



# Mercedes-Benz GLC

Small Off-Road

2015





### Adult Occupant



95%



Child Occupant

89%

Pedestrian



82%



Safety Assist

71%

### **SPECIFICATION**

Tested Model	Mercedes-Benz GLC 220d 4MATIC 'Exclusive'
Body Type	5 door SUV
Year Of Publication	2015
Kerb Weight	1845kg
VIN From Which Rating Applies	all GLCs
Class	Small Off-Road

## ADVANCED REWARDS

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



# SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	•	×	_
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	0
Side pelvis airbag	•	•	0
CHILD PROTECTION			
Isofix	_	×	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	•
ESC	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	0
Lane Assist System	0

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<ul><li>Fitted to test car as standard</li><li>Fitted to test car as option</li><li>Not applicable</li><li>Not availa</li></ul>
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O Not fitted to test car but available as option



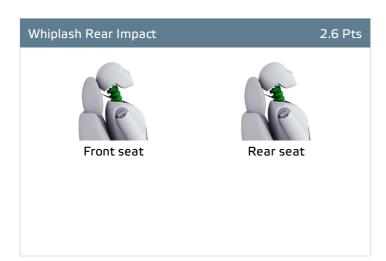


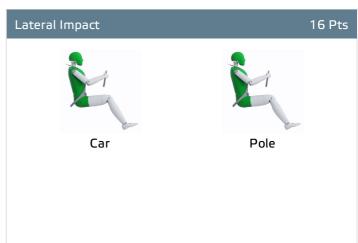
Total 36.4 Pts / 95%















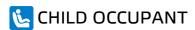


Total 36.4 Pts / 95%

#### Comments on Adult Occupant

The passenger compartment of the GLC remained stable in the frontal offset barrier test. The car scored maximum points for its protection of the front passenger dummy, with good protection of all critical body areas. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Mercedes-Benz showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the frontal full-width rigid barrier test, the front driver scored maximum points, with good protection of all body regions. For the rear passenger, protection of the neck was adequate and that of the chest was marginal, the head and femurs being well protected. The GLC scored maximum points in both the side barrier test and the more severe side pole impact, with good protection of all critical areas of the body. The front seats and head restraints provided good protection against whiplash injury in Euro NCAP's tests and a geometric assessment of the rear seats indicated the same high level of protection to the occupants of those seats. Autonomous emergency braking is standard on the GLC. Tests showed good performance at the low speeds, typical of city driving, at which many whiplash injuries are caused.





Total 43.7 Pts / 89%



Crash Test Performance 22.7 Pts





Safety Features 9 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

Not on test car but available as option

🗶 Not available

CRS Installation Check 12 Pts

Install without problem
Safety critical problem
Install with care
Installation not allowed

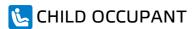
#### Infants up to 13 kg











Total 43.7 Pts / 89%

#### Infants and toddlers up to 18 kg



#### Toddlers from 9 to 18 kg







#### Toddlers over 18 kg







Total 43.7 Pts / 89%

		Seat Position		
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Römer King Plus (Belt)	•	•	•	•
Römer Duo Plus (ISOFIX)	×	•	×	•
Römer KidFix (Belt)	•	•	×	•
Maxi Cosi Cabriofix & EasyFix (Belt)	×	•	×	•
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	×	•
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	×	•
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	×	•
Römer KidFix (ISOFIX)	×	•	×	•

Install without problem

install with care

safety critical problem

🗶 Installation not allowed

#### Comments on Child Occupant

The GLC scored maximum points for its protection of the 1½ year dummy in the frontal offset and side barrier tests. Protection of the 3 year dummy was also good apart from marginally raised neck tensile forces. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of dangerous head contact with parts of the car interior. The GLC has an automatic airbag deactivation system which switches off the front passenger airbag when a rearward-facing child restraint is used in that seating position but switches it on again when the seat is occupied by a large child or an adult. All of the restraint types for which the GLC is designed could be properly installed and accommodated in the car.





Total 29.7 Pts / 82%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 29.7 Pts

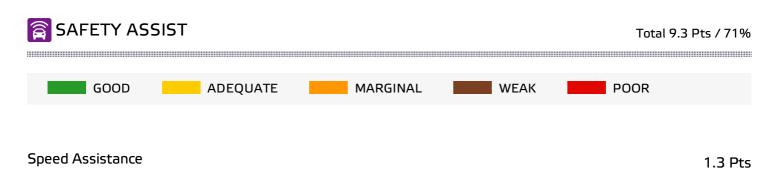


Head Impact	22.5 Pts
Pelvis Impact	1.5 Pts
Leg Impact	5.7 Pts

#### Comments on Pedestrian

The GLC has an active bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance between the bonnet surface and the hard structures in the engine compartment. Mercedes-Benz showed that the system worked over a range of speeds and for a variety of pedestrian statures, so the system was tested in the deployed (raised) position. Good or adequate results were recorded over almost the entire bonnet surface, showing a high level of protection to the head of a struck pedestrian. The bumper also offered good or adequate protection to pedestrians' legs. Only the protection of the pelvis was mixed, with predominantly poor results.





Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

# **Electronic Stability Control**

3 Pts

System Name	ESP		
PERFORMANCE			
Vehicle Yaw Rate @ COS + 1.00 s	1.165%	meets ECE requirements	
Vehicle Yaw Rate @ COS + 1.75 s	0.804%	meets ECE requirements	
Lateral Displacement @ BOS + 1.07 s	2.663 m	meets ECE requirements	

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass Fail — Not available

Lane Support 0 Pts





Total 9.3 Pts / 71%

AEB Interurban 2 Pts

System Name	Collision prevention Assist Plus			
Туре	Forward Collision Warning with Auto-Brake			
Operational From	7 Km/h			
Additional Information	Default On			
PERFORMANCE				
Operational Speed	7-80 Km/h	7-250 Km/h		
	Autobrake Function Only	Driver reacts to warning		
Approaching a stationary car	_	Crash avoided up to 45km/h. Crash speed reduced up to 55km/h.		
	Crash avoided up to 60km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 75km/h. Crash speed reduced up to 80km/h.		
FO	LLOWING A CAR AT SHORT DISTANCE			
Car in front brakes gently	Avoidance	Avoidance		
Car in front brakes harshly	No reaction	Mitigation		
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Mitigation	Avoidance		
Car in front brakes harshly	Mitigation	Avoidance		

#### Comments on Safety Assist

Electronic stability control is standard equipment, together with a seatbelt reminder for the front and rear seats. A driver-set speed limiter is available as an option. It is expected to be sold in sufficient numbers to qualify for assessment by Euro NCAP so its results are included in this rating. A lane departure warning system is an option that is not expected to be sold in high numbers, so this was not included in the rating. The standard-fit autonomous emergency braking system operates over a wide range of speeds. The system performed well in Euro NCAP's inter-urban tests.