



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	●	●	○
Side pelvis airbag	●	●	○
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	○		
Lane Assist System	○		

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✘ Not available
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 36.4 Pts / 95%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.6 Pts

Passenger Driver

Frontal Full Width 7.4 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.6 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 2.8

Performance: ■ Good

 ADULT OCCUPANT

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.

CHILD OCCUPANT


Total 43.7 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

22.7 Pts


18 months old child 12 Pts



Tested restraint (Fit):
Römer BabySafe

■ Good

36 months old child 10.7 Pts



Tested restraint (Fit):
Römer Duo Plus

■

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**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



CHILD OCCUPANT

Total 43.7 Pts / 89%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 43.7 Pts / 89%

	Seat Position			
	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.

PEDESTRIAN PROTECTION

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.

SAFETY ASSIST

Total 9.3 Pts / 71%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 Pts

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		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts


 SAFETY ASSIST

Total 9.3 Pts / 71%

AEB Interurban

2 Pts

System Name	Collision prevention Assist Plus
Type	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.
FOLLOWING 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.