



SPECIFICATIONS

Tested model	Jeep Renegade
Body type	5 door SUV
Year of publication	2023
Crash test weight (KG)	1677
VIN from which Rating applies	
Made in	Brazil
Test valid for	Latin NCAP market



SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	NOT AVAILABLE
Belt Loadlimiter	YES STANDARD	YES STANDARD	NOT AVAILABLE
knee airbag	NO - JUST OPTIONAL	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	NO - JUST OPTIONAL	NO - JUST OPTIONAL	NO - JUST OPTIONA
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side Chest airbag	NO - JUST OPTIONAL	NO - JUST OPTIONAL	NOT AVAILABLE
Side pelvis airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEAT
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NO
Airbag cut-offswitch	NOT APPLICABLE	YES MANUAL	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES STANDARD	YES STANDARD	NO - JUST OPTIONA
OTHER SAFETY SYSTEMS			
ESC standard		YES STANDARD	
GTR 9 - UN 127 Pedestrian protection		UN127	
AEB Pedestrian	NO - JUST OPTIONAL		
AEB City	NO - JUST OPTIONAL		
AEB inter-Urban	1	NO - JUST OPTIONAL	
Speed Assist System		YES STANDARD	
Lane Assist system	NO - JUST OPTIONAL		

FRONTAL DRIVER

14.5 p

FRONTAL DRIVER

14.5 p

WHIPLASH REAR IMPACT 2.30 p

SIDE MOVABLE DEFORMABLE BARRIER TEST (car)

6.72 p

SIDE POLE IMPACT TEST (Pole)

NOT PERFORMED



UN R32 (max 1 point)	1
AEB City (max 3 points)	-
Rescue Sheet (max 1 point)	1

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION

NO



Adult Occupant

19.48 points 48.71%



COMMENTS

Adult Occupant - Frontal impact: The protection offered to the driver and passenger head and neck was good, Driver's chest was adequate and passenger chest was good. Driver and passenger's knees showed good protection. Driver tibias showed adequate protection and passenger's tibias showed good protection. Footwell area was rated as stable and symmetrical between driver and passenger side. The bodyshell was rated as stable and capable of withstanding further loadings. Side impact: chest, abdomen and pelvis protection was good while head protection was marginal. Side Pole Impact: was not performed as the vehicle does not offer standard side head protection. Whiplash: the seat showed good protection to the adult neck. UN R32: the car meet the rear impact structure requirements. AEB City: has optional AEB but does not meet Latin NCAP requirements to be considered for assessment. Rescue sheet: available according to Latin NCAP criteria.

CHILD RESTRAINT SYSTEM

Dynamic score: 11.69 (max 24)

Installation score: 12.00 (max 12)

Vehicle assessment score: 9.00 (max 13)

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Joie i-Spin 360	Front 3.70 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF
3 year old child	Joie i-Spin 360	Front 7.98 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
I-Size	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

CRS INSTALLATION ASSESSMENT

					2ND ROW	
REFERENCE LIS	ST		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio	Switchable (BELTED)	•		0	
Group 0+	Roemer Baby Safe	(ISOFIX / LEG)	\circ		\circ	
Group 0+	Bébé Confort Stree	ty Fix / Maxi Cosi Citi SPS (BELTED)			\circ	
Group I	Peg Perego Viaggio	Switchable FWF (BELTED)			\circ	
Group I	Graco Cadeira Nautilus FWF (BELTED)				\circ	
Group II/III	Burigotto Multipla 1,2,3 (BELTED)				\circ	
Group II/III	Graco Cadeira Nautilus (BELTED)				0	
MANUFACTUR	ER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Joie i-Spin 360	ISOFIX/LEG	0		0	
Q3	Joie i-Spin 360	ISOFIX/LEG	\circ		\circ	
Pass	X Fail	Exempt	*F	ail only du	ue to failed n	narking



32.69 points 66.71%



COMMENTS

Child Occupant - - The child seat for the 3-year-old child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure and offered almost full protection. The Q1.5 was installed rearward facing using ISOFIX anchorages and support leg, the CRS could not prevent the head contact with the front seat. Side Impact: Both CRSs offered full protection. All of the CRSs tested for installation passed. The car has ISOFIX anchorages as standard, meeting also I-size marking requirements. All seating positions are equipped with three-point seatbelts. Airbag warning when a rearward CRS is installed in the passenger seat meets Latin NCAP requirements. The car has passenger airbag disconnection via manual switch via dashboard display as standard.

