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## Are 2012 jeep grand cherokees good cars

Jeep's biggest SUV is the Grand Cherokee, which has been on sale since the early 1990s and continues to be one of the more off-road-capable mid-size SUVs you can buy. Available in a variety of trim levels, the Grand Cherokee offers various four-wheel-drive systems that work with Jeep's available Selec-Terrain system, making it capable and confident on difficult terrain. SUVs aren't typically known for being exhilarating to drive, but high-performance Grand Cherokee Trackhawk and SRT models effortlessly slam power to the ground and throw you back in your seat thanks to loud, beefed-up V-8 engines and tuned suspensions. Luxury Luxury vehicles include all models from dedicated luxury brands plus luxurious models selected by our editors. Towing Towing vehicles can tow a minimum of 2,000 pounds (see specifications for maximum). May require specific trim level and/or optional features. Small families Small Family vehicles include mid-size and larger sedans, hatchbacks, wagons, SUVs and minivans with four doors and five seats. See all Jeep Grand Cherokee articles Last year, the Jeep Grand Cherokee got a facelift, new technology and some serious interior updates. This year is all about dotting the last few i's and crossing a couple final t's on Jeep's premiere SUV. It's all part of Jeep's ongoing effort to keep up not just with traditional rivals like the Toyota 4Runner and Volkswagen Touareg, but also more premium offerings like the Mercedes-Benz M-Class. One of the most surprising things about the Jeep Grand Cherokee is that it has improved its on-road manners without compromising its off-road ability. Buyers, on the other hand, have a wide range to choose from, be it a frugal 3.0-liter diesel, a powerful and practical V6, or a pavement-shredding Grand Cherokee SRT with 475 horsepower. Base Laredo models start with a Manufacturer's Suggested Retail Price (MSRP) of about \$30,500, including destination. Next is the \$35,500 Altitude, then the mid-level \$37,500 Limited, which we think strikes the best balance between price and luxury. Adding 4WD to any of those costs \$2,000. Luxury models Overland and Summit are \$44,000 and \$49,500, respectively; their 4WD system adds \$3,000. SRT models start at a bit over \$65,000. That's more than crossover SUVs like the Ford Edge, but on par with the off-road-ready Toyota 4Runner. The Volkswagen Touareg starts far higher, but includes a more extensive set of standard features and luxury-car ride quality. Check KBB.com's Fair Purchase Price to see what others in your area are paying for the 2015 Jeep Grand Cherokee, and know that your Jeep will hold its price better than a Nissan Pathfinder or VW Touareg, but less than the Toyota 4Runner. Off-road chops aside, the 2015 Grand Cherokee is far more likely to spend its time on pavement, rather than off. Luckily, it's pretty good here. The resilient and composed highway ride belies the rugged demeanor. This SUV's electrically assisted steering also feels good, lightly weighted in parking lots and appropriately heavier at speed. However, there's no escaping the wind noise rushing around the outside mirrors and boxy shape at highway speeds. Still, it's a reasonable compromise, especially considering how capable the Grand Cherokee is when the pavement ends. With ample ground clearance, good power and multiple off-road modes, the Grand Cherokee excels. The EcoDiesel is smooth and refined, but its \$4,500 premium and pricey urea refills every 10,000 miles drive us to recommend the standard V6 or 5.7-liter Hemi V8 instead. If you crave speed and family hauling, the 475-horsepower Grand Cherokee SRT is just the ticket. Speeding ticket, that is. "Jeep Grand Cherokee" may be a venerable nameplate, but the SUV's interior is as contemporary as you'll find anywhere. This well-finished space accommodates up to five adult passengers, and soft-touch surfaces are plentiful, accented by tasteful wood trims. The optional Uconnect system is complemented by redundant physical controls for technophobes. Behind the rear seats are 35.1 cubic feet of cargo space, which expand to 68.7 with the rear seats folded, figures right in line with the Ford Edge and VW Touareg, but considerably less than Toyota's 4Runner. Summit and SRT models are quieter, too, thanks to standard active noise cancellation. The 2015 Jeep Grand Cherokee's modern exterior is further enhanced this year with the Summit model's California Edition package. It adds body-color lower body trim, mirror caps and door handles, plus platinum chrome on the grille and lower parts of the vehicle. All Grand Cherokees have Jeep's signature 7-slot grille, and higher-end models feature extra helpings of chrome. Despite its tall SUV profile, the Grand Cherokee is easy to get into, making it convenient for the vertically challenged. Conversely, the liftgate can be a bit difficult to reach when fully extended, so if you're short, opt for the power-operated liftgate. UCONNECT ACCESSJeep's Uconnect combines cutting-edge