

Luxury Meets Trail

Grand Cherokee L Blends Rugged Talent With Real Luxury Value

By Derek Price

CARGAZING.COM

That may sound strange about a vehicle with a \$72,770 sticker price, but context matters. My Summit 4x4 tester came loaded with the kind of equipment that often pushes three-row luxury SUVs into the \$90,000 range or higher. Rear-seat entertainment screens, an adjustable air suspension, a front passenger display, soft leather seats, huge wheels and a long list of driver-assistance features all helped it feel more expensive than it was.

It is not cheap. It is just cheaper than a lot of vehicles that deliver a similar first-class family-hauler experience.

That value argument is the Grand Cherokee L's strongest card. It feels rugged, handsome and upscale without completely abandoning the Jeep identity. This is still an SUV that looks like it belongs near a trailhead, even when it is parked in front of a nice restaurant.

The ride is one of its best traits. With the air suspension, the Grand Cherokee L feels smooth and composed over most pavement, doing a good job masking its size and weight. It has the relaxed, polished feel people expect from a premium SUV, and the quiet cabin reinforces that impression.



The 2026 Jeep Grand Cherokee L combines an upright stance, bold front-end styling and rugged proportions with a polished luxury-SUV presence.

The steering is light, perhaps too light for my taste, but that is not a deal breaker in a family SUV. It makes the Grand Cherokee easy to place in parking lots and comfortable on long highway drives. Buyers looking for sporty feedback should shop elsewhere, but that is not really this Jeep's mission.

The engine is where my affection cools.

Jeep's new Hurricane 4 Turbo makes respectable power, with 324 horsepower and 332 pound-feet of torque, and it keeps the Grand Cherokee L's towing capacity at a competitive 6,200 pounds. On paper, that is impressive for a 2.0-liter turbocharged four-cylinder in a big, three-row SUV. Jeep also says it runs on regular

gasoline, which helps the ownership equation.

In real driving, though, it never won me over.

The power is fine, but the delivery can feel lurchy at times. It also does not sound particularly pleasant. Occasionally, it makes a gravelly noise that reminded me more of a diesel than a refined luxury SUV engine. I understand why automakers are moving toward smaller turbocharged engines, but this one does not feel like an ideal match for such a substantial vehicle.

The rest of the Grand Cherokee L is good enough that I liked it anyway.

Inside, the Summit trim makes a convincing luxury pitch. The materials feel rich, the seats are soft and the cabin has a calm,

expensive atmosphere. The new 12.3-inch infotainment screen is a welcome centerpiece, and the available 10.25-inch passenger display gives the front seat an extra dose of modern theater.

The layout is spacious, too. The Grand Cherokee L offers three rows of seating and 17.2 cubic feet of cargo space behind the third row.

The second-row seats could use more sculpting, though. They are roomy, but they do not feel as supportive as the front seats.

Off-road credibility remains a major part of the appeal. My tester's 4x4 system, two-speed transfer case and adjustable air suspension give it real capability beyond the gravel-road image many SUVs

settle for. With the air suspension raised, Jeep lists up to 10.9 inches of ground clearance and a 28.2-degree approach angle for Summit models.

That is what separates the Grand Cherokee from softer competitors. It can play luxury SUV during the week and still feel ready for a muddy weekend.

The final verdict is simple: I like this Grand Cherokee L in spite of its engine.

It combines serious off-road ability, everyday practicality and upscale appointments in a ruggedly handsome package. The powertrain needs more polish, but the rest of the vehicle feels thoughtfully executed and surprisingly compelling for the money.

AT A GLANCE

WHAT WAS TESTED?

2026 Jeep Grand Cherokee L Summit 4x4 (\$62,195). Options: Premium paint (\$595), Advanced ProTech Group IV (\$995), obsidian package (\$2,000), rear-seat entertainment group (\$1,995), hands-free active driving assist (\$2,995). Price as tested (including \$1,995 destination charge): \$72,770

BY THE NUMBERS

Wheelbase: 121.7 in.
Length: 204.9 in.
Width: 77.5 in.
Height: 71.5 in.
Engine: 2.0-liter turbocharged four cylinder (324 hp, 332 lb.-ft.)
Transmission: Eight-speed automatic
MPG: 20 city, 25 highway

RATINGS

Style: 9
Performance: 7
Price: 8
Handling: 7
Ride: 8
Comfort: 8
Quality: 7
Overall: 7

WHY BUY IT?

The Grand Cherokee L is for buyers who want three-row family practicality, genuine Jeep capability and luxury-SUV features without paying a full luxury-brand price.

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Inside, the Grand Cherokee L offers a quiet three-row cabin with premium materials, large digital displays and family-friendly comfort features.

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A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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