JEEP GLADIATOR

JUNE 2020 - DECEMBER 2025
ALL VARIANTS

ANCAP SAFETY

TESTED 2019 ★★★☆☆

60%
ADULT OCCUPANT PROTECTION

80%
CHILD OCCUPANT PROTECTION

49%
VULNERABLE ROAD USER PROTECTION

51%
SAFETY ASSIST

JEEP GLADIATOR

OVERVIEW

The ANCAP safety rating for the Jeep Gladiator is based on crash tests of the Jeep Wrangler. ANCAP was provided with technical information which showed that the crash test results of the Wrangler apply to the Gladiator.

The Jeep Gladiator was introduced in Australia and New Zealand in June 2020. This ANCAP safety rating applies to all Gladiator 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 New Zealand vehicles.

Head-protecting side airbags are not offered for rear seating positions on Australian vehicles built prior to February 2025, but are fitted as standard from this date.

Autonomous emergency braking (City and Interurban) and a blind spot monitor are standard.

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

ANCAP SAFETY RATING	★★★☆☆
RATING YEAR (DATESTAMP)	2019
VEHICLE TYPE	UTILITY
AIRBAGS	Dual frontal, combination side chest and head (front & second* rows)

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Jeep Gladiator Sport S	4 door utility	3.6 litre V6 petrol	4WD	✓	✓
Jeep Gladiator Overland	4 door utility	3.6 litre V6 petrol	4WD	✓	✓
Jeep Gladiator Rubicon	4 door utility	3.6 litre V6 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 Australian vehicles built prior to February 2025, but are fitted as standard from this date. Head-protecting side airbags are not offered for rear seating positions on New Zealand vehicles.*

ADULT OCCUPANT PROTECTION

60%

23.02 POINTS
OUT OF 38

The passenger compartment of the Jeep Wrangler (on which the results of the Jeep Gladiator are based) 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 (Gladiator).

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

Driver / Front Passenger

Rear:	0.50 points
Front:	1.17 points

AEB - CITY (10-50 KM/H)

Score: 3.74 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE		GOOD			

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 Gladiator is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions.

This *Child Occupant Protection* assessment (and score) is based on the installation of child restraints in the two-door Jeep Wrangler. The four-door Jeep Gladiator - which includes a centre rear seat - was not assessed, however its COP score is not likely to differ significantly.

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)

6 year old 10 year old

SIDE IMPACT TEST (50 KM/H)

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

* Standard on Australian vehicles built from February 2025.

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 PASSENGER	2nd ROW LEFT	2nd ROW CENTRE	2nd ROW RIGHT	3rd ROW LEFT	3rd ROW CENTRE	3rd ROW 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: Two-door, four seat variant of the Jeep Wrangler was 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 (on which the results of the Jeep Gladiator are based) 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 offerred to the legs was mixed, with areas of GOOD and POOR performance.

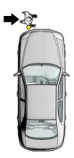
Autonomous emergency braking (AEB) is available on the Jeep Gladiator, however the system is not designed to react to vulnerable road users such as pedestrians and cyclists.

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]

	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 Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	FORWARD COLLISION WARNING Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
TEST SCENARIO															
PERFORMANCE	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	[NOT TESTED]												[NOT TESTED]		

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

51%

6.69 POINTS
OUT OF 13

The Jeep Gladiator 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.

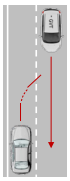
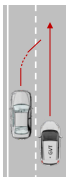
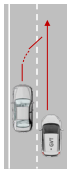
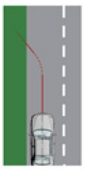
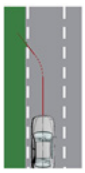
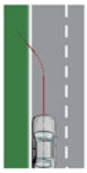
A lane support system is not available.

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)

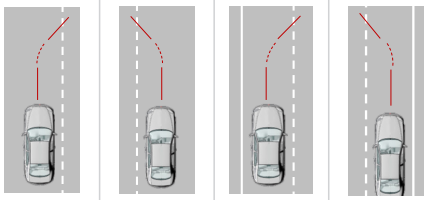
LANE SUPPORT SYSTEMS (LSS)

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

EMERGENCY LANE KEEPING (ELK)

	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)

	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%

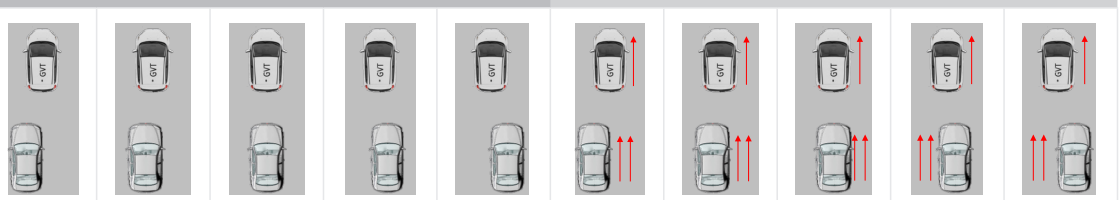
6.69 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

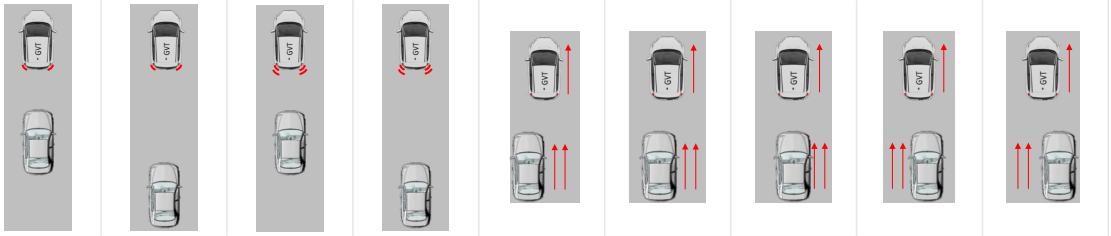
SYSTEM NAME: Full Speed Forward Collision Warning Plus
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 30-130 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	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	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.

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

* Standard on Australian vehicles built from February 2025.

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	4 door SUV
TESTED VEHICLE ENGINE	2.2 litre diesel
RATING PUBLISHED	October 2020
RATING UPDATED	July 2025