

JEEP GRAND CHEROKEE

FEBRUARY 2023 - ONWARDS
SWB 3.6L PETROL VARIANTS (MY23)



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Petrol
BUILT FROM	September 2022
ON SALE FROM	February 2023
SERIES	WL74
AIRBAGS	Dual frontal, side chest, side head, driver & passenger knee

The Jeep Grand Cherokee was first introduced in Australia and New Zealand in March 2022. This rating applies to MY23 five-seat short wheelbase (SWB) 3.6 litre petrol variants available in Australia and New Zealand from February 2023.

A separate rating is available for MY23 SWB PHEV and long wheelbase (LWB) petrol variants.

Dual frontal, side chest-protecting, side head-protecting (first and second rows), and a driver and passenger knee airbag are standard. A centre airbag to prevent occupant-to-occupant interaction is not available.

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

NOTE: The rating for the SWB 3.6 litre petrol is limited to 4 stars due to POOR performance recorded for the rear passenger in the full width frontal test.



81%

ADULT OCCUPANT
PROTECTION



93%

CHILD OCCUPANT
PROTECTION



81%

VULNERABLE ROAD USER
PROTECTION



84%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Jeep Grand Cherokee Night Eagle	5 door SUV SWB	3.6 litre petrol	4WD	✓	✓
Jeep Grand Cherokee Limited	5 door SUV SWB	3.6 litre petrol	4WD	✓	✓
Jeep Grand Cherokee Overland	5 door SUV SWB	3.6 litre petrol	4WD	✓	✓

ADULT OCCUPANT PROTECTION



81%

31.06 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Protection of the driver's chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions of the driver and the front passenger.

The front structure of the Jeep Grand Cherokee presented a high risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and the full 4.00 point penalty was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas, however for the rear passenger a penalty was applied for high seatbelt load. Protection of the rear passenger chest was therefore assessed as POOR.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the Jeep Grand Cherokee 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. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and 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.

FRONTAL OFFSET (MPDB) [#]	5.89	(out of 8)
FULL WIDTH FRONTAL [#]	6.83	(out of 8)
SIDE IMPACT [#]	6.00	(out of 6)
OBLIQUE POLE [#]	6.00	(out of 6)
WHIPLASH PROTECTION	3.34	(out of 4)
FAR SIDE IMPACT	1.99	(out of 4)
RESCUE & EXTRICATION	1.00	(out of 2)

[#] Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	3.82 pts
Upper legs:	4.00 pts
Lower legs:	3.95 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-4.00 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

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

REAR PASSENGER

Head:	4.00 pts
Neck:	3.37 pts
Chest:	0.00 pts
Upper legs:	4.00 pts
Deductions:	-4.00 pts (seat belt load)

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

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

OBLIQUE POLE (32km/h)

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

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	2.00 pts
Neck:	1.97 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: [NOT ASSESSED]

[NO COUNTERMEASURE FITTED]



RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✗	Not available
Advanced eCall	✗	1.00 pt default

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.53 pts
Rear passenger:	0.81 pts



93%

45.89 POINTS
OUT OF 49

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

The Jeep Grand Cherokee is fitted with lower ISOFix anchorages on all seating positions in the second row of seats, and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated the rear seating positions, however the Type A capsule could not be correctly installed in the second row centre seating position using the seat belt.

DYNAMIC TEST (FRONT)	16.00	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.89	(out of 12)
ON-BOARD SAFETY FEATURES	10.00	(out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/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

GOOD ADEQUATE MARGINAL WEAK POOR

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.



CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	Rearward facing capsule	×	●	●	●	-	-	-
	TYPE A 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	×	●	●	●	-	-	-
ISOFIX	TYPE F Booster - 4 to 10 years	×	●	●	●	-	-	-
	Rearward facing capsule	×	●	-	●	-	-	-
	TYPE A 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)	×	●	-	●	-	-	-

* 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.



81%

43.79 POINTS
OUT OF 54

The bonnet of the Jeep Grand Cherokee provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded only on the stiff windscreen pillars and front edge of the bonnet surface. The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

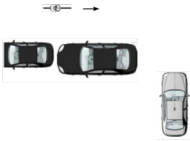
The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. The AEB system showed GOOD overall performance in testing of forward pedestrian scenarios, including turning scenarios, however AEB Backover was not standard on the tested vehicle and these tests were therefore not conducted. GOOD performance was seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios.

HEAD IMPACTS	16.79 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	7.00 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	8.00 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Full-Speed Collision Warning with Active Braking and Pedestrian/Cyclist Detection
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-85 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN												
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER	
	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, vehicle turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE					
GOOD					

PEDESTRIAN IMPACT TEST (40 KM/H)





84%

13.60 POINTS
OUT OF 16

The Jeep Grand Cherokee 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 mostly GOOD performance with collisions avoided or mitigated in most test scenarios, however the AEB system does not react to when turning across the path of an oncoming vehicle, and hence AEB Junction Assist tests were not conducted.

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

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 2.00 (out of 2)

- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 2.83 (out of 3)

LANE SUPPORT SYSTEMS 4.00 (out of 4)

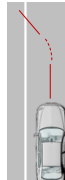
AEB - Car-to-Car 3.77 (out of 4)

AEB - Junction Assist NOT TESTED (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Active Lane Management
OPERATIONAL FROM: 60-180 km/h

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

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
				
PERFORMANCE				
GOOD				

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



84%

13.60 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Full-Speed Collision Warning with Active Braking and Pedestrian/Cyclist Detection
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 5-210 km/h
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	PASS

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR										
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle			
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED			
							30 KM/H	45 KM/H	55 KM/H	
							10 KM/H			
							15 KM/H			
						20 KM/H				
AEB (10-50 km/h)						NOT TESTED				
FCW (30-80 km/h)										
PERFORMANCE	GOOD									

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
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	AEB (10-50 km/h)								
	FCW (50*-80 km/h)								
	GOOD								

OCCUPANT STATUS

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

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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 - centre	✗	✗
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)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
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	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL

Jeep Grand Cherokee
- SWB PHEV LHD
- SWB petrol RHD
- LWB petrol RHD

TESTED VEHICLE(S) BUILT

2022

TESTED BODY TYPE

5 door SUV

TESTED VEHICLE ENGINE

2.0L PHEV / 3.6L petrol

RATING PUBLISHED

July 2023

RATING UPDATED

n/a

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.

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

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