

# JAC T9



APPLIES TO  
2.0L diesel variants

BUILT FROM  
January 2024

RATING CRITERIA  
2023-2025

VEHICLE TYPE  
Utility

ON SALE FROM  
AU: August 2024  
NZ: November 2024

RATING EXPIRES  
December 2031

ENGINE / MOTOR TYPES  
Diesel

MODEL SERIES  
N/A

AIRBAGS  
Dual frontal, side chest,  
side head, centre



**ANCAP**  
SAFETY

TESTED  
2024



The JAC T9 was introduced in Australia in August 2024 and New Zealand in November 2024. This ANCAP safety rating applies to 2.0L diesel variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction Assist, Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) with emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard.

## ASSESSMENT SCORES



Adult Occupant Protection

**85%**

34.29 out of 40



Child Occupant Protection

**87%**

43.00 out of 49



Vulnerable Road User Protection

**87%**

54.93 out of 63



Safety Assist

**89%**

16.15 out of 18

## RATING APPLICABILITY\*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
JAC T9 Haven 	Dual Cab Utility	2.0L diesel	4WD	✓	-
JAC T9 Oasis	Dual Cab Utility	2.0L diesel	4WD	✓	-
JAC T9 Luxury	Dual Cab Utility	2.0L diesel	4WD	-	✓
JAC T9 Advance	Dual Cab Utility	2.0L diesel	4WD	-	✓

\* Correct at time of publication. Subject to change. Check with manufacturer.



## Adult Occupant Protection

85%

34.29 out of 40

FRONTAL OFFSET (MPDB) <sup>#</sup> 4.30 points out of 8	OBlique POLE <sup>#</sup> 5.73 points out of 6	RESCUE & EXTRICATION 3.00 points out of 4
FULL WIDTH FRONTAL <sup>#</sup> 7.27 points out of 8	WHIPLASH PROTECTION 4.00 points out of 4	
SIDE IMPACT <sup>#</sup> 6.00 points out of 6	FAR SIDE IMPACT 4.00 points out of 4	

<sup>#</sup> Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the JAC T9 remained stable in the **frontal offset (MPDB) test**. ADEQUATE protection was seen for the chest and lower legs of the driver and lower legs of the front passenger. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the JAC T9 presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 6.22 point penalty (out of 8.00 points) was applied.

In the **full width frontal test**, protection of the driver dummy was GOOD for all critical body areas and full points were scored. Protection of the rear passenger was ADEQUATE for the neck and MARGINAL for the chest. Protection offered to other body regions was GOOD.

In the **side impact test**, protection offered to all critical body regions of the driver was GOOD and maximum points were scored in this test.

In the more severe **oblique pole test**, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The JAC T9 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact tests** was assessed as GOOD for the vehicle-to-vehicle impact scenario and ADEQUATE for the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is fitted, but did not meet ANCAP's requirements and was therefore not rewarded. It was demonstrated that, if the car entered water, the doors of the JAC T9 would remain functional for the minimum required time period, and an escape hammer is provided to allow egress via the windows.

## FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
<b>Head / Neck</b>	4.00 pts	4.00 pts
<b>Chest</b>	2.96 pts	4.00 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Lower Legs</b>	3.87 pts	3.97 pts
<b>Deductions</b>	Nil	Nil

## COMPATIBILITY

<b>Deductions</b>	-6.22 pts
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## FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
<b>Head</b>	4.00 pts	4.00 pts
<b>Neck</b>	4.00 pts	3.16 pts
<b>Chest</b>	4.00 pts	1.90 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Deductions</b>	Nil	Nil

## SIDE IMPACT TEST - 60km/h



	DRIVER
<b>Head</b>	4.00 pts
<b>Chest</b>	4.00 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	Nil

## OBlique POLE TEST - 32km/h



	DRIVER
<b>Head</b>	4.00 pts
<b>Chest</b>	3.26 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	Nil



## Adult Occupant Protection

85%

34.29 out of 40

## FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	
	DRIVER
<b>Head</b>	4.00 pts
<b>Neck</b>	4.00 pts
<b>Chest &amp; Abdomen</b>	4.00 pts
<b>Pelvis</b>	No penalty



OBLIQUE POLE (32km/h)	
	DRIVER
<b>Head</b>	4.00 pts
<b>Neck</b>	4.00 pts
<b>Chest &amp; Abdomen</b>	4.00 pts
<b>Pelvis</b>	No penalty



OCCUPANT-TO-OCCUPANT	
	Head Contact
<b>Head Contact</b>	No penalty

## WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
<b>Rear Impact</b>	3.00 pts	1.00 pts

## RESCUE &amp; EXTRICATION



<b>Rescue Sheet</b>	●	No penalty
<b>Door Opening / Extrication</b>	●	No penalty
<b>Multi-Collision Braking</b>	●	0.00 pt
<b>Advanced eCall</b>	✗	2.00 pt default
<b>Vehicle Submergence</b>		
- <b>Door opening</b>	●	0.50 pt
- <b>Window opening</b>	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD   ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION   ✗ NOT AVAILABLE   - N/A



## Child Occupant Protection

87%

43.00 out of 49

DYNAMIC TEST (FRONT)  
16.00 points out of 16RESTRAINT INSTALLATION  
12.00 points out of 12DYNAMIC TEST (SIDE)  
8.00 points out of 8ON-BOARD SAFETY FEATURES  
7.00 points out of 13

In the **frontal offset** and **side impact tests**, protection of the 10 year and 6 year dummies was **GOOD** and maximum points were scored in these tests.

