

 **Mercedes-Benz Sprinter**
Mercedes-Benz 316 CDI



SPECIFICATION

TESTED MODEL	Mercedes-Benz Sprinter – 316 CDI
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	2319 kg / 1181 kg / 2915 kg
APPLIES TO	3 rd generation 2018 to present

SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	●

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)	
AEB Car-to-Car	○
AEB Pedestrian	○
AEB Cyclist	○
Lane Support Systems	○
Speed Assist Systems	○
Attention Assist	○

● STANDARD ○ FITTED AS OPTION ✗ NOT AVAILABLE

Verdict

The Sprinter deserves its silver medal with a broad range of safety equipment offered, albeit mainly as an option, and generally good performance. It is hoped that further improvements to these systems will raise the performance to the level which is now commonplace on Mercedes-Benz's passenger cars.

For detailed comments see below.

SAFETY ASSIST PERFORMANCE

Total 52%

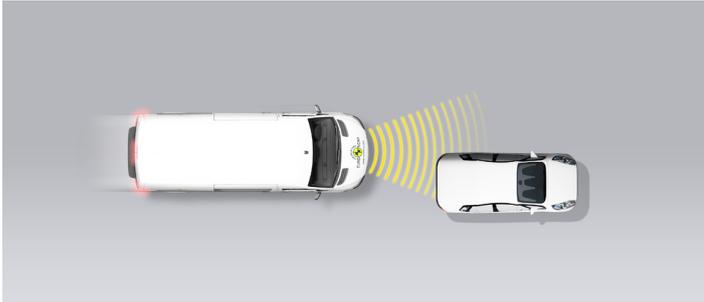
AEB CAR-TO-CAR

13.3 / 30 Pts

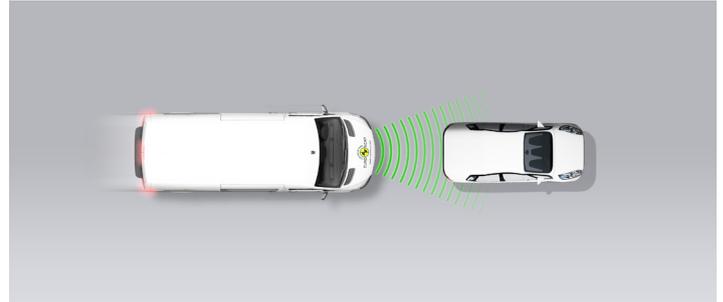
Type	AEB & FCW
Operational From	5 km/h

Autobrake function only

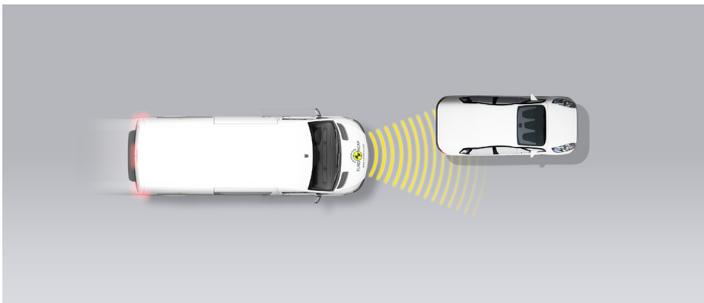
Approaching a stationary car



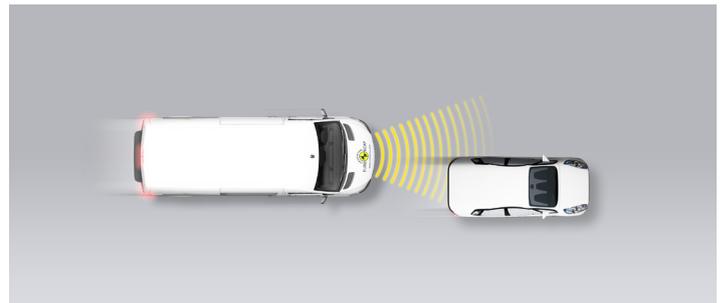
Approaching a stationary car



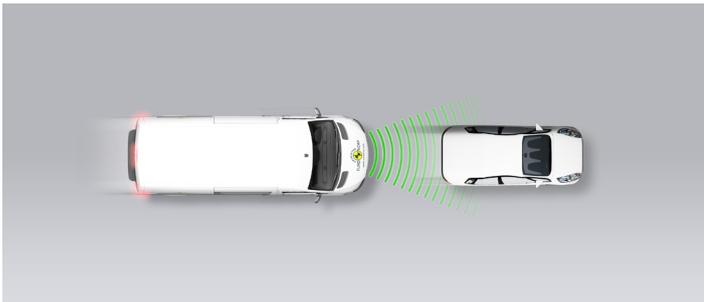
Approaching a stationary car



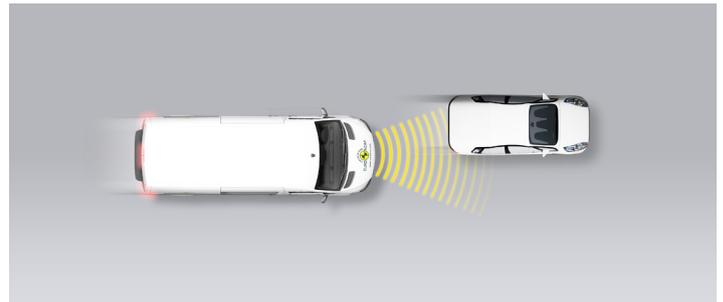
Approaching a slower moving car



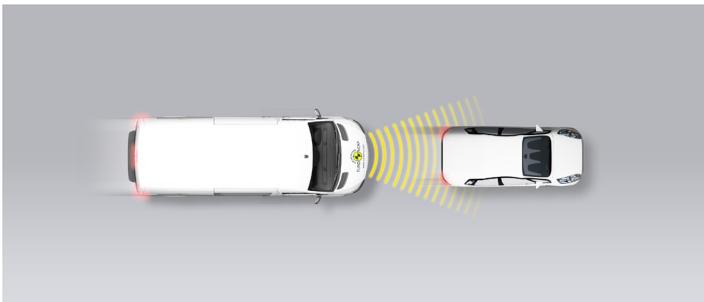
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



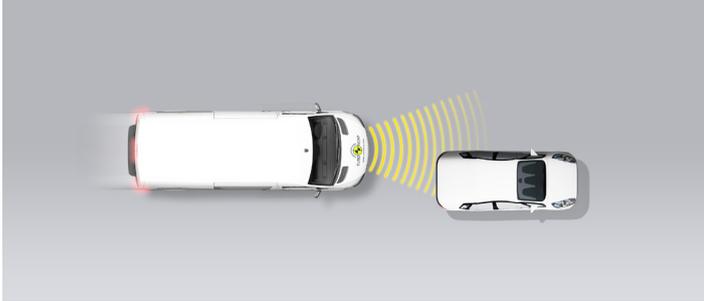
■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST PERFORMANCE

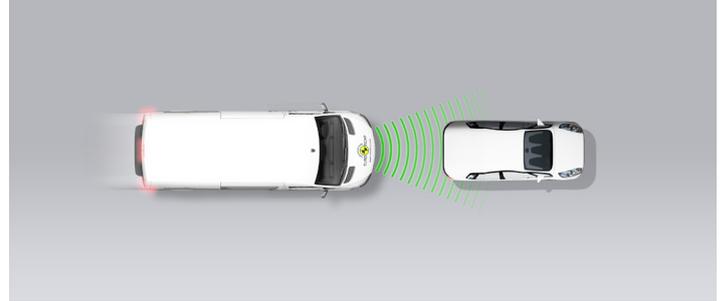
Total 52%

Driver reacts to warning (Forward Collision Warning - FCW)

