your head is the CommandView dual-pane panoramic sunroof, which is comprised of two glass panels. The full-power front panel opens rearward, while the rear panel, which is fixed, allows light and open viewing for second-row passengers. The system comes complete with a full length power sun shade.

The heart of the Jeep Grand Cherokee Overland is the combination diesel engine and Quadra-Drive II, 4wd system. The new 3.0-litre V6 turbo diesel engine produces 184 kW at 4,000 rpm with 570 Nm of torque at 2,000 rpm. This power is delivered through a 8 speed ZF automatic. This combination is one of the best in its class.

The Quadra-Drive II four-wheel drive system features a rear Electronic Limited-slip Differential (ELSD), Quadra-Drive II delivers prodigious tractive capability and off-road performance. The core of the system is the central transfer case and an electronically controlled clutch pack for active torque distribution.

On dry pavement and in normal tractive conditions, the central transfer case splits 48 per cent of the available torque to the front axle and 52 per cent to the rear axle. In case of slippery surfaces, the system automatically redirects engine torque between the front and rear axles based upon real-time driving conditions.

The system also uses electronic controls that multiply traction on the four wheels and help avoid losses of grip in case of sudden acceleration. The system includes 4WD High and 4WD Low ranges, with 4WD Low offering a 2.72 gear reduction ratio for extreme off-road conditions.

Via the rear Electronic Limited-Slip Differential (ELSD), Quadra-Drive II instantly detects rear tyre slip and smoothly distributes torque across the axle. In some cases, the vehicle will anticipate low traction and adjust in order to proactively limit or eliminate slip.

The all-new Selec-Terrain traction control system lets customers choose the setting for the optimum experience on all types of terrain. This feature electronically coordinates up to 12 different powertrain, braking and suspension systems, including throttle control, transmission shift, transfer case, ASTC and ESC. Easily up there with the best systems available anywhere.



JEEP GRAND CHEROKEE OVERLAND V6

\$79,647 RDAP

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Model	Grand Cherokee Overland
Model Price	\$79,647 RDAP
Engine	3.0L CRD V6
Drivetrain	4WD 8 speed Auto
Power	184 Kw @ 4,000 rpm
Torque	570 Nm @ 2,000 rpm
Safety	4 Star ANCAP
CO2 Emissions	198 g/km
GVR	3 ½ Star
Economy	7.5 L/100km (ADR comb)
Tow Capacity	Max 3500 kg
Tow Ball Rating	350 kg
Servicing	TBC
Warranty	3yr/ 100,000 km with full roadside assist



The Grand Cherokee Overland comes standard with the Quadra - Lift Air Suspension system. This is awesome both on and off road and is a essential item for towing. The Quadra - Lift Air Suspension operates automatically to institute certain ride height conditions, but can also be adjusted manually by the driver using the console controls. The Quadra-Lift system provides five height settings for optimum ride performance.

Quadra-Lift air suspension adds up to 106 mm of lift supported by four-corner air springs. With the front air dam removed and Quadra-Lift air suspension fitted, the Overlander features a 35.8-degree approach angle, a 29.6-degree departure angle and a 23.5-degree rampover angle. No wonder its great off road. The new Grand Cherokee uses an array of sophisticated systems, including Quadra-Lift air suspension, Selec-Terrain traction control and new Selec-Speed Control to achieve on and off road dynamics that have to be driven to be appreciated.

Standard safety features include ESC, Electronic Roll Mitigation (ERM), ABS with off road calibration, ASTC, Brake Traction Control System (BTCS) , Trailer-sway Control (TSC) and front-seat passenger seat-belt pretensioners.

The Grand Cherokee Overland now offers upgraded Forward Collision Warning with Crash Mitigation, Adaptive Cruise Control, ParkView rear back up camera with dynamic grid, ParkSense park assist system and new Selec-Speed Control with Hill Ascent Control and Hill Descent Control, assisting the driver when climbing and descending steep grades. Other standard safety features include seven airbags ; advanced multi-stage driver and front passenger, front seat side airbags, side curtain airbags for front and rear occupants, driver knee airbag and active head restraints that deploy in the event of a rear collision.

Towing with the powerful, torquey V6 Diesel is a breeze with 3500Kg capacity and 350Kg tow ball rating. The standard Quadra-Lift suspension only makes towing heavy items easier. In short it's great for towing just about anything and just do easy.

All up the Jeep Grand Cherokee Overland V6 Diesel is a superb 4WD that is stylish, great value for money and awesome off road as well as comfortable on city streets. For the second year in a row the Jeep Grand Cherokee is the winner.



What's Good:

- Drivers comfort
- Sophisticated Selec-Terrain
- Standard features

What's Not:

- Left leg room for driver
- Not owning one
- Drivers seat travel

Overall OzRoamer Rating: 91/100

Behind the Wheel	9	Practicality	9
Comfort	9	Fit for Purpose	9
Equipment	9	Towing Ability	10
Performance	8	Off Road Ability	10
Ride & Handling	9	Value for Money	9