connected-car technology with a simple interface. Offering as much as any competitor's system you'd care to mention, you use the huge 8.4-inch touch panel or voice recognition to access the navigation, or mobile apps like Bing Local Search and Pandora. It also includes hands-free text messaging. QUADRA-LIFT AIR SUSPENSIONThe 2015 Jeep Grand Cherokee's optional Quadra-Lift air suspension lets Jeep owners pick from five different vehicle height settings. At its highest, the 10.6 inches of ground clearance beat even the Wrangler Rubicon. The system can also be lowered, improving aerodynamics as well as facilitating entry and exit. The 2015 Jeep Grand Cherokee comes in four trims, not counting the SRT: Laredo, Limited, Overland and Summit. Entry-level 2-wheel-drive (2WD) Laredo models are well equipped, featuring dual-zone climate control, a digital instrument cluster, a leather-wrapped steering wheel, and a 6-speaker audio system with a 5-inch touch screen. The Limited adds larger 18-inch wheels and heated leather seats, Overland models get a panoramic moonroof, Uconnect Access infotainment and xenon headlights as standard. The Grand Cherokee Summit is essentially loaded. All Grand Cherokee models get six airbags, a raft of stability-control systems, and Uconnect emergency assistance with a complimentary trial subscription. The Jeep Grand Cherokee's 4-wheel-drive (4WD) system is optional, and a must if you intend to go Jeeping in your Jeep. Speaking of which, the Quadra-Lift air suspension plus the top-spec Quadra-Drive II 4WD system are essential for any hard-core off-road enthusiast. On your way to the trails, your family will like the Blu-ray entertainment center, which is compatible with most gaming consoles. The standard halogen headlights are so-so at best, so the optional xenon setup is a better bet. In a true sign of the times, a CD player has been relegated to the options list. The 2015 Jeep Grand Cherokee comes with a wide variety of engine choices. There's the standard 3.6-liter V6, which offers good power and fuel economy. The 5.7-liter V8 amps up the power noticeably, but fuel economy suffers. On the flip side, there's the 3.0-liter EcoDiesel V6, which offers the most torque of any engine save the SRT's V8 and gets great fuel economy, but is a pricey proposition at \$4,500. The Grand Cherokee SRT is a completely different animal. With a 475-horsepower 6.4-liter V8, its standard all-wheel-drive system is meant for the street, not the trail. All Grand Cherokees come with an excellent 8-speed automatic transmission. 3.6-liter V6290 horsepower @ 6,400 rpm260 lb-ft of torque @ 4,800 rpmEPA city/highway fuel economy: 17/25 mpg (2WD), 17/24 mpg (4WD) 5.7-liter V8360 horsepower @ 5,150 rpm390 lb-ft of torque @ 4,250 rpmEPA city/highway fuel economy: 14/22 mpg (2WD), 14/20 mpg (4WD) 3.0-liter diesel V6240 horsepower @ 3,600 rpm420 lb-ft of torque @ 2,000 rpmEPA city/highway fuel economy: 22/30 mpg (2WD), 21/28 mpg (4WD) 6.4-liter V8475 horsepower @ 6,000 rpm470 lb-ft of torque @ 4,300 rpmEPA city/highway fuel economy: 13/19 mpg As the flagship model for the iconic Jeep brand, the 2017 Jeep Grand Cherokee SUV carries a heavy responsibility. Thankfully, with models ranging from basic to brutal, this 5-passenger SUV has the goods to stay one step ahead of rivals like the Ford Edge and Hyundai Santa Fe Sport. And, with the exception of Toyota's 4Runner, few other SUVs in this class can go where the Grand Cherokee feels most at home. The Grand Cherokee also has a luxurious side that allows the Summit trim to challenge premium SUVs such as the BMW X5 and Mercedes-Benz GLE. With two powerful V8 engines and a diesel V6 option, Jeep's Grand Cherokee for 2017 certainly feels like a premium brand, although its price tag may say otherwise. Jeep's 2017 Grand Cherokee SUV has a Manufacturer's Suggested Retail Price (MSRP) starting just under \$31,300 for a 2WD Laredo model. Higher trims run from the mid- to high-\$40,000 mark, and options can add thousands more. The Trailhawk starts around \$44,000 while a Summit 4WD comes in just under \$54,500. On top is the Grand Cherokee SRT, a specialized version more tuned for on-road speed and handling, which begins just under \$68,000 and can blow past the \$70,000 mark with options. At these prices the Grand Cherokee starts less than a Toyota 4Runner and slightly above a Ford Edge and Nissan Murano, though the last two are clearly oranges to this apple. Before buying, check the KBB.com Fair Purchase Price to see what others in your area are paying. The 2017 Jeep Grand Cherokee is expected to have good resale value, but can't match the stellar heights of the Toyota 4Runner. While Jeep loves to portray its 2017 Grand Cherokee SUV tackling all manner of off-road adventures, the truth is many will rarely see more than a few gravel-strewn or snow-covered roads. For this reason, Jeep wisely equips the Grand Cherokee with a civilized suspension that is remarkably comfortable both on and off-road. Regrettably, the Grand Cherokee's rugged design can't cheat the wind, and noise emanating from around