

FREEDOM IN MOTION



Jeep
THERE'S ONLY ONE

Jeep®

NEW COMPASS

OFFROAD TECHNICAL BRIEF

GIUSEPPE ROTUNNO

PRODUCT PLANNING MANAGER COMPASS
ENLARGED EUROPE



NEW COMPASS 4xe

Power **375 HP**

EV range combined **606 km**

Torque @ front axle **345 Nm**

Torque @ rear axle **232 Nm**

Reductor **14:1**

Torque @ rear wheels **3100 Nm**



AWD EXTRA CAPABLE

WITH DEDICATED EXTRA FUNCTIONAL DESIGN

HILL DESCENT CONTROL
standard on AWD versions



AWD DEDICATED INTERIORS



AWD DEDICATED INTERIORS

EXTRA

DURABLE

AWD SEATS – BACKPANEL

**PLASTIC BACKPANEL
WITH MOLLE® SYSTEM**

EXTRA ROBUSTNESS
with kids and pets



AWD SEATS – BACKPANEL

**PLASTIC BACKPANEL
WITH MOLLE® SYSTEM**

EXTRA ROBUSTNESS
with kids and pets

**EXTRA FUNCTIONALITY
AND VERSATILITY**
Attaching totes and extra equipment

AWD CONTROL: FROM TORQUE SPLIT TO **SLIP CONTROL**

Traction is managed **one step upstream**

OLD 4xe LOGIC

Torque split

A calculated torque value is sent each axle

If the surface cannot accept it, wheels spin anyway.

The system **REACTS** after the grip is lost

NEW 4xe LOGIC

Slip target control

Wheel slip = wheel speed above vehicle speed

- 1 **Sense** road condition + speed + drive mode
- 2 **Set** front and rear slip threshold in real time
- 3 **Act** Torque is delivered based on available grip; rear e-motor reacts fast; torque follows grip

WHY IT MATTERS

Prevents spin

The system **PREDICTS** the highest deliverable torque and intervenes before full traction loss

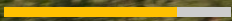
PEAK GRIP is guaranteed while maximising traction

4x4 feels **SMARTER** and more precise

AWD CONTROL: FROM TORQUE SPLIT TO **SLIP CONTROL**

SPORT / DRY GRIP

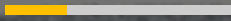
Higher rear slip target → rear-biased feel

SLIP TARGET  rear bias



SNOW / ICE

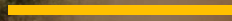
Very tight slip threshold → stable

SLIP TARGET  tight



SAND / MUD

Higher slip allowed → momentum through loose ground

SLIP TARGET  higher



DRIVE MODES AWD

¹ 0 - 15 km/h: always clutched; 15 - 140 km/h: only if Trq req > M4 trq
² Theoretical split in ideal conditions. Torque split is adapted in real time based on slip

				
SPORT	AUTO	4WD LOCK	SNOW	SAND / MUD
Maximum on-road performance	Best balance between performance and comfort	Locks 4WD system egnaging traction on both axles for maximum capability	Optimizes control in low-μ conditions	Maximize off-road performances on gravel roads

PEAK POWER	100%	90%	100%	80%	100%
OVER-BOOST	Y	N	N	N	Y
STEERING CAL.	Sport	Normal	Normal	Sport	Sport
ESP CALIBRATION	Sport	Auto	Auto	Snow	Sand / Mud
SHIFT STRATEGY	Sport	Normal	Normal	Snow	Sand / Mud
AWD REAR DISCONNECT	N	Y ¹	N	N	N
TORQUE SPLIT ²	30% / 70%	40% / 60% 0-15 kph	50% / 50%	50% / 50%	50% / 50%
L2 ADAS	Available	Available	Available	Not available	Not available

DRIVING BRIEF



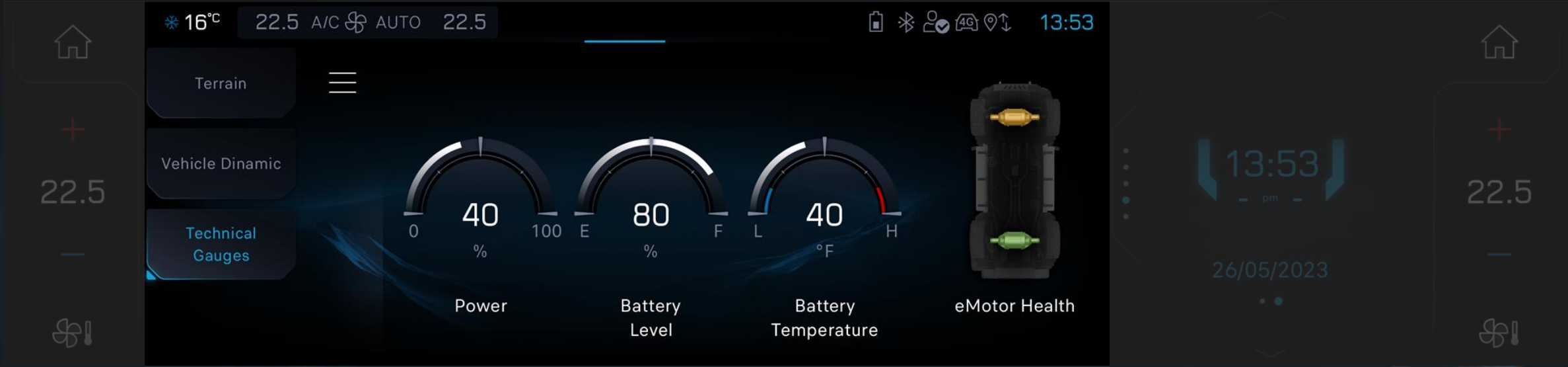
INTERIOR CONTROLS – STEERING WHEEL



OFFROAD PAGES – VEHICLE DYNAMIC



OFFROAD PAGES – TECHNICAL GAUGES



INTERIOR CONTROLS – MUX FASCIA ON INSTRUMENT PANEL



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HAVE FUN OUT THERE!



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