

JEEP WRANGLER

NOVEMBER 2019 - ONWARDS
ALL VARIANTS



TESTED
2019



JEEP WRANGLER

OVERVIEW

The JL Jeep Wrangler was first introduced in Australia and New Zealand in April 2019, scoring a 1 star ANCAP safety rating. In late 2019 safety specification upgrades were made, introducing autonomous emergency braking (AEB) and blind spot monitoring as standard features across all Wrangler variants. ANCAP subsequently undertook additional safety tests on the Wrangler which saw its safety rating increase to 3 stars.

The 3 star ANCAP safety rating applies to all Wrangler variants built from November 2019 when the upgrades were introduced.

The five door variant with a diesel engine was tested. The safety performance of three door and petrol engine variants is not expected to be significantly different to that of the tested five door variant, and this ANCAP safety rating therefore applies to all Wrangler variants.

Dual frontal, and combination side airbags (which protect both the chest and head of front seat occupants) are standard. Head-protecting side airbags are not offered for rear seating positions on vehicles built prior to September 2023 in Australia and January 2024 in New Zealand, but are fitted as standard on vehicles built from these dates.

Autonomous emergency braking (City and Interurban) and a blind spot monitor are standard from November 2019 build onwards.

Lane Keep Assist (LKA) and Emergency Lane Keeping (ELK) systems are not available.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

LARGE SUV

AIRBAGS

Dual frontal, combination side chest and head (first and second* rows)

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Jeep Wrangler Overland	3 door SUV	3.6 litre V6 petrol	4WD	✓	✓
Jeep Wrangler Overland Unlimited	5 door SUV	3.6 litre V6 petrol	4WD	✓	✓
Jeep Wrangler Rubicon Unlimited	5 door SUV	3.6 litre V6 petrol	4WD	✓	✓
Jeep Wrangler Rubicon Unlimited	5 door SUV	2.2 litre turbo diesel	4WD	✓	✓
Jeep Wrangler Night Eagle Unlimited	5 door SUV	3.6 litre V6 petrol	4WD	✓	✓
Jeep Wrangler Rubicon	3 door SUV	3.6 litre V6 petrol	4WD	✓	✓
Jeep Wrangler Rubicon	3 door SUV	2.0 litre petrol	4WD	✓	✓
Jeep Wrangler Sport	5 door SUV	2.0 litre petrol	4WD	✓	✓
Jeep Wrangler Overland	5 door SUV	2.0 litre petrol	4WD	✓	✓
Jeep Wrangler Rubicon	5 door SUV	2.0 litre petrol	4WD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

* Head-protecting side airbags are not offered for rear seating positions on vehicles built prior to September 2023 in Australia and January 2024 in New Zealand, but are fitted as standard on vehicles built from these dates.

ADULT OCCUPANT PROTECTION



60%

23.02 POINTS
OUT OF 38

The passenger compartment of the Jeep Wrangler did not retain its structural integrity in the frontal offset test. Connection between the A-pillar and the cross facia beam was compromised, as was the footwell structure and penalties were applied.

Protection of the chest was WEAK for the driver and ADEQUATE for the front passenger. Structures in the dashboard were a potential source of injury for both the driver and passenger and protection of the upper legs was rated MARGINAL. Rearward displacement of the pedals was excessive and in combination with the footwell rupture protection of the driver's feet was rated MARGINAL.

In the full width frontal test, chest protection of the driver dummy was MARGINAL. Protection of the rear passenger neck was WEAK and chest protection was POOR based on dummy readings and high seat belt loads. Protection was GOOD for other critical body regions.

In the side impact test, protection offered to all critical body regions was GOOD. The oblique pole test was not conducted on the Wrangler.

The autonomous emergency braking system (AEB) showed GOOD performance at low speeds typical of city driving, with collisions avoided in most test scenarios.

FRONTAL OFFSET#	3.89 (out of 8)
FULL WIDTH FRONTAL#	5.72 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	0.00 (out of 8)
WHIPLASH PROTECTION	1.67 (out of 2)
AEB - City	3.74 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 pts
Chest:	0.44 pts
Upper legs:	2.00 pts
Lower legs:	1.33 pts
Deductions:	
	-1.00 pt (unstable passenger cell)
	-1.00 pt (variable contact)
	-1.00 pt (concentrated load)
	-1.00 pt (footwell rupture)



Front Passenger

Head / neck:	4.00 pts
Chest:	3.66 pts
Upper legs:	2.00 pts
Lower legs:	4.00 pts
Deductions:	
	-1.00 pt (variable contact)
	-1.00 pt (concentrated load)

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.32 pts
Upper legs:	4.00 pts
Deductions:	Nil



Rear Passenger

Head:	4.00 pts
Neck:	0.56 pts
Chest:	0.00 pts
Upper legs:	4.00 pts
Deductions:	
	-2.00 pts (shoulder seat belt load)

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	0.00 points
Chest:	0.00 points
Abdomen:	0.00 points
Pelvis:	0.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

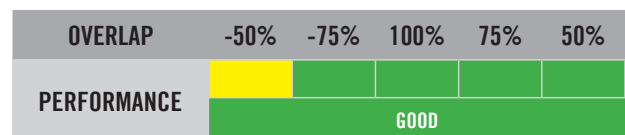
Rear:	0.50 points
Front:	1.17 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 3.74 points



GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



80%

39.39 POINTS
OUT OF 49

In the frontal offset test, protection of the 6 year dummy was GOOD for all critical body regions. Protection of the neck of the 10 year dummy was WEAK and protection of the chest was ADEQUATE.

