

# Jeep Renegade

Jeep Renegade 1.6 diesel Limited FW, LHD

2014 ★★★★★



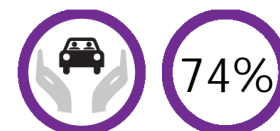
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## DETAILS OF TESTED CAR

### SPECIFICATIONS

Tested model	Jeep Renegade 1.6 diesel Limited FW, LHD
Body type	5 door SUV
Year of publication	2014
Kerb weight	1390kg
VIN from which rating applies	applies to all Renegades of the specification tested

### SAFETY EQUIPMENT

Frontal airbags	Driver (Single Stage), Passenger (Single Stage)
Pre-tensioners	Driver (dual), Passenger (dual)
Load-limiters	Driver, Passenger
Knee airbags	None
Side airbags	Head (front and rear), Thorax (front only)
Front head restraints	Passive
Passenger airbag switch	Manual switch
iSize Seats	2nd row (outboard)
Integrated child restraint	None
Active Pedestrian Protection	None,
Seatbelt Reminder	Driver, Passenger, Rear
Electronic Stability Control	ESC, Standard, Manual Switch
Speed Assistance Systems	Driver-set speed limitation, Standard
Lane Support	Optional (not meeting fitment requirements)
Autonomous Braking	Forward Collision Mitigation Plus, Inter-Urban (Auto-Brake and Forward Collision Warning) system, Optional (meeting fitment requirements)
Other	Panic Brake Assist (standard); Blind-spot monitoring (optional); High Beam Assist

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 33 pts | 87%

CRASH TEST PERFORMANCE

FRONT OFFSET

15,4 pts



Driver



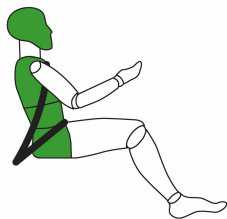
Passenger

SIDE CAR

8 pts

SIDE POLE

7,6 pts



Side car



Side pole

FRONT OFFSET

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	none
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	Accelerator - 23.2mm
Upward pedal movement	none

SIDE

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH PROTECTION

FRONT, REAR SEATS

2,1 pts



Front seats



Rear seats

HEAD RESTRAINT

Seat description	Standard, cloth, 6 way manual
Head restraint type	Passive
Front geometric assessment	2 pts

TESTS

- High severity	1,9 pts
- Medium severity	2,1 pts
- Low severity	1,9 pts

AEB CITY

0 pts

System name	Not applicable
Fitment	Optional (not meeting fitment requirements)



## CHILD OCCUPANT

Total 42 pts | 85%

### CRASH TEST PERFORMANCE

#### 18 MONTH OLD CHILD

**Restraint** FAIR G0/1  
**Facing** rearward facing  
**Installation** ISOFIX and Supportleg



PERFORMANCE **12 pts**

#### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

#### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

#### 3 YEAR OLD CHILD

**Restraint** FAIR G0/1  
**Facing** rearward facing  
**Installation** ISOFIX and Supportleg



PERFORMANCE **12 pts**

#### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

#### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



**Safety features score** **6 pts**  
**Installation check score** **12 pts**

**Pass** Install without problem  
**Partial Fail** Install with care  
**Fail** Safety critical problem  
**Exempt** Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
FAIR G0/1 ()	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
FAIR G0/1 ()	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

# TEST RESULTS

## SAFETY ASSIST

Total 10 pts | 74%

### SPEED ASSISTANCE SYSTEM 1,3 pts

Standard	
Speed Information	NOT ASSESSED
Speed Assistance (Manual)	Pass

### ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESC	Meets requirements
-------	--------------------

### SEATBELT REMINDER 3 pts

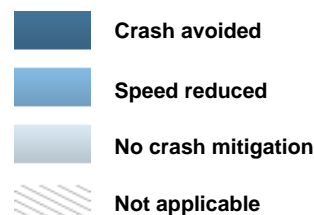
- driver and passenger	Pass
- rear	Pass

### LANE SUPPORT SYSTEMS 0 pts

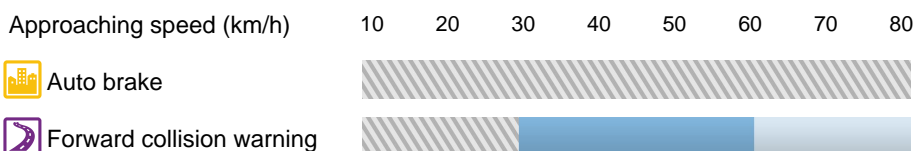
Optional (not meeting fitment requirements)	Not assessed
---	--------------