The JAC T9 dual cab is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear outboard seating positions in the dual cab and full points were scored for this assessment.

**Installation of child restraints in the rear centre seating position of the dual cab is not recommended as there is no top tether anchorage.**

A child presence detection (CPD) system is not available.

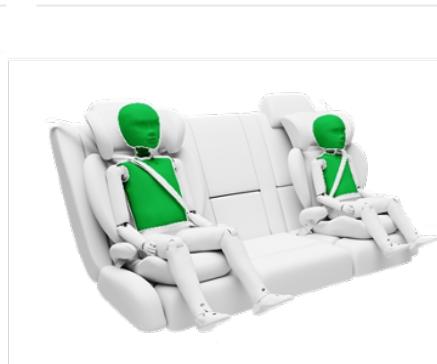
## FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD

10 YEAR OLD

## SIDE IMPACT TEST - 60km/h



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorage	✗	●	✗	-	-
Top Tether Anchorage	✗	●	✗	-	-
Airbag Disabling	✗	-	-	-	-
Child Presence Detection	✗	✗	✗	-	-
0.00 pts (out of 4.00pts)					

● FITTED AS STANDARD   ✗ NOT AVAILABLE   - N/A

CHILD RESTRAINT TYPE <sup>^*</sup>	FRONT ROW PASSENGER	2nd ROW			3rd ROW		
		L	C	R	L	C	R
Rearward-facing capsule	✗	●	✗	●	-	-	-
Rearward-facing with harness - convertible (Model A)	✗	●	✗	●	-	-	-
Rearward-facing with harness - convertible (Model B)	✗	●	✗	●	-	-	-
Forward-facing with harness - convertible (Model A)	✗	●	✗	●	-	-	-
Forward-facing with harness - convertible (Model B)	✗	●	✗	●	-	-	-
Booster - 4 to 8 years	✗	●	✗	●	-	-	-
Booster - 4 to 10 years	✗	●	✗	●	-	-	-
Rearward-facing capsule	✗	●	-	●	-	-	-
Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM   ○ INSTALL WITH CARE   ● CANNOT BE FITTED SAFELY   ✗ INSTALLATION NOT ALLOWED   - N/A

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australian 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 Australian child restraints - see [www.childcarseats.com.au](http://www.childcarseats.com.au).  
 \* 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 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.



## Vulnerable Road User Protection

87%

54.93 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 10.66 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 8.57 points out of 9
PELVIS PROTECTION 4.37 points out of 4.5	AEB PEDESTRIAN (Forward) 6.83 points out of 7	AEB MOTORCYCLE 6.00 points out of 6
FEMUR PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Backover) 2.00 points out of 2	LSS MOTORCYCLE 3.00 points out of 3

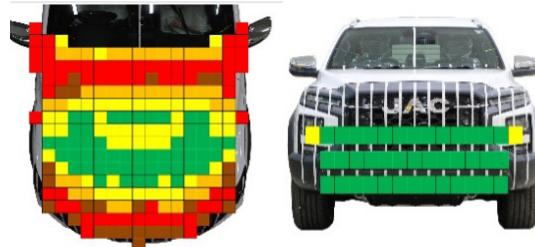
The bonnet of the JAC T9 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over much of its surface, with WEAK and POOR results recorded at the base of the windscreen, on the stiff windscreen pillars and front edge of the bonnet surface. Protection of the pelvis was mostly GOOD, while protection of the femurs and lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcycles. Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, including in reverse (**AEB Backover**) and turning (**AEB Crossing**) scenarios, with collisions avoided or mitigated in almost all tests.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios. The vehicle provides information and an audible warning when a bicycle is approaching from behind (cyclist anti-dooring). Door retention is not available.

GOOD performance was also seen in the **AEB and LSS motorcycle tests**, including in the turning and in overtaking scenarios, with maximum points scored for these tests.

