

# Jeep Avenger

SUMMIT ELECTRIC FWD AUTOMATIC

2024



97%



10.0   
/10

**Clean Air  
Index**

9.4   
/10

**Energy Efficiency  
Index**

9.7   
/10

**Greenhouse Gas  
Index**

10.0  
/10



# Clean Air Tests



## Laboratory Test

		NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
10.0/10	Cold Test	●	●	●	●	●
10.0/10	Warm Test	●	●	●	●	●
10.0/10	Highway	●	●	●	●	●
10.0/10	Cold Ambient Test	●	●	●	●	●



## Road Test

10.0/10	On-Road Drive	●	●	●	●	●
5.0/5	On-Road Short Trip	●	●	●	●	●
8.0/8	On-Road Heavy Load	●	●	●	●	●
5.0/5	On-Road Light Load	●	●	●	●	●
2.0/2	Congestion	●	●	●	●	●



n.a.



good



adequate



marginal



weak



poor

### Comments





The Jeep Avenger is a pure electric vehicle and doesn't have any tailpipe emissions. Accordingly, the car scores the maximum index of 10 in this part of the assessment.

# Energy Efficiency Tests



## Laboratory Test

### Energy

10.0/10	Cold Test		→	16.6 kWh/100 km
10.0/10	Warm Test		→	16.3 kWh/100 km
9.2/10	Highway		→	25.9 kWh/100 km
8.7/10	Cold Ambient Test		→	29.0 kWh/100 km

### Consumption

### Driving Range

Average	19.6 kWh/100 km	299 km
Worst-case	29.0 kWh/100 km	193 km



n.a.



good



adequate



marginal



weak



poor

## Comments

The Jeep Avenger's energy consumption values are good and demonstrate an economical electric powertrain, although the vehicle is a SUV and therefore suffers from reduced aerodynamic efficiency. In the Highway Test with high power demand and 130 km/h speed segments, the Avenger needed only 25.9 kWh/100 km. The figure measured at the -7° Cold Ambient Test is a good 29 kWh/100 km. The real-world On-Road Drive was performed on a dry road and at an average ambient temperature of 21.5°C, and the small Avenger recorded a consumption of only 15.5 kWh/100 km, resulting in an available driving range of ca. 361 km.

# 9.7

/10

## Greenhouse Gases Tests



### Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

10.0/10 Cold Test



10.0/10 Warm Test



9.7/10 Highway



9.2/10 Cold Ambient Test



n.a.



good



adequate



marginal



weak



poor

### Comments

This Index is based on a Well-to-Wheel+ approach, meaning that the GHG emissions related to the supply of the energy are added to those of the tailpipe. The vehicle's production is not yet included in the assessment due to the implicit limitations of generic data about global supply chains, but its estimated value can be found in Green NCAP's LCA results [↗](#). As the Avenger is purely electric, its GHG emissions originate only from electricity supply – ca. 46-82 g CO<sub>2</sub>-eq./km, depending on the test consumption.



## Our Verdict

Tested here is the electric Jeep Avenger – a compact front-wheel drive crossover SUV with 51 kWh of declared usable battery capacity, built on the Stellantis eCMP2 platform. It is a 5-door car with 5 seats, small enough for the city, big enough for small families and robust enough for light off-road terrain. The Avenger won the European “Car of the Year 2023” award, and became Jeep’s first model to receive this title. Euro NCAP awarded the car a meagre 3-star safety rating earlier this year. But the car fares better here, with low energy consumption figures in all test scenarios. The driving ranges are in the range of 193 km – worst case with the consumption figure of the -7°C Cold Ambient Test – to 361 km as measured in the real-world On-Road Drive. In the battery capacity test, the vehicle is recharged using 11 kW AC power, and the measured grid-to-battery output efficiency is 88.7% – in line with other new EVs. The available battery capacity Green NCAP determined is 49.7 kWh, which is slightly less than the officially communicated figure of 51 kWh. Overall, with an average score of 97%, the electric Avenger achieved a very high result and confidently collected all 5 Green stars.

## Disclaimer [↗](#)

## Specification

### Tested Car

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<b>Publication Date</b> 11 2024	<b>Vehicle Class</b> Small MPV	<b>Tyres</b> 215/55R18	<b>Emissions Class</b> AX
<b>Mass</b> 1,552 kg	<b>Engine Size</b> n.a.	<b>System Power/Torque</b> 115 kW/260 Nm	<b>Declared CO<sub>2</sub></b> n.a.
<b>Declared Battery Capacity</b> 51.0 kWh	<b>Declared Driving Range</b> Overall 394 km City 570 km	<b>Declared Consumption</b> 15.7 kWh/100 km	
<b>Heating Concept</b> PTC & Heat pump			



Think before you print