



# Jeep



2020

## Jeep Renegade

1.6 Multijet diesel 4x2 manual



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## Clean Air Tests



### Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
5.1/10 Cold Test	adequate	weak	good	adequate	adequate
5.9/10 Warm Test	good	marginal	good	good	adequate
3.1/10 Cold Ambient Test	adequate	weak	good	adequate	adequate
7.6/10 Highway	good	adequate	good	good	adequate



### Road Test

5.4/10 On-Road Drive	n.a.	marginal	n.a.	good	adequate
1.7/8 On-Road Heavy Load	n.a.	weak	n.a.	good	weak
2.4/5 On-Road Light Load	n.a.	marginal	n.a.	good	adequate
3.5/5 On-Road Short Trip	n.a.	marginal	n.a.	good	good
0.0/2 Congestion	n.a.	weak	n.a.	n.a.	n.a.



### Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments

In general, the Renegade performs well, selective catalyst reduction (SCR) and a diesel particulate filter (DPF) keeping oxides of Nitrogen (NO<sub>x</sub>) and particulate number (PN) under control. Elevated values of NO<sub>x</sub> are seen only in some of the more demanding test conditions.

## Energy Efficiency Tests



### Laboratory Test

### Energy

5.6/10 Cold Test



5.8/10 Warm Test



3.4/10 Cold Ambient Test



3.9/10 Highway



### Consumption

### Driving Range

Average

6.1 l/100 km

799 km

Worst-case

7.1 l/100 km

678 km



n.a.



good



adequate



marginal
















weak



poor

### Comments

The car shows a fair level of fuel efficiency and an average consumption of 6.1 l/100 km in the lab tests.

	<u>Greenhouse gases</u>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
0.3/7	Cold Test			
0.5/7	Warm Test			
0.5/7	Cold Ambient Test			
1.2/7	Highway			



n.a.



good



adequate



marginal



weak



poor

### Comments


This is the area of assessment in which the Renegade performs most poorly. Methane (CH<sub>4</sub>) is well controlled in all tests. However, control of Nitrous Oxide (N<sub>2</sub>O), a powerful greenhouse gas, is sufficiently poor to negate most the positive scores gained from the other greenhouse gases, resulting in a Greenhouse Gas Index of 0.8.

## Our Verdict

The Jeep Renegade, a small SUV, was launched in 2014 and is tested here as a 4x2, although four wheel drive is also available. The engine on Green NCAP's car was the mid-range 1.6 turbodiesel, equipped with selective catalyst reduction (SCR) and a diesel particulate filter (DPF). On the whole, abatement of pollutant stands up quite well although oxides of Nitrogen (NO<sub>x</sub>) are elevated in some of the more demanding tests. But the car is let down by its emissions of greenhouse gases. Nitrous Oxide (N<sub>2</sub>O) is a potent greenhouse gas not regulated by legislation and emissions of this gas are high in all tests, resulting in a Greenhouse Gas Index of only 0.8. A pity, as performance to match the two other areas of assessment would have gained the Renegade an extra star.

## Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2020	1C4BU0000KPJ2 <sub>xxxx</sub>	Euro 6d-Temp	215/60 R1
Mass	Engine Size	Engine Power/Torque	Published CO <sub>2</sub>
1,458 kg	1,598 cc	88 kW/320 Nm	150 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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