



Mercedes-Benz EQC Standard Safety Equipment

2019









96%

Child Occupant



Safety Assist

90%

Vulnerable Road Users



75%



75%

SPECIFICATION

Tested Model	Mercedes-Benz EQC 400 4MATIC - AMG Line
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2495kg
VIN From Which Rating Applies	- all EQCs
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)	×
AEB Pedestrian	•
AEB Cyclist	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	•

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard Fitted to the vehicle as part of the safety pack
- O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available Not applicable



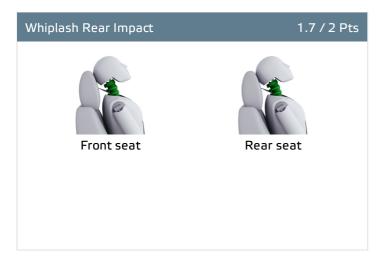


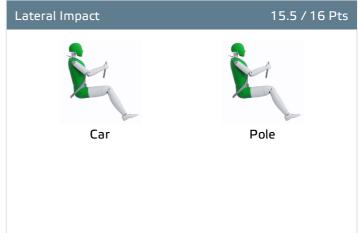
Total 36.6 Pts / 96%















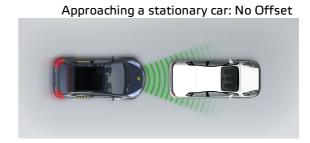
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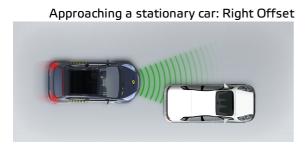


AEB City

4 / 4 Pts







Version 291019





Total 36.6 Pts / 96%

Comments

The passenger compartment of the EQC remained stable in the offset frontal test. Dummy readings indicated good protection of the knees and femurs of both the the driver and passenger. Mercedes-Benz showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. For the passenger, protection of all critical body areas was good. Likewise, in the full-width rigid barrier test, protection of the driver was good for all critical body parts. For the rear passenger, dummy readings of chest compression indicated a marginal level of protection for this part of the body, with good or adequate protection elsewhere. In the side barrier impact, the EQC scored maximum points with good protection all-round. Dummy readings indicated good protection for all critical body areas in the more severe side pole test, too. However, a post-test inspection revealed that the upper hinge of the rear impacted-side door had broken, and the car was penalised. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests at the low speeds at which many whiplash injuries occur, with collisions against another vehicle avoided or mitigated in all test scenarios.

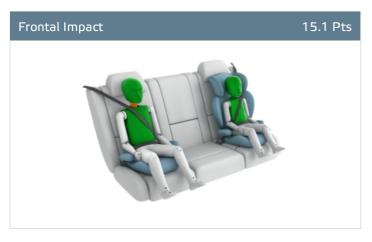


Total 44.1 Pts / 90%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.1 / 24 Pts





Restraint for 6 year old child: *Mercedes-Benz Kidfix XP*Restraint for 10 year old child: *Booster Cushion*Safety Features

Safety Features 9 / 13 Pts

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

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12 / 12 Pts



i-Size CRS











ISOFIX CRS



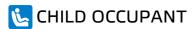




Britax Römer KidFix XP (ISOFIX)







Total 44.1 Pts / 90%

Universal Belted CRS











Total 44.1 Pts / 90%

	Seat Position			
	Front 2nd row			
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•		•
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)		•		•
BeSafe iZi Kid X2 i-Size (iSize)		•		•
BeSafe iZi Flex FIT i-Size (iSize)		•		•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	0	•		•
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		•
Britax Römer Duo Plus (ISOFIX)		•		•
Britax Römer KidFix XP (ISOFIX)		•		•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Britax Römer King II LS (Belt)	•	•	•	•
Britax Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

Comments

In the frontal offset test, protection of all critical body regions was good for both child dummies, with the exception of the neck of the tenyear dummy where readings of neck tension indicated marginal protection. In the side barrier test, protection was good for all critical body areas for both dummies and the EQC scored maximum points in this part of the assessment. The front passenger airbag is automatically disabled when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and the system was rewarded. All of the child restraint types for which the B-Class is designed could be properly installed and accommodated.





