



Jeep Grand Cherokee
Standard Safety Equipment

2022 ★★★★★



Adult Occupant



84%

Child Occupant



89%

Vulnerable Road Users



81%

Safety Assist



81%

SPECIFICATION

Tested Model	Jeep Grand Cherokee 2.0 PHEV 'Overland', LHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	2532kg
VIN From Which Rating Applies	- all Grand Cherokees
Class	Large Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	●	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	✘	✘	—

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack ✗ Not available — Not applicable

ADULT OCCUPANT

Total 31.9 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13.6 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 14.0 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.3 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 31.9 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	

Comments

The passenger compartment of the Jeep Grand Cherokee remained stable in the frontal offset test. Protection was good for all critical body areas of both the driver and passenger. Jeep demonstrated that good protection would also be provided to the knees and femurs of occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be an aggressive partner in a frontal collision and it was penalised accordingly. In the full-width rigid barrier test, protection of the chest of the rear passenger was marginal, based on dummy readings of chest compression. Otherwise, protection was good or adequate for both occupants. In both the side barrier and side pole tests, all critical body areas were well protected and the Grand Cherokee scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was poor. The Grand Cherokee does not have a counter-measure to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated good whiplash protection. The Grand Cherokee has an advanced eCall system which alerts the emergency services in the event but lacks a system to prevent secondary collisions.

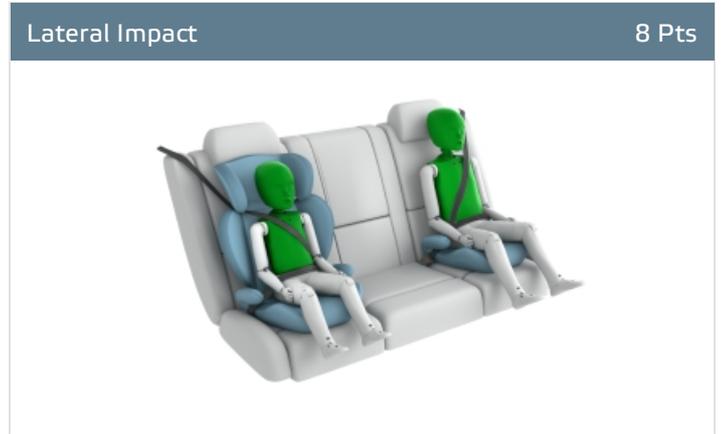
CHILD OCCUPANT

Total 44 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Peg Perego Viaggio Shuttle Llus 2-3*
 Restraint for 10 year old child: *Peg Perego Viaggio Shuttle Llus 2-3*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 44 Pts / 89%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybox Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 44 Pts / 89%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

- Install without problem
- Install with care
- Safety critical problem
- ✘ Installation not allowed
- Not available

Comments

In both the frontal offset and side barrier tests, good or adequate protection was provided to all critical body areas for both child dummies. The Grand Cherokee automatically disables the front passenger airbag when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and it was rewarded. All of the child restraint types for which the Jeep Grand Cherokee is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 43.8 Pts / 81%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

28.8 / 36 Pts



Head Impact	16.8 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

15.0 / 18 Pts

System Name	Full-Speed Collision Warning with Active Braking and Pedestrian/Cyclist Detection
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

 VULNERABLE ROAD USERS

Total 43.8 Pts / 81%

AEB Pedestrian

 7.0 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



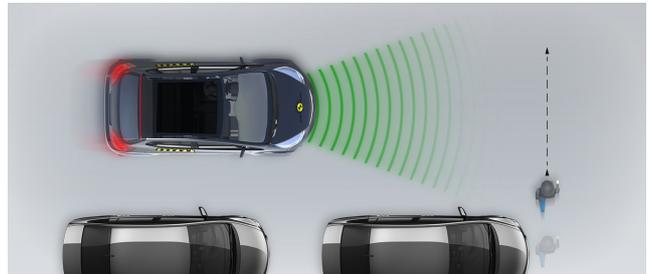
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside

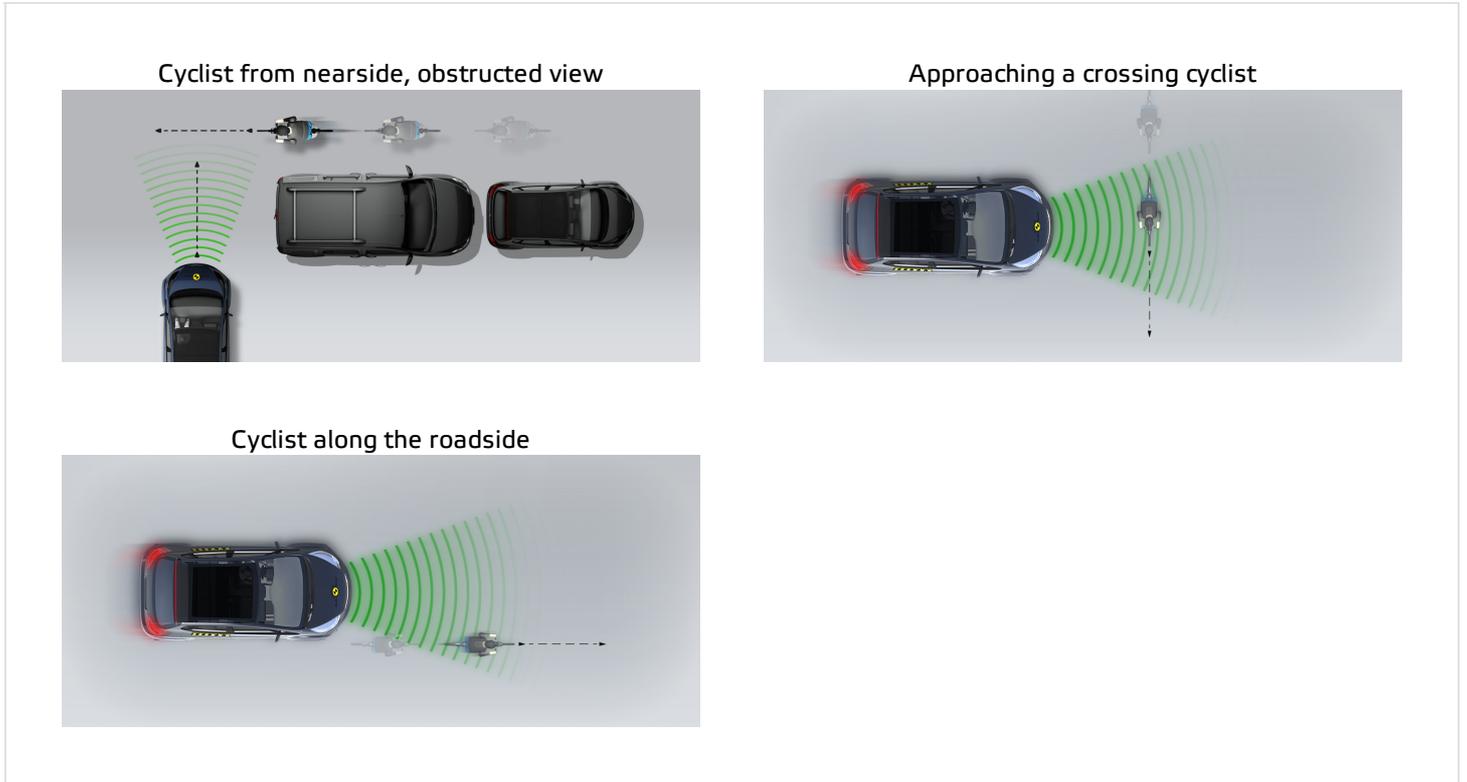


VULNERABLE ROAD USERS

Total 43.8 Pts / 81%

AEB Cyclist

8.0 / 9 Pts



Comments

Protection of the head was predominantly good or adequate. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test locations. The autonomous emergency braking (AEB) system of the Jeep can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and also in tests of its response to cyclists, with collisions avoided in most cases.

