Jeep Avenger

Standard Safety Equipment

2024

Adult Occupant 79%

Child Occupant 70%

Vulnerable Road Users 59%

Safety Assist 53%

SPECIFICATION

Tested Model	Jeep Avenger
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1552kg
VIN From Which Rating Applies	- all Jeep Avenger EVs from VIN ZACNJAC57RJK86260
Class	Small MPV

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	✖	✖	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	○	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
Child presence detection	–	✖	✖
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✖
Cyclist Dooring Prevention	✖
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 31.8 Pts / 79%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 13.7 / 16 Pts

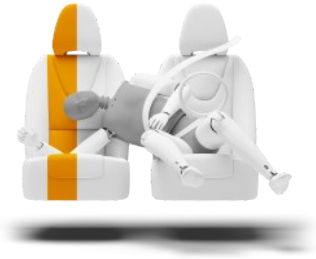
Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 13.4 / 16 Pts

Side Mobile Barrier

Side Pole



Far-Side Excursion

Occupant Interaction

Rear Impact — 3.6 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 31.8 Pts / 79%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	1.2 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Not available
Submergence Check	Partially Compliant

Comments

The passenger compartment of the Avenger remained stable in the frontal offset test. Dummy readings indicated good or adequate protection for all critical body areas of the driver and front passenger. Jeep demonstrated that good protection would be provided to the knees and femurs of occupants of different sizes and 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 Avenger would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was rated as marginal, based on dummy readings of compression. Otherwise, all critical parts of the body were well or adequately protected for both occupants. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good, and the Avenger 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 found to be marginal. The Avenger does not have a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Avenger has an advanced eCall system which alerts the emergency services in the event of a crash, but there is no system to prevent secondary impacts after the car has been in a collision. Jeep demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 34.4 Pts / 70%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children 17.2 / 24 Pts

Frontal Impact	14.3 Pts

Lateral Impact	2.8 Pts

Restraint for 6 year old child: *Britax Römer KidFix i-Size*
Restraint for 10 year old child: *Britax Römer KidFix i-Size, Booster*

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✖
i-Size	○	●	✖
Integrated CRS	✖	✖	✖
Top tether	○	●	✖
Child Presence Detection	✖	✖	✖

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

CRS Installation Check 11.3 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 34.4 Pts / 70%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	✖	●	–	●
	✖	●	●	–	●
	●	✖	●	–	●
	●	✖	●	–	●
	●	✖	●	–	●
	✖	●	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✖	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 34.4 Pts / 70%

Comments

In the frontal offset test, protection of all critical parts of the body was good or adequate, for the 6 and 10 year dummy. In the side barrier test, chest protection for the 10 year dummy was rated as poor, based on dummy readings of acceleration. The head of the 6 year dummy made contact with the arm of the 10 year dummy and a penalty was applied, although injury parameters were not elevated. The front passenger airbag 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. The Avenger is not equipped with a 'child presence detection' system. The owner's manual states that universal child restraints are not suitable for use in the rear centre seat. Otherwise, all of the child restraint types for which the Avenger is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 37.5 Pts / 59%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

28.5 / 36 Pts

Pedestrian & Cyclist Head	12.5 Pts
Pelvis	4.1 Pts
Femur	4.5 Pts
Knee & Tibia	7.4 Pts

VRU Impact Mitigation

9.0 / 27 Pts

System Name	Automatic Braking system
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

PERFORMANCE |

AEB Pedestrian

2.8 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		–
Adult crossing a road into which a car is turning		–
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

– Currently not tested

AEB Cyclist

2.9 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 37.5 Pts / 59%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist

1.3 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was good at all nearly all test locations, and that of the femur scored full points. Protection of the knee and tibia was predominantly good or adequate. The autonomous emergency braking (AEB) system of the Jeep can respond to vulnerable road users as well as to other vehicles. However, the system's response both to pedestrians and cyclists was marginal with poor performance in several of Euro NCAP's test scenarios. The car offers no protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. Performance of the AEB system was weak in tests of its response to motorcyclists, while lane support was adequate.

SAFETY ASSIST

Total 9.6 Pts / 53%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.6 / 3 Pts

System Name	Speed limiter-speed limit recognition
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring

1.3 / 3 Pts

Seatbelt Reminder

1.0 / 1 Pts

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

● Pass ● Fail – Not available

Driver Monitoring

0.3 / 2 Pts

System Name	Driver_Check
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

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SAFETY ASSIST

Total 9.6 Pts / 53%

Lane Support

2.5 / 3 Pts

System Name	Lane keeping assist - Lane deparure warning
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

4.2 / 9 Pts

System Name	AUTOMATIC BRAKING SYSTEM
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		–
Turning across the path of an oncoming car		–
Approaching a stationary car		
Approaching a slower moving car		–
Approaching a braking car		–

– Currently not tested

SAFETY ASSIST

Total 9.6 Pts / 53%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was marginal in tests of its reaction to other vehicles, with poor performance in some scenarios. Cars from VIN ZACNJAC57RJK86260 have an upgraded forward collision warning, which met Euro NCAP's requirements and offered some level of performance in these tests. Cars before this VIN have a warning signal that is insufficiently loud and clear, and such cars would not have achieved the same star rating as later vehicles. Jeep is offering a free upgrade of the forward collision warning system to customers of earlier cars. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting 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. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2024	Rating Published	2024 ★★★☆☆	✓