the side mirrors and windows is evident, although we doubt many people who covet the big Jeep will care. The Grand Cherokee's excellent ground clearance and choice of various 4-wheel-drive (4WD) systems give consumers plenty of off-road possibilities, as do the powerful standard V6 and optional V8 engines. The 3.0-liter EcoDiesel offers impressive torque and 30 mpg, but its nearly \$5,000 premium and pricey urea refills (required every 10,000 miles) make it a hard choice to justify. Jeep's 2017 Grand Cherokee spans from a reasonably comfortable SUV to one capable of giving some luxury brands a run for their money. All models are 2-row/5-passenger configurations — there is no 3rd-row option. This layout offers good room for passengers and a healthy 36.3 cubic feet of cargo room behind the rear seats. Folded, that space expands to 68.3 cubic feet. Base Laredo models look the part with cloth, manually adjusted front seats, but stepping up just one trim brings power operation to the driver. Higher-end models are awash in leather and feature heated and ventilated front seats. The 2017 Jeep Grand Cherokee has a muscular, handsome design. True to its off-road intent, the GC has 8.6 inches of ground clearance, with the performance-oriented SRT model sitting slightly lower. The Trailhawk gets distinctive red tow hooks, an anti-glare hood decal and 18-inch off-road wheels. Most Grand Cherokees receive a redesigned 7-slot grille, while higher-end models feature extra chrome. Despite its tall profile, the Grand Cherokee is easy to get into, making it convenient for the vertically challenged. Conversely, the liftgate can be a bit difficult to reach when fully extended, but you can opt for the power-operated liftgate. UCONNECT ACCESS Jeep's Uconnect infotainment system is one of the best in the industry. An 8.4-inch touch panel displays large, easy-to-see graphics, and the system's voice-recognition software allows for control of the navigation, audio, hands-free texting and mobile apps such as Pandora. QUADRA-LIFT AIR SUSPENSION Jeep's new Grand Cherokee SUV offers an optional air suspension with five separate height settings. At its highest, the Grand Cherokee delivers 10.6 inches of ground clearance. At its lowest setting, entry and exit are made easier and aerodynamics is improved. Trailhawks get a modified version for improved wheel articulation. As mentioned, the least expensive Grand Cherokee for 2017, the Laredo, still requires drivers to manually adjust their seat, but does come with dual-zone climate control, a digital instrument cluster, rearview camera and parking sensors, keyless entry and a 6-speaker audio system with a 5-inch touch screen. For less than \$5,000 more, we recommend stepping up to at least the Laredo 75th Anniversary Edition, which includes the 8.4-inch Uconnect system, heated and power-operated front seats, heated steering wheel, auto-dimming rearview mirror, rearview camera with backup sensors and 18-inch wheels. The Jeep Grand Cherokee's Quadra-Trac I 4WD system is optional, and a must if you intend to go Jeeping in your Jeep. The Quadra-Lift air suspension plus the top-spec Quadra-Drive II 4WD system are essential for any hard-core off-roader. The standard halogen headlights are so-so at best, so the optional xenon setup is a better bet. In a true sign of the times, a CD player has been relegated to the options list. Other options: a Blu-ray entertainment center, dual-pane sunroof and 19-speaker harman/kardon audio system, plus blind-spot monitoring, forward-collision warning with crash mitigation and lane-departure warning. The 2017 Jeep Grand Cherokee is offered with several engine choices. There's the standard 3.6-liter V6, which offers good power and fuel economy. The 5.7-liter V8 amps up the power noticeably, but fuel economy suffers. On the flip side, there's the 3.0-liter EcoDiesel V6, which offers the most torque of any engine save the SRT's V8 and gets great fuel economy. The Grand Cherokee SRT is a completely different animal. With a 475-horsepower 6.4-liter V8, its standard 4WD system is meant for the street, not the trail, proven by its 4.8-second 0-60-mph time. All Grand Cherokees come with an excellent 8-speed automatic transmission. Two-wheel-drive (2WD) models are now only available with V6 engines, while 4WD is optional on all models and standard on the SRT. 3.6-liter V6 295 horsepower @ 6,400 rpm 260 lb-ft of torque @ 4,800 rpm EPA city/highway fuel economy: 19/26 mpg (2WD), 18/25 mpg (4WD) 5.7-liter V8 360 horsepower @ 5,150 rpm 390 lb-ft of torque @ 4,250 rpm EPA city/highway fuel economy: 14/22 mpg (4WD) 3.0-liter diesel V6 240 horsepower @ 3,600 rpm 420 lb-ft of torque @ 2,000 rpm EPA city/highway fuel economy: 22/30 mpg (2WD), 21/28 mpg (4WD) 6.4-liter V8 475 horsepower @ 6,000 rpm 470 lb-ft of torque @ 4,300 rpm EPA city/highway fuel economy: 13/19 mpg Note: Due to changes in EPA testing to more effectively reflect real-world conditions, some 2017 models show slightly lower fuel-economy scores than their 2016 versions.





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