

Mercedes-Benz C-Class

Mercedes-Benz C-Class C220 'Avantgarde', LHD

2014 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Mercedes-Benz C-Class C220 'Avantgarde', LHD
Body type	4 door sedan
Year of publication	2014
Kerb weight	1570kg
VIN from which rating applies	from VIN number #####

SAFETY EQUIPMENT

Frontal airbags	Driver (Dual Stage), Passenger (Dual Stage)
Pre-tensioners	Driver (single), Passenger (single), Rear (outboard seats)
Load-limiters	Driver, Passenger, Rear (outboard seats)
Knee airbags	Driver
Side airbags	Head (front and rear), Thorax (combined with pelvis), Pelvis
Front head restraints	Passive
Passenger airbag switch	Automatic switch
ISOFIX anchorages	Rear outboard seats
Integrated child restraint	None
Active Pedestrian Protection	deployable bonnet, Standard
Seatbelt Reminder	Driver, Passenger, Rear
Electronic Stability Control	ESP, Standard, Manual Switch
Speed Assistance Systems	Driver-set speed limitation, Optional (meeting fitment requirements)
Lane Support	Lane Departure Warning and Assist, Optional (not meeting fitment requirements)
Autonomous Braking	Collision Prevention Assist PLUS, City and Inter-Urban (Auto-Brake and Forward Collision Warning) system, Standard
Other	Attention Assist - fatigue warning (Standard); Traffic Sign Assist (Optional); Active Blind Spot Assist (Optional)

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 35 pts | 92%

CRASH TEST PERFORMANCE

FRONT OFFSET

15,5 pts



Driver



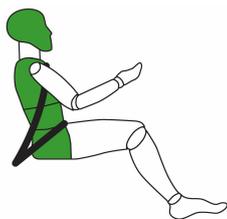
Passenger

SIDE CAR

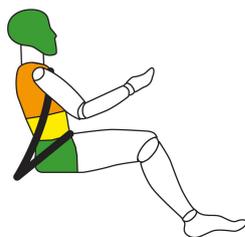
8 pts

SIDE POLE

6,7 pts



Side car



Side pole

WHIPLASH PROTECTION

FRONT, REAR SEATS

2,1 pts



Front seats



Rear seats

FRONT OFFSET

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	2mm
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 - 31.8mm
Upward pedal movement	Brake - 2.2mm

SIDE

Head protection airbag	Yes
Chest protection airbag	Yes

HEAD RESTRAINT

Seat description	Standard cloth and artificial leather, 6 way, semi-electric
Head restraint type	Passive
Front geometric assessment	2 pts

TESTS

- High severity	2,4 pts
- Medium severity	2,3 pts
- Low severity	2,6 pts

AEB CITY

2,8 pts

System name	Collision Prevention Assist PLUS
Fitment	Standard



CHILD OCCUPANT

Total 42 pts | 84%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Römer BabySafe + ISOFIX Base
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE **12 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Römer Duo Plus
Facing forward facing
Installation ISOFIX and TopTether



PERFORMANCE **8,6 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isifix

Safety features score **9 pts**
Installation check score **12 pts**

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer BabySafe + ISOFIX Base (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

TEST RESULTS

SAFETY ASSIST

Total 9 pts | 70%

SPEED ASSISTANCE SYSTEM 1,3 pts

SEATBELT REMINDER 3 pts

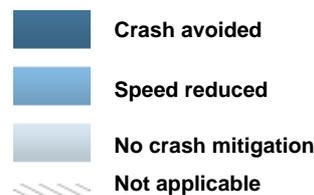
- driver and passenger Pass
- rear Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

Meets requirements

LANE SUPPORT SYSTEMS 0 pts

AEB INTERURBAN SYSTEMS 1,8 pts



APPROACHING A STATIONARY VEHICLE

Approaching speed (km/h) 10 20 30 40 50 60 70 80



APPROACHING A SLOW MOVING VEHICLE

Approaching speed (km/h) 10 20 30 40 50 60 70 80



APPROACHING A BRAKING VEHICLE WITH SHORT HEADWAY

Leading vehicle braking Gentle (2 m/s²) Abrupt (6m/s²)



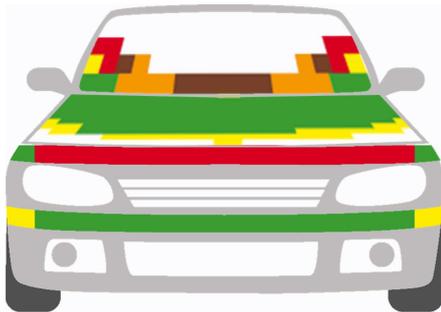
APPROACHING A BRAKING VEHICLE WITH LONG HEADWAY

Leading vehicle braking Gentle (2 m/s²) Abrupt (6m/s²)



PEDESTRIAN

Total 28 pts | 77%



HEAD	21 pts
PELVIS	0,8 pts
LEG	5,9 pts



EURO NCAP ADVANCED REWARDS

2011 - Mercedes-Benz Attention Assist
 2010 - Mercedes-Benz PRE-SAFE®



COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger dummies. Mercedes-Benz showed that a similar level of protection would be provided for occupants of different statures and those sat in different positions. In the side barrier test, good protection was provided for all body regions and the car scored maximum points. In the side impact, dummy readings of rib compression indicated a marginal level of protection for this part of the body. The protection offered by the front seats against whiplash injury in a rear-impact was good but a geometric assessment of the rear head restraints revealed a marginal level of protection.

Child occupant

Based on dummy readings in the dynamic tests, the C-Class scored maximum points for its protection of the 1 year infant. Forward movement of the head of the 3 year dummy, sat in a forward-facing restraint, was not excessive. However, chest loads indicated marginal level of protection for this part of the body, and neck forces were also high. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the risk of head contact with parts of the car interior. The passenger airbag is automatically disabled when a rearward-facing child restraint is placed on the passenger seat. The system is different from previous Mercedes-Benz systems which only worked with specific seats. Clear information is provided to the driver regarding the status of the airbag and the system was awarded maximum points. All of the child restraints for which the car is designed could be properly fitted and accommodated by the car.

Pedestrian

Nearly all of the tests performed on the bumper revealed a good level of protection being offered to pedestrians' legs. However, the front edge of the bonnet was poor in almost all tested areas and scored very few points. The C-Class has an 'active' bonnet for improved head protection. When an impact with a pedestrian is detected, actuators lift the bonnet, creating more space between it and the hard structures in the engine bay. Mercedes-Benz showed that the system worked robustly for pedestrians of different statures and at a wide range of speeds, so the system was tested in the deployed position. Results were good in almost all of the areas tested.

Safety assist

The C-Class has a seatbelt reminder system for the front and rear seats which met Euro NCAP's requirements. Electronic stability control is also standard equipment. A driver-set speed limitation device is optional but is expected to be fitted to most of the cars sold so was included in the assessment. The system met Euro NCAP's requirements for systems of this type. Collision Prevention Assist PLUS®, fitted as standard equipment, is an autonomous braking system that works at low speeds typical of city driving and at higher speeds, typical of the open road. The system was effective at avoiding collisions up to certain speeds and mitigating them (lowering the severity of the impact) at higher speeds. 'Lane Departure Warning' is also available on the C-Class as an option, as is an active system to help keep the driver in the lane ('Lane Departure Protection'), but these did not meet Euro NCAP's fitment criteria for inclusion in the assessment.