Total 36.2 Pts / 75%

GOOD	ADEQUATE	MARGINA	AL WEAK	POOR	
Pedestrian				24.9 / 36	5 Pt
			Head Impact	17.4 Pts	
			Pelvis Impact	1.6 Pts	
			Leg Impact	5.9 Pts	

12 Pts

Comments

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate at almost all test locations. Protection of pedestrians' legs by the bumper was good or adequate. However, protection of the pelvis was predominantly poor. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well other cars. Tests of its functionality demonstrated good performance.



Total 36.2 Pts / 75%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

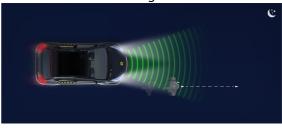


Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

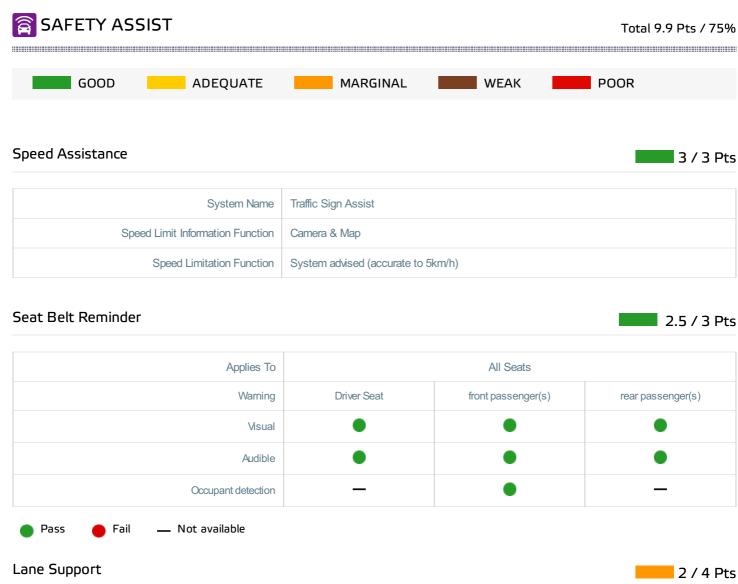
Cyclist crossing



Cyclist along the roadside







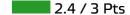
System Name	Active Lane Keeping Assist
Туре	ELK + LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	MARGINAL
Human Machine Interface	ADEQUATE





Total 9.9 Pts / 75%

AEB Inter-Urban



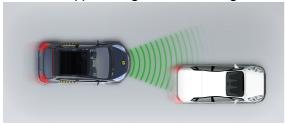
System Name	Active Brake Assist
Туре	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

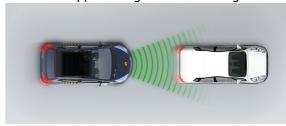
The AEB system performed well in tests of its response to other vehicles at highway speeds. The EQC has a seatbelt reminder system for the front and rear seats. A speed limit recognition system uses a camera and digital mapping to advise the driver of the local limit, and allows easy activation of the speed limiter. A lane support system helps the driver to avoid inadvertent drifting out of lane and also intervenes more aggressively in some certain critical situations.

Autobrake function only

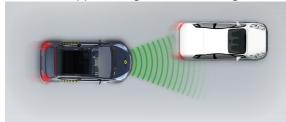
Approaching a slower moving car



Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

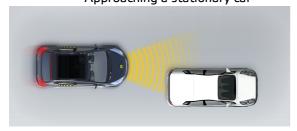




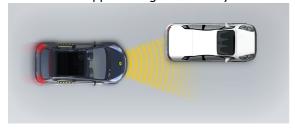
Total 9.9 Pts / 75%

Driver reacts to warning

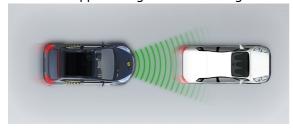
Approaching a stationary car



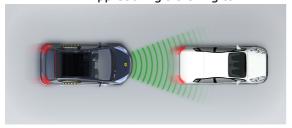
Approaching a stationary car



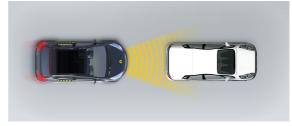
Approaching a slower moving car



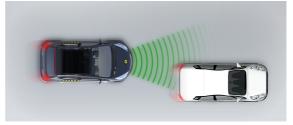
Approaching a braking car



Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating	Applies
				LHD	RHD
5 door SUV	400 electric	EQC 400 4MATIC*	4 x 4	✓	~

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2019	Rating Published	2019 * * * *	✓