



EV FACT SHEET

Jeep Avenger

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Jeep Avenger. Image: Stellantis media

INTRODUCTION

The Jeep Avenger is built in Poland on a version of the Stellantis STLA platform (as is the Peugeot E-2008), As such, it is not an EV-only platform design. Initially built for the European market, it is sold there in both mild hybrid and BEV forms although only the BEV model is currently offered in Australia. European deliveries began in early 2023 with Australian sales beginning in late 2024.

It is worth noting that whilst the Avenger is classified by VFACTS as a 'small SUV', at just over 4m long and just under 1.8m wide, it is significantly smaller than most of its competitors in that category. As such, whilst the back seat capacity would be considered 'acceptable' for two average-sized adult rear seat travellers, it would not easily accomodate 5 over 1.8m tall occupants plus luggage on a long-trip.

Some Jeep aficionados may also expect a Jeep to have significant off-road capacities -however the Avenger currently comes in front-wheel drive only. It is also not rated for towing.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead, they generally quote the more achievable ranges found using the newer European WLTP test cycle.

Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

Variant	Testing system range estimates		
	NEDC (Aust)	WLTP (Euro)	EPA (USA)
Longitude	Not rated	396 km	NA ¹
Limited	Not rated	396 km	NA ¹
Summit	Not rated	390 km	NA ¹

Table 1: Driving range estimates for the Jeep Avenger

Using the WLTP range (with a roughly 10% discount for extended highway driving) a Jeep Avenger should be capable of a return trip from the Melbourne GPO to Maryborough (NW of Melbourne), provided neither the heating nor air conditioning were heavily used. For this sort of trip, it could be useful to do either a ½ - 1 hour top-up charge at an 11kW AC charger or a 5 to 10 min DC fast-charge at one of the AC or DC fast-charge sites along this route.

For further charging options and availability, see:

<https://www.plugshare.com/>

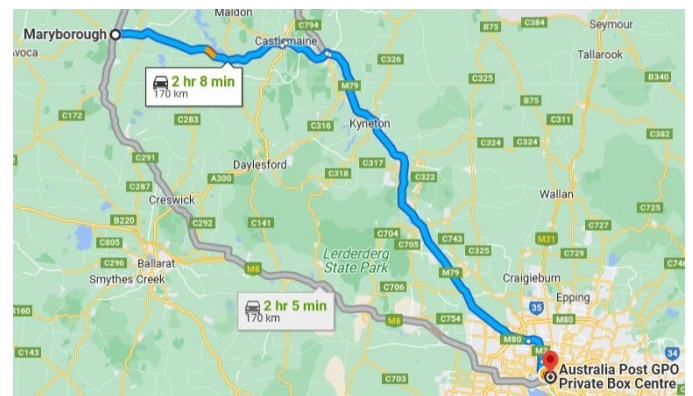


Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

The Jeep Avenger is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers² as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

Notes:

1. The Jeep Avenger is not currently sold in the US
2. The Avenger can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs. Three phase charging versions will also only charge at the 7kW single phase rate on J1772 EVSEs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Jeep Avenger is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 kW (32A)

Three phase: Longitude version, 7 kW/single phase only Limited and Summit versions, 11 kW (16A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Jeep Avenger are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (100+kW)
25.5h	17h	8.5h	11kW: 5.5h	1h	30m

Table 2: Approx. charging times for the Jeep Avenger

DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf), the Jeep Avenger uses the CCS2 DC fast-charge connector and can charge at up to 100 kW DC.

V2X capability:

The Avenger does not (yet) include V2X functionality.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for the Jeep Avenger, an 11kW AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at EVchoice.com.au or read articles in:
 - (a) Renew magazine edition 143. (EVSE wiring)
 - (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating: 5

Boot volumes in litres: (1 litre = 10 x 10 x 10 cm)

- Boot - seats up: 355 L
- Boot - seat folded/to roof: 1,250 L
- Froot – NA (Froot = front boot)

Dimensions:

- Overall length: 4,084 mm
- Overall height: 1534 mm
- Ground clearance: 200 mm
- Overall width (edge of doors): 1,797 mm
- Overall width (edge of mirrors): Not supplied

Battery:

- 54 kWh

Energy consumption: (WLTP test cycle)

- 15.6 kWh/100km (Longitude, Limited)
- 15.8 kWh/100km (Summit)

Kerb weight:

- 1520 kg

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 100 kW.

Charge port location:

- Rear left side (above rear wheel).

Drive configuration:

- Front wheel drive

Towing:

- Not rated for towing.

Performance:

- Maximum power: 115 kW
- 0 to 100km/h: 9.0 sec

Spare tyre: No

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EVChoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.