

## **Jeep Grand Cherokee Passes "Moose Test" Performed by Germany's Auto Motor und Sport**

July 26, 2012, Auburn Hills, Mich. - An evaluation of the 2012 Jeep Grand Cherokee by Germany-based magazine Auto, Motor und Sport (AMS) found the vehicle – including its advanced safety systems – performed successfully and as designed. The Grand Cherokee completed multiple repetitions of an evasive maneuver sometimes known as the “moose test” or “elk test.” The maneuver was performed by an AMS driver at an automotive test site in Germany that is sanctioned by the Allgemeiner Deutscher Automobil-Club (ADAC). Course dimensions and layout, checked and approved by AMS, were those set out by the International Standards Organization (ISO). The result reaffirms the Grand Cherokee’s place among the safest vehicles on the road today, evidenced by its listing as a “Top Safety Pick” by the U.S. Insurance Institute for Highway Safety – one of the honors that made it the most awarded SUV ever.

<http://www.auto-motor-und-sport.de/news/jeep-kippt-nicht-um-jeep-grand-cherokee-besteht-elchtest-5305076.html>

### English Translation of Auto Motor und Sport story:

Jeep Grand Cherokee passes the moose test; Jeep does not roll over

The new Jeep Grand Cherokee does not roll over even at high speed, with sharp steering maneuvers, maximum passengers and fully loaded. During the Auto Motor und Sport moose test, the vehicle remained safely on the road and none of the four wheels lost contact with the road.

With this, Auto Motor und Sport puts into perspective the results of the Swedish magazine, Teknikens Varld, that alleged a danger of the SUV tipping during fast direction change towards the last of the three pylon lanes.

Even though the Jeep Grand Cherokee had already passed the first test performed by Auto Motor und Sport, including an avoidance test with releasing the accelerator pedal provoking a load shift, the test was repeated once more by auto motor und sport after the result in Sweden.

Under standardized conditions for road surface and with pylon lanes set depending on vehicle width in accordance to the guidelines determined by the VDA (Verband der Deutschen Automobilindustrie; German Automotive Manufacturer Association), the Jeep remained safely on the road during the magazine’s test.

Whether loaded with 2 people on board or with the maximum permissible total weight, all four wheels maintained contact with the ground to the greatest possible extent. The tested Jeep did not demonstrate one-sided uplift or, let alone, tipping. This confirms the theory that the Cherokee in Sweden was overloaded.

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