### AEB INTERURBAN SYSTEMS 2,4 pts

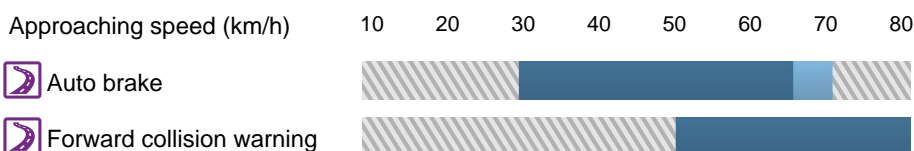
Forward Collision Mitigation Plus	Optional (meeting fitment requirements)
Human machine interface	Default On
Performance	



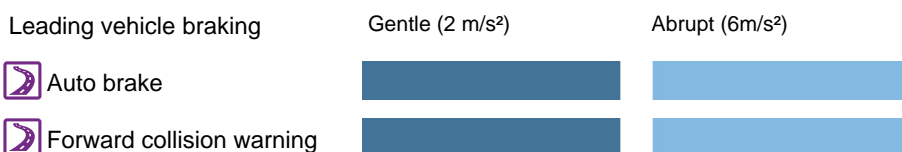
#### APPROACHING A STATIONARY VEHICLE



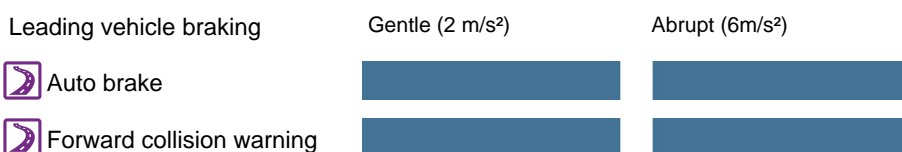
#### APPROACHING A SLOW MOVING VEHICLE



#### APPROACHING A BRAKING VEHICLE WITH SHORT HEADWAY



#### APPROACHING A BRAKING VEHICLE WITH LONG HEADWAY



**PEDESTRIAN**

Total 24 pts | 65%



<b>HEAD</b>	16,1 pts
<b>PELVIS</b>	1,5 pts
<b>LEG</b>	6 pts



**COMMENTS**

**Adult occupant**

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Jeep showed that a similar level of protection would be provided to occupants of different statures and to those sat in different positions, whose knees might strike the dashboard at different locations. All parts of the passenger dummy were well protected in the frontal test. In the side impact, the Renegade scored maximum points, with good protection of all critical body regions. Even in the more severe side pole impact, protection of the chest was adequate and that of other body areas was good. Protection against whiplash in the event of a rear-end collision was rated as marginal for both the front and rear seating positions. The Renegade has an optional autonomous braking system which operates from low speeds, typical of city driving. As the system is not standard, its low-speed functionality did not qualify for inclusion in this part of the assessment.

**Child occupant**

In the dynamic crash tests the Renegade scored maximum points for its protection of the 1½ year and 3 year dummies, both of which were sat in rearward-facing group 0+/1 child restraints. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the risk of head contact with the vehicle interior. The front passenger seat can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Renegade is designed could be properly installed and accommodated in the car.

**Pedestrian**

The bumper scored maximum points, showing good protection of pedestrians' legs at all test locations. However, the protection provided by the front edge of the bonnet to the pelvis was predominantly weak or poor. The bonnet showed good protection of a pedestrian's head over most of its surface and was adequate elsewhere. Only on the stiff windscreen pillars were poor results recorded.

**Safety assist**

The Renegade has electronic stability control as standard equipment, together with a seatbelt reminder that protects the front and rear seats. A driver-set speed limitation device is also standard and met Euro NCAP's requirements for systems of this type. An autonomous emergency braking system is an option. The system operates from the low speeds typical of city driving to the higher speeds found on the open road. As it is expected to be fitted to most cars sold its higher-speed functionality was included in the assessment and was found to perform well. A lane-assistance system is available as an option on the Renegade but was not included in the assessment as it is not expected to meet Euro NCAP's fitment requirements.