PEDESTRIAN PROTECTION (pasive)

21.75 points

15%

The car meets regulation UN 127 for pedestrian protection



	Points	max score
Head impact	16.36	24
Upper Leg impact (Pelvis)	5.39	6
Lowe Leg impact (Leg)	0.00	6

AEB PEDESTRIAN NO TEST

Balance factor for Pedestrian protection (until 2022)

Name of System
speed range Minimum (km/h)
speed range Maximum (km/h)
Type of dummy used
Dummy speed
Obstruct bn scenario used -

PERFORMANCE

Test Speed (km/h)	Test Speed (km/h)	CONTACT AVOIDED
20km/h to 30km/h	-	-
30km/h to 40km/h	-	-
More than 40km/h	-	-



PEDESTRIAN PROTECTION

21.75 points 45.32 %



COMMENTS

Pedestrian Protection - The car meet UN127 regulation for Pedestrian protection. The car showed majority of areas good protection in the centre of the hood but towards the windscreen edge and front edges weak to poor protection areas were noticed. Bumper protection lower leg was poor in all impact points. Upper leg performance showed adequate and good protection. AEB VRU: the car does not meet Latin NCAP minimum requirements to have AEB considered for assessment and scoring.



SPEED ASSISTENCE

3.00 points

SEAT BELT REMINDER

6.00 points

(this feature scores only if it is standard in all versions) (this feature scores only if it is standard in all versions)

Warning	Driver	Passenger	Rear Passenger
Visual	✓	✓	×
Audible	✓	✓	×

LANE SUPPORT SYSTEMS **NO TEST**

System Name	-	PEF
Functionality	-	LKA
Operational from (km/h)	-	LD\
Warning	-	

PERFORMANCE	
LKA Test	-
LDW Test	-

ROAD EDGE DETECTION (this feature scores only if it meets the fittment rates required)

NO TEST

RED did not confirm operation by Validation

BLIND SPOT DETECTION (this feature scores only if it meets the fittment rates required)

NO TEST

BSD could not be confirmed by Validation

ESC 15 points

ESC IS STANDARD IN ALL VERSIONS

ESC Meets regulatory requirements of Latin NCAP

MOOSE TEST - for information only - no scoring

ADAC MOOSE TEST

Max Speed Achieved in test without failures (km/h)

85

MOOOSE TEST: CONSUMER TESTING

Max Speed Achieved in test without failures (km/h) 70

AEB Interurban	NO TEST
System Name	-
Functionality	-
Operational from (km/h)	-

PERFORMANCE

	AEB	Driver Reacts to warning
Operational Speed (km/h) Min Max	-	-
Approaching a slower moving car	-	-

FOLLOWING A CAR AT SHORT DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-

FOLLOWING A CAR AT LONG DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-



SAFETY ASSIST

24.00 points 55.81%



COMMENTS

Safety Assist - SBR: The car offers SBR in front seating positions only. ESC: The car offers ESC as standard. The Moose test performance reached a maximum of 85 km/h under ADAC Moose test and 70 km/h under Consumer magazine Moose test. SA: the car offers a speed limitation device as standard. BSD: The car does not offer BSD following Latin NCAP criteria for scoring. LSS and RED: The car does not offer LSS or RED following Latin NCAP criteria for scoring. AEB Interurban: The car does not meet Latin NCAP criteria for AEB interurban assessment scoring.