SAFETY ASSIST

Total 13.0 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.3 / 3 Pts

System Name	Traffic Sign Recognition
Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 3.0 / 3 Pts

> Seatbelt Reminder

■ 2.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

System Name	Drowsy Driver Detection
Type	Steering input
Operational From	60 km/h

 SAFETY ASSIST

Total 13.0 Pts / 81%

Lane Support

 4.0 / 4 Pts

System Name	Active Lane Management	
Type	LKA and ELK	
Operational From	5 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

 3.8 / 6 Pts

System Name	Full-Speed Collision Warning with Active Braking and Pedestrian/Cyclist Detection	
Type	Autonomous emergency braking and forward collision warning	
Operational From	0 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

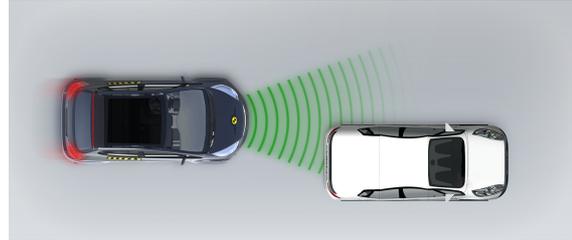
Total 13.0 Pts / 81%

■ Autobrake function only

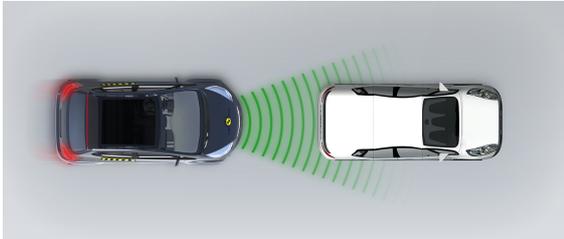
Car turning across the path of an oncoming car



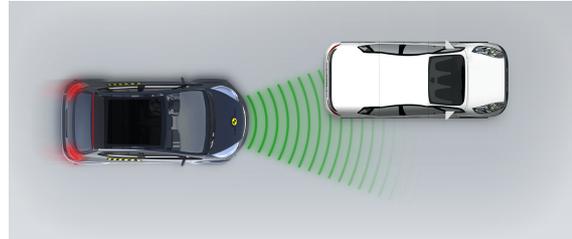
Approaching a stationary car



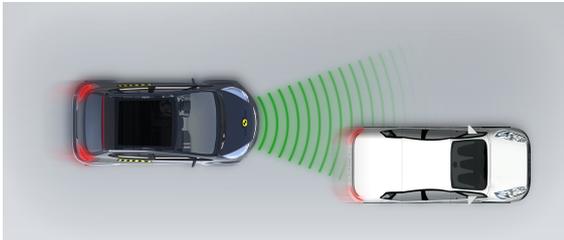
Approaching a stationary car



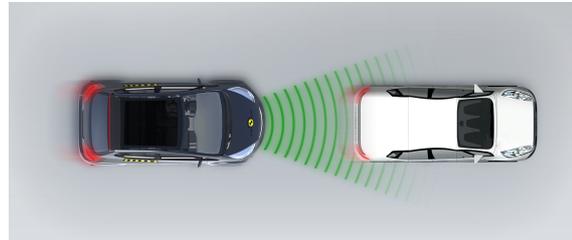
Approaching a stationary car



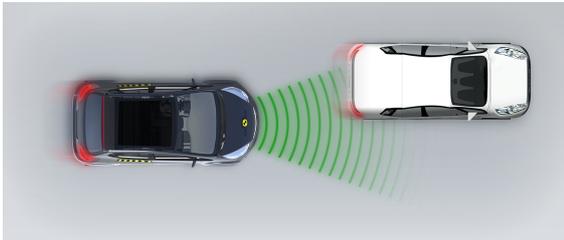
Approaching a slower moving car



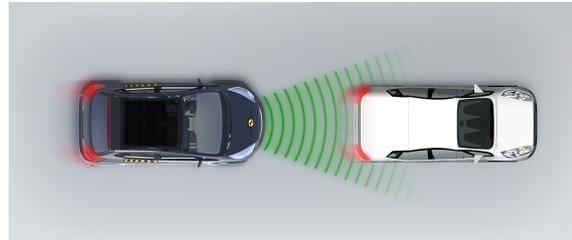
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

