



Jeep



2020

Jeep Renegade

1.6 Multijet diesel 4x2 manual



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Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	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_x) and particulate number (PN) under control. Elevated values of NO_x 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

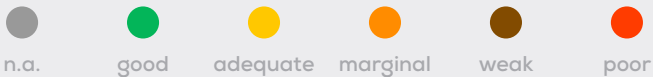
Comments

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

0.8 Greenhouse Gases Tests

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



Comments


This is the area of assessment in which the Renegade performs most poorly. Methane (CH₄) is well controlled in all tests. However, control of Nitrous Oxide (N₂O), 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_x) are elevated in some of the more demanding tests. But the car is let down by its emissions of greenhouse gases. Nitrous Oxide (N₂O) 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 11 2020	Tested Car 1C4BU0000KPJ2xxxx	Emissions Class Euro 6d-Temp	Tyres 215/60 R1
Mass 1,458 kg	Engine Size 1,598 cc	Engine Power/Torque 88 kW/320 Nm	Published CO ₂ 150 g/km
	Battery Capacity n.a.	Published Driving Range n.a.	

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