In the side impact test, protection of the head of the 10 year dummy was MARGINAL while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Jeep Wrangler is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. ANCAP conducted its child restraint installation assessment on a three door Wrangler variant. Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, though tensioning of the outboard ISOFix connectors in the three door variant is difficult to achieve. Five door variants, which include a centre rear seat, were not assessed.

DYNAMIC TEST (FRONT)	13.67 (out of 16)
DYNAMIC TEST (SIDE)	7.11 (out of 8)
RESTRAINT INSTALLATION	11.60 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)

SIDE IMPACT TEST (50 KM/H)



6 year old

10 year old

10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●*	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

* Five door variants.

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



80%

39.39 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE [^]	FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE E	Booster - 4 to 8 years	×	●	-	●	-	-
TYPE F	Booster - 4 to 10 years	×	●	-	●	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-

NOTE: Three door, four seat variant assessed.

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

[^] The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION



49%

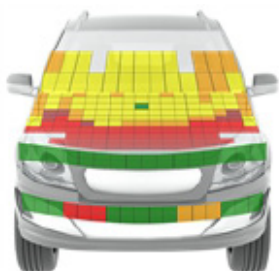
23.89 POINTS
OUT OF 48

The bonnet of the Jeep Wrangler provided POOR or ADEQUATE protection to the head of a struck pedestrian over most of its surface. Protection of the pelvis was GOOD at all test locations. Protection offered to the legs was mixed, with areas of GOOD and POOR performance.

Autonomous emergency braking (AEB) is available on the Jeep Wrangler, however the system is not designed to react to vulnerable road users such as pedestrians and cyclists.

HEAD IMPACTS	13.42 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	4.47 (out of 6)
AEB - Pedestrian	0.00 (out of 6)
AEB - Cyclist	0.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: [NOT TESTED]
 TYPE: [NOT TESTED]
 OPERATIONAL FROM: [NOT TESTED]
 DESCRIPTION: [NOT TESTED]

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist				
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING		Cyclist crossing from kerb	Cyclist travelling along road (50%)	FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
PERFORMANCE	[NOT TESTED]										[NOT TESTED]				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST



51%

6.69 POINTS
OUT OF 13

The updated Jeep Wrangler is fitted as standard with autonomous emergency braking (City and Interurban) and a blind spot monitoring (BSM).

A driver-set speed limiter is standard, as is a seatbelt reminder with occupancy detection for all seating positions.

Tests of the AEB system in highway speed scenarios showed some GOOD performance with collisions avoided or mitigated in most scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated ADEQUATE.

A lane support system is not available.

SPEED ASSISTANCE SYSTEMS	1.25 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	0.25 (out of 4)
AEB - Interurban	2.19 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: [NOT AVAILABLE]
OPERATIONAL FROM: [NOT AVAILABLE]

		EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
TEST SCENARIO								
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

		LANE KEEP ASSIST (LKA)								
TEST SCENARIO	Dashed Line				Solid Line				Road Edge	
	TEST SCENARIO									
PERFORMANCE	-	-	-	-	-	-	-	-	-	-
[NOT AVAILABLE]										

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	[NOT AVAILABLE]
	Blind Spot Monitoring (BSM)	PASS

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST



51%

6.69 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Full Speed Forward Collision Warning Plus
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 30-130 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)															
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>[NOT FITTED]</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table>	Supplementary warning	[NOT FITTED]	Restraint activation / dynamic retractors	[NOT FITTED]										
Supplementary warning	[NOT FITTED]														
Restraint activation / dynamic retractors	[NOT FITTED]														
FORWARD COLLISION WARNING (FCW)															
TEST SCENARIO	Driving towards a stationary car														
	Driving towards a slower moving car														
PERFORMANCE	GOOD														
AUTONOMOUS EMERGENCY BRAKING - Interurban															
TEST SCENARIO	<table border="1"> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th rowspan="2">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car										
12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY												
PERFORMANCE	ADEQUATE														

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Active Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT FITTED]
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	×/●*	×/●*
Seat belt pre-tensioners (rear centre) - 2nd row	×	×
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	×	×
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	×/●*	×/●*
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	×	×
Airbag - knee (front passenger)	×	×
Airbag disabling switch - automatic (front passenger)	×/●*	×/●*
Airbag disabling switch - manual (front passenger)	×	×
Head restraints for all seats	●	●
Active bonnet	×	×
Adaptive cruise control (ACC)	●	●
Adaptive headlights	×	×
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	×	×
Automatic emergency call (eCall)	×	×
Automatic headlights	●	●
Automatic high beam	×	×

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	×/●*	×/●*
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	×	×
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	×	×
Fatigue reminder	×	×
Fatigue detection	×	×
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	×	×
ISOFix	●	●
Lane departure warning (LDW)	×	×
Lane keep assist (LKA)	×	×
Pre-crash systems	×	×
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	×	×
Roll stability system	●	●
Secondary / multi-collision brake	×	×
Speed assistance - auto / intelligent speed limiter	×	×
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	×	×
Smart (intelligent) key	×	×
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	×	×
Vehicle-to-vehicle communication (V2V)	×	×

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

* Applies to vehicles built from September 2023 in Australia and January 2024 in New Zealand.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL × NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Jeep Wrangler Sahara Unlimited LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.2 litre diesel
RATING PUBLISHED	December 2019
RATING UPDATED	April 2024