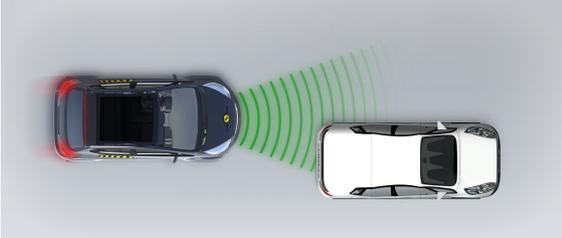


 SAFETY ASSIST

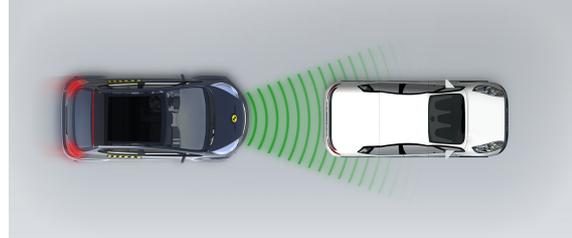
Total 13.0 Pts / 81%

■ Driver reacts to warning

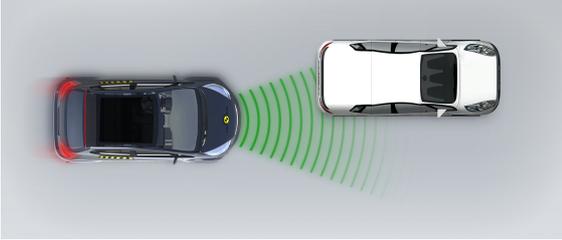
Approaching a stationary car



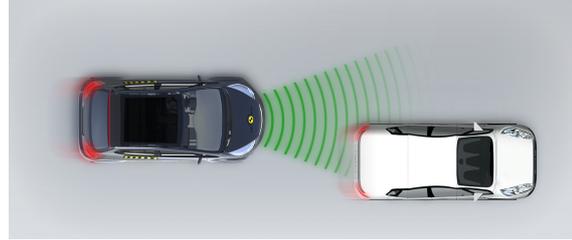
Approaching a stationary car



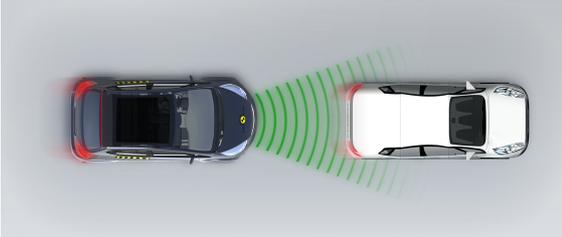
Approaching a stationary car



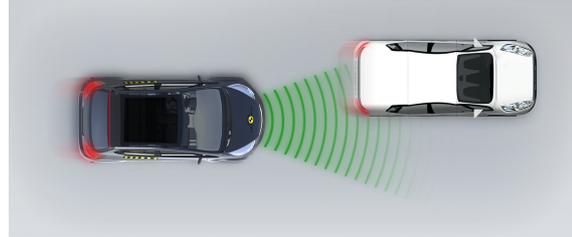
Approaching a slower moving car



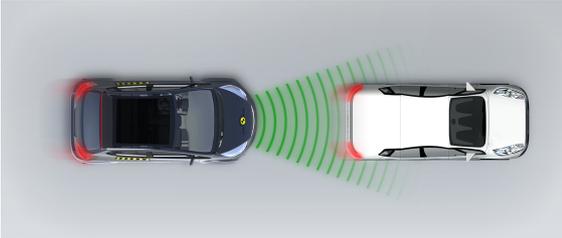
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.0 Pts / 81%

Comments

The autonomous emergency braking (AEB) system of the Jeep Grand Cherokee performed adequately in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, allowing the limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	2.0 petrol PHEV *	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2022	Rating Published	2022 ★★★★★ ✓