Jeep Avenger

SUMMIT ELECTRIC FWD AUTOMATIC

2024 ★★★★★ 97%

GREENER CHOICE LCA

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_x	NH_3	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.

9.4 /10 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_2	N_2O	CH_4
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_2-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
ZAC5JAC55PJK0xxxx

Publication Date	Vehicle Class	Tyres	Emissions Class
11 2024	Small MPV	215/55R18	AX

Mass	Engine Size	System Power/Torque	Declared CO_2
1,552 kg	n.a.	115 kW/260 Nm	n.a.

Declared Battery Capacity	Declared Driving Range	Declared Consumption
51.0 kWh	Overall 394 km City 570 km	15.7 kWh/100 km

Heating Concept
PTC & Heat pump