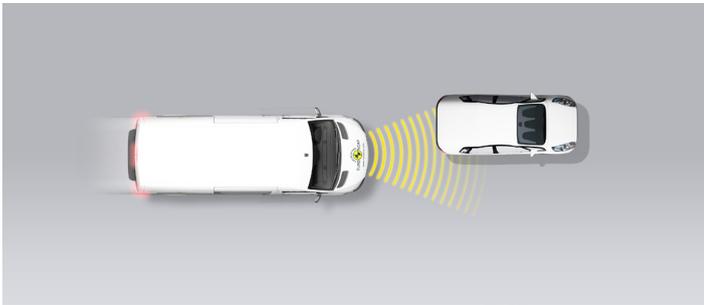
Approaching a stationary car



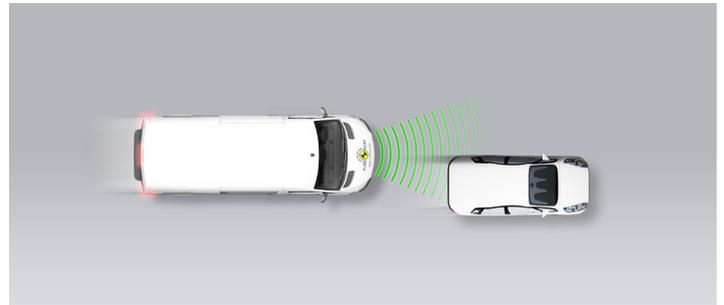
Approaching a stationary car



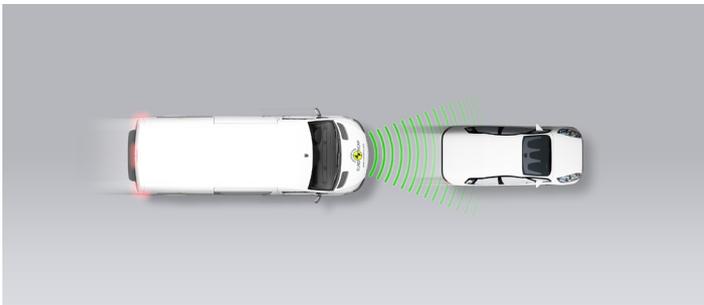
Approaching a stationary car



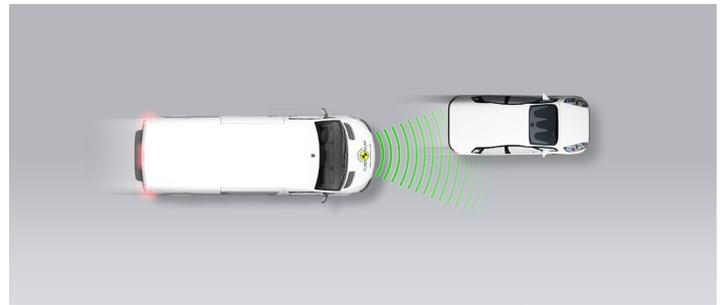
Approaching a slower moving car



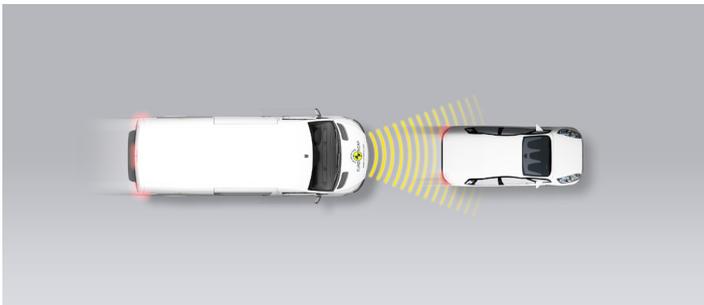
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



	GOOD		ADEQUATE		MARGINAL		WEAK		POOR
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SAFETY ASