JEEP AVENGER

APPLIES TO
All variants

VEHICLE TYPE
Small SUV

ENGINE / MOTOR TYPES
Battery Electric

BUILT FROM
NZ: July 2023
AUS: May 2024

ON SALE FROM
NZ: December 2023
AUS: September 2024

MODEL SERIES
FH1

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head

ANCAP SAFETY

TESTED 2024

★ ★ ★ ☆ ☆

The Jeep Avenger was introduced in New Zealand in December 2023 and Australia in September 2024. This ANCAP safety rating applies to all Australian variants and New Zealand vehicles which have undergone a software update to make the Forward Collision Warning loud and clear.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag to provide added protection to front seat occupants in side impact crashes is not available.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed assist system (SAS) with a speed sign recognition system, are standard equipment.

ASSESSMENT SCORES

Adult Occupant Protection
79%
31.77 out of 40

Child Occupant Protection
71%
34.97 out of 49

Vulnerable Road User Protection
59%
37.60 out of 63

Safety Assist
54%
9.81 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Jeep Avenger Longitude	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Jeep Avenger Limited	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Jeep Avenger Summit	5 door SUV	Battery Electric Vehicle (BEV)	FWD	✓	–
Jeep Avenger Launch Edition	5 door SUV	Battery Electric Vehicle (BEV)	FWD	–	✓

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

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT – NOT APPLICABLE

Adult Occupant Protection

79%

31.77 out of 40

FRONTAL OFFSET (MPDB)#
6.28 points out of 8

OBLIQUE POLE#
6.00 points out of 6

RESCUE & EXTRICATION
1.17 points out of 4

FULL WIDTH FRONTAL#
7.35 points out of 8

WHIPLASH PROTECTION
3.56 points out of 4

SIDE IMPACT#
6.00 points out of 6

FAR SIDE IMPACT
1.42 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Jeep Avenger remained stable in the **frontal offset (MPDB)** test. Protection of the front passenger chest and the lower legs of both the driver and front passenger were rated as ADEQUATE. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Jeep Avenger presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.90 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy's chest was ADEQUATE and GOOD for all other critical body regions. Protection of the rear passenger neck was ADEQUATE while protection of the chest was rated MARGINAL. Protection was GOOD for other critical body regions for the rear passenger.

In both the **side impact** and the **oblique pole** tests, GOOD protection was offereed to all critical body areas of the driver and the vehicle scored maximum points in these tests.

A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available. Tests to measure potential injury risk in far side impacts were therefore not conducted. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario and MARGINAL for the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is not fitted. It was demonstrated that, if the car entered water, the doors of the Jeep Avenger would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	4.00 pts	3.76 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	2.71 pts	3.96 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-1.90 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.75 pts
Chest	3.45 pts	2.21 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

79%

31.77 out of 40

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

SIDE IMPACT (60km/h)	DRIVER
Head	2.00 pts
Neck	2.00 pts
Chest & Abdomen	2.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	1.00 pts
Neck	0.50 pts
Chest & Abdomen	1.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.56 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✕	Not available
Advanced eCall	✕	0.67 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not available

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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

71%

34.97 out of **49**

DYNAMIC TEST (FRONT)
14.35 points out of 16

RESTRAINT INSTALLATION
11.81 points out of 12

DYNAMIC TEST (SIDE)
2.81 points out of 8

ON-BOARD SAFETY FEATURES
6.00 points out of 13

In the **frontal offset** test, protection of the 6 year and 10 year dummies was GOOD or ADEQUATE for all critical body areas.

In the **side impact** test, dummy measurements were GOOD for all critical body regions of the 6 year dummy, however the head impacted the arm of the 10 year old dummy and a penalty was applied. Protection of the head of the 10 year dummy in this test was ADEQUATE and protection of the chest was POOR.

The Jeep Avenger is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

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

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear position.

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 Anchorages	✕	●	✕	–	–
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^**	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	**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	✕	●	●	●	–	–	–
ISOFIX	**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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.
* 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

59%

37.60 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **12.54 points** out of 18	KNEE & TIBIA PROTECTION **7.37 points** out of 9	AEB CYCLIST **3.04 points** out of 9
PELVIS PROTECTION **4.12 points** out of 4.5	AEB PEDESTRIAN (Forward) **2.73 points** out of 7	AEB MOTORCYCLE **1.31 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **2.00 points** out of 3

In **physical impact** tests, the bonnet and windscreen provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian, while MARGINAL and POOR results were recorded at the rear of the bonnet, at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while protection of the femurs was GOOD and protection of the lower legs was mixed with areas of GOOD to MARGINAL performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed MARGINAL performance in **AEB Pedestrian** test scenarios. The AEB system does not react to vulnerable road users in reverse (AEB Backover) or turning scenarios, and hence these tests were not conducted.

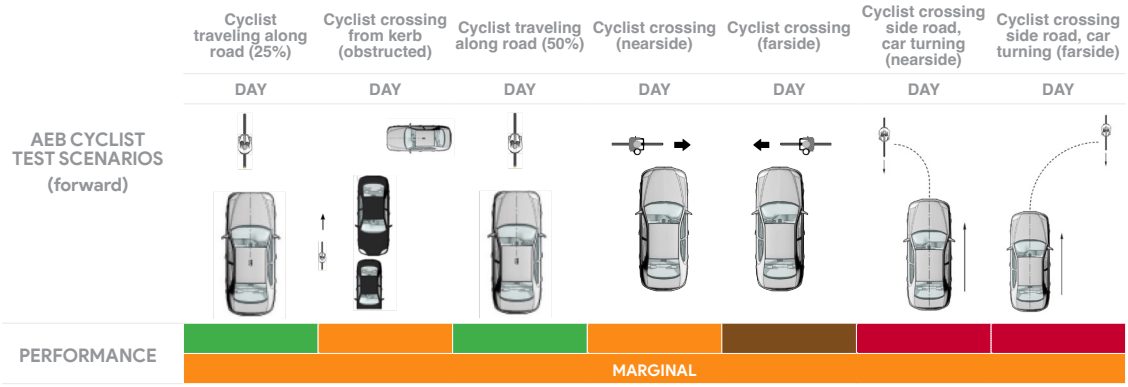
MARGINAL performance was seen in **AEB Cyclist** test scenarios. The vehicle does not react when a bicycle is approaching from behind (cyclist anti-dooring).

MARGINAL performance was seen in **AEB and LSS motorcyclist** test scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Automatic Braking System
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85km/h



CYCLIST DOORING

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

● PASS ✕ FAIL - N/A

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

Vulnerable Road User Protection

59%

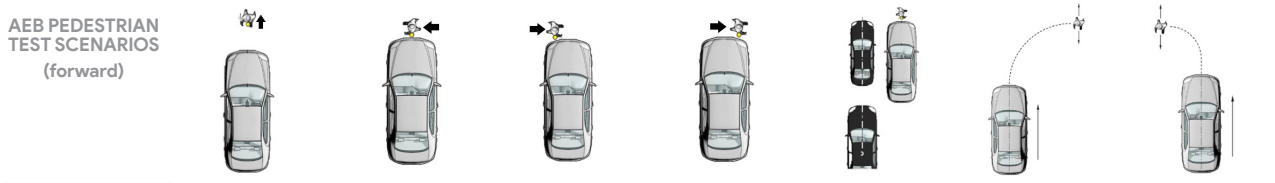
37.60 out of 63

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	POOR			

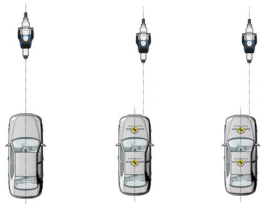
AEB PEDESTRIAN TEST SCENARIOS (forward)

	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	DAY	NIGHT
PERFORMANCE	MARGINAL													

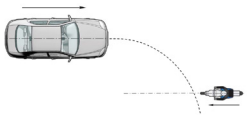


AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	MARGINAL		



	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	POOR		

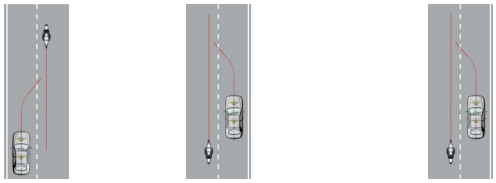


LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane keeping assist - Lane Departure Warning
Operational From	65-250 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 72km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	ADEQUATE				



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

Safety Assist

54%

9.81 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.25 points out of 2

SPEED ASSISTANCE SYSTEMS
1.83 points out of 3

AEB / AES (Car-to-Car)
3.23 points out of 4

AEB / AES (Junction & Crossing)
1.00 points out of 4

AEB / AES (Head-On)
0.00 points out of 1

LANE SUPPORT SYSTEMS
2.50 points out of 3

The Jeep Avenger is fitted with an autonomous emergency braking (AEB) system, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality. A blind spot monitoring system (BSM) is not available.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in many test scenarios, including **AEB Junction Assist** where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. The AEB system does not react to when crossing the path of another vehicle or in head-on scenarios, and hence AEB Crossing and AEB Head-On tests were not conducted.

Tests of **LSS** functionality showed GOOD performance in LKA scenarios, and ADEQUATE performance in the more critical ELK scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent speed limiter (ISL) 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. An indirect driver monitoring system (DMS) detecting driver drowsiness is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Automatic Braking System
Type	Autonomous emergency braking with forward collision warning
Operational From	8-135 km/h

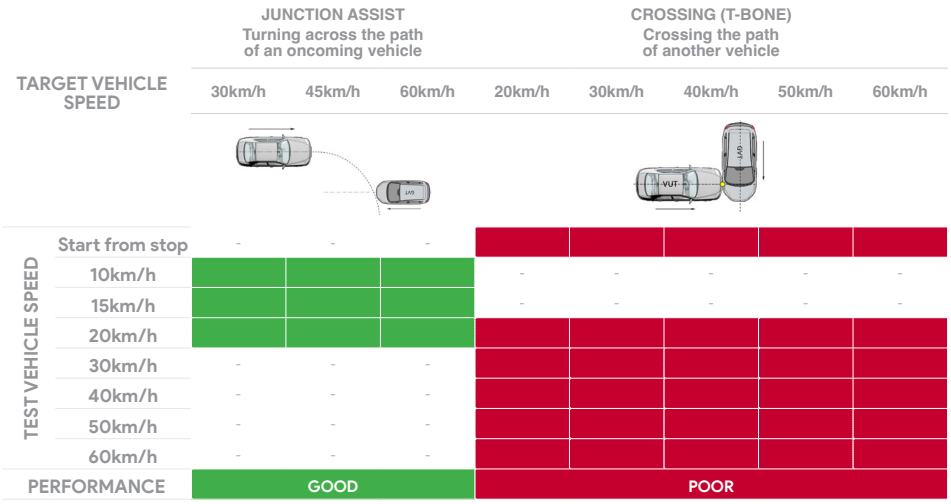
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

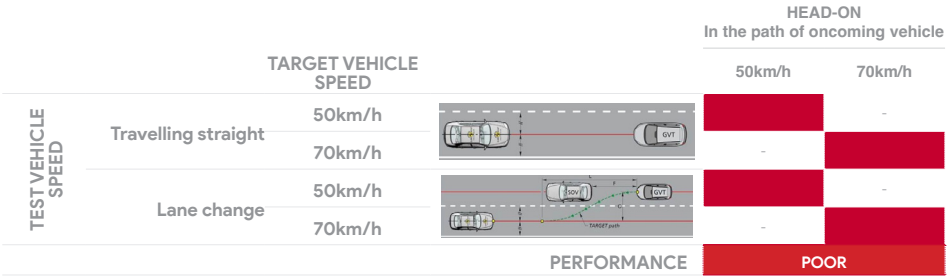
Safety Assist

54%

9.81 out of 18

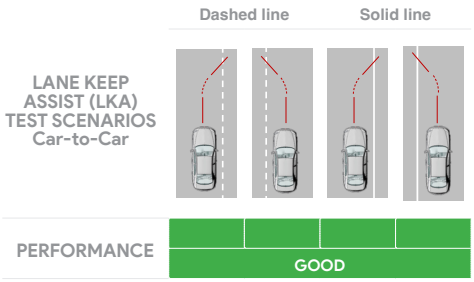
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

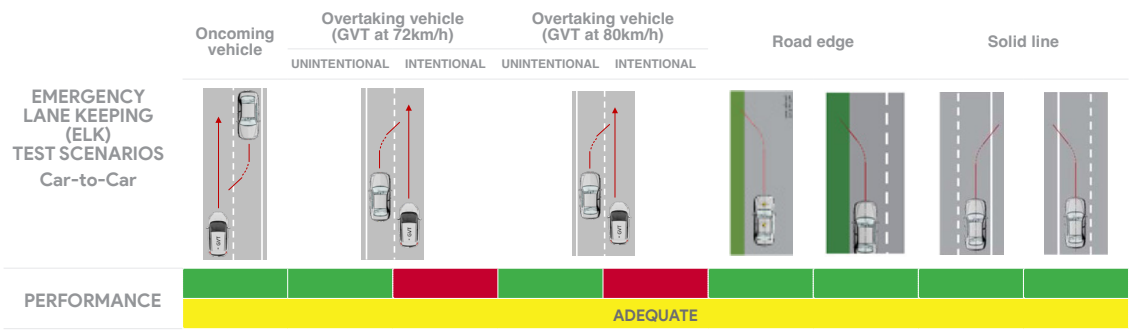




LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane keeping assist - Lane Departure Warning
Operational From	65-250 km/h





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

Safety Assist

54%

9.81 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	✕

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

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
Jeep Avenger Altitude LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
December 2024