## PEDESTRIAN &amp; CYCLIST IMPACT TESTS



## AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian &amp; Motorcycle)

System Name	J-AEB					
Type	Autonomous emergency braking with forward collision warning					
Operational From	5-155km/h					

AEB CYCLIST TEST SCENARIOS (forward)	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
							
PERFORMANCE						GOOD	

## CYCLIST DOORING

Information (driver door)	
Warning (driver door)	
Retention (driver door)	
Warning or retention (all other doors)	

 PASS     FAIL - N/A



## Vulnerable Road User Protection

87%

54.93 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE				GOOD

AEB PEDESTRIAN TEST SCENARIOS (forward)	Adult walking along road	Adult crossing towards kerb (50%)	Adult crossing from kerb (25%)	Adult crossing from kerb (75%)	Child running (obstructed)	Adult crossing side road (farside), car turning	Adult crossing side road (nearside), car turning					
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE											GOOD	

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	Turning across the path of an oncoming motorcycle	
	100% OFFSET	12m HEADWAY	40m HEADWAY	TARGET MOTORCYCLE SPEED
	30km/h	45km/h	60km/h	
TEST VEHICLE SPEED	10km/h			
	15km/h			
	20km/h			
PERFORMANCE		GOOD		GOOD

## LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	J-LKA
Operational From	48-130 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (GVT at 72km/h)	Overtaking motorcycle (GVT at 80km/h)	
	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE				GOOD



## Safety Assist

89%

16.15 out of 18

SEAT BELT REMINDERS 1.00 points out of 1	AEB / AES (Car-to-Car) 3.68 points out of 4	LANE SUPPORT SYSTEMS 3.00 points out of 3
DRIVER MONITORING 1.59 points out of 2	AEB / AES (Junction & Crossing) 3.56 points out of 4	
SPEED ASSISTANCE SYSTEMS 2.33 points out of 3	AEB / AES (Head-On) 1.00 points out of 1	

The JAC T9 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

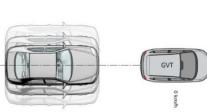
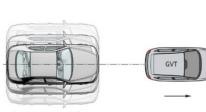
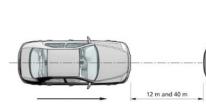
Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including in many of the **AEB Junction** and **AEB Crossing** scenarios where the vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. The **AEB Head-On** system is capable of mitigating frontal crashes in the specified test scenarios, with an overall level of GOOD performance shown.

Tests of LSS functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust vehicle sensitivity (lane departure warning and forward collision warning) accordingly.

## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	J-AEB			
Type	Autonomous emergency braking with forward collision warning			
Operational From	5-155 km/h			
	Driving towards a stationary car OFFSETs +/- 50%, 75%, 100%	Driving towards a slower moving car OFFSETs +/- 50%, 75%, 100%	Driving towards a lightly braking car HEADWAY 12m & 40m	Driving towards a heavily braking car HEADWAY 12m & 40m
				
TEST VEHICLE SPEED	10km/h	15km/h	20km/h	25km/h
AEB				
				
				
				
				
				
				
				
				
FCW				
				
				
				
				
				
				
				
PERFORMANCE	GOOD	GOOD	GOOD	GOOD

 GOOD  
  ADEQUATE  
  MARGINAL  
  WEAK  
  POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED  
  NOT TESTED



Safety Assist

89%

16.15 out of 18

## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

TARGET VEHICLE SPEED	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
Start from stop	GOOD							
10km/h	GOOD							
15km/h	GOOD							
20km/h	GOOD							
30km/h					GOOD	POOR		
40km/h					GOOD	POOR		
50km/h					GOOD	POOR		
60km/h					GOOD	POOR		
PERFORMANCE	GOOD				GOOD			

TEST VEHICLE SPEED	HEAD-ON In the path of oncoming vehicle		
	50km/h	70km/h	PERFORMANCE
	GOOD	-	GOOD
	-	GOOD	GOOD
	GOOD	-	GOOD
	-	GOOD	GOOD
PERFORMANCE	GOOD		GOOD

## LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	J-LKA
Operational From	48-130 km/h

TEST SCENARIOS Car-to-Car	Dashed line		Solid line	
	LANE KEEP ASSIST (LKA)	TEST SCENARIOS	LANE KEEP ASSIST (LKA)	TEST SCENARIOS
PERFORMANCE	GOOD		GOOD	

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge	Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
PERFORMANCE						GOOD	

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR / NOT TESTED DUE TO  
NO PERFORMANCE PREDICTED
  NOT TESTED



Safety Assist

89%

16.15 out of 18

## OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

## DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	●
Fatigue	●	●
Unresponsive Driver	-	✗

## SPEED ASSISTANCE SYSTEMS (SAS)

## FEATURE

Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	✗
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✗

## HUMAN MACHINE INTERFACE (HMI)

## FEATURE

AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors	✗
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

## SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - centre	●	●
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence detection / alert	✗	✗
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	✗	✗
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	✗	✗
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD    ○ AVAILABLE ON HIGHER VARIANTS    ○ OPTIONAL    ✗ NOT AVAILABLE    - NOT APPLICABLE

\* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL  
JAC T9 Haven RHD

TESTED VEHICLE ENGINE  
2.0 litre diesel

RATING UPDATED  
December 2025

TESTED BODY TYPE  
Dual Cab Utility

RATING PUBLISHED  
August 2024