

# Mercedes GLK

Mercedes Benz GLK 220 CDI, base grade, LHD

2010 ★★★★★



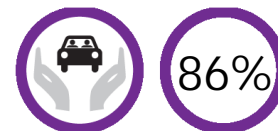
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 32 pts | 89%

### FRONTAL IMPACT

14,3 pts



Driver



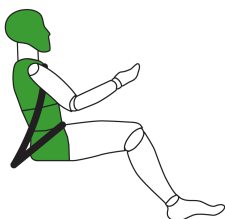
Passenger

### SIDE IMPACT CAR

8 pts

### SIDE IMPACT POLE

7,3 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

2,4 pts



### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	3mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	brake - 6mm
Upward pedal movement	none

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	0
Head restraint type	0
Geometric assessment	0,4 pts

#### TESTS

- High severity	2 pts
- Medium severity	1,7 pts
- Low severity	1,6 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 37 pts | 76%

### 18 MONTH OLD CHILD

**Restraint** Britax Roemer BabySafe Universal  
**Group** 0, 0+, 1  
**Facing** rearward  
**Installation** Adult seatbelt



**PERFORMANCE** 9,6 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Britax Roemer Duo Plus ISOFIX  
**Group** 0, 0+, 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 9,7 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

6 pts

### Airbag warning Label

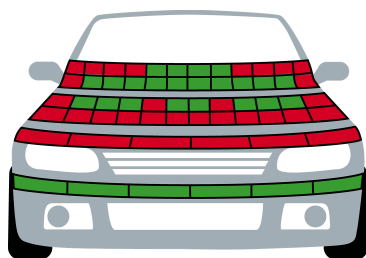
Text and pictogram warning label permanently attached to both sides of the passenger sunvisor.

## PEDESTRIAN

Total 17 pts | 47%

## SAFETY ASSIST

Total 6 pts | 86%



**HEAD** 11 pts  
**PELVIS** 0 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE 0 pts

- active, standard

### ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- standard

### SEATBELT REMINDER 3 pts

- driver 1 pts  
 - passenger 1 pts  
 - rear 1 pts

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Mercedes Benz GLK 220 CDI, base grade, LHD
<b>Body type</b>	5 door SUV
<b>Year of publication</b>	2010
<b>Kerb weight</b>	1845kg
<b>VIN from which rating applies</b>	from WDC204****F450200

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	dual stage
<b>Front passenger frontal airbag</b>	dual stage
<b>Side body airbags</b>	
<b>Side head airbags</b>	
<b>Driver knee airbag</b>	

## COMMENTS

The rating of the GLK has been upgraded from 2009 to 2010. The car is unchanged and, apart from the pedestrian tests which have been repeated, test results have been carried over from the previous year. However, the thresholds for the different star ratings have been increased and this assessment shows how the car rates against the more demanding 2010 requirements.

### Adult occupant

Mercedes Benz's 'PRE-SAFE' system is available as an option on the GLK. The system senses when an accident is about to occur and primes the restraint and protection systems in readiness for the collision. The system was not fitted to the test cars in Euro NCAP's assessments. The passenger compartment remained stable in the frontal impact, the windscreen pillar moving rearwards by only 3mm. Dummy readings indicated good protection of the knees and femurs of both driver and passenger. Mercedes were able to demonstrate that occupants of different sizes, and those sat in different seating positions, would have a similar level of protection against upper leg injuries. Maximum points were scored in the side barrier test. In the more severe side pole test, protection offered by the chest was rated as marginal. Protection against whiplash injuries in a rear impact was also rated as marginal.

### Child occupant

In the frontal impact, forward movement of the head of the 3 year dummy was not excessive. In the side barrier impact, the head of the 3 year and 18 month infant were properly contained within the protective shell of the CRS. Neither dummy recorded values in the test which would reflect poor protection. Rearward facing child restraints sold by Mercedes Benz are automatically detected by the front passenger seat and the airbag for that seating position is disabled. However, other rearward facing child restraints would not be recognised by the system and the airbag remains active. The car contains a permanent label, clearly warning of the potential dangers of using a rearward facing CRS without disabling the passenger airbag.

### Pedestrian

New pedestrian tests have been done to upgrade the rating of the GLK from 2009 to 2010. In the new tests, the bumper scored maximum points for the protection it offered to pedestrians' legs. However, the front edge of the bonnet was rated as poor. In most areas likely to be struck by the head of a child, the protection offered by the bonnet was poor. In those areas likely to be struck by an adult's head, the protection was predominantly good.

### Safety assist

The GLK is equipped with Electronic Safety Control (ESC) as standard equipment on all variants. A seatbelt reminder system, covering both front and rear seats, is also standard equipment. A driver-set speed limitation device is standard but Mercedes did not ask for the system to be assessed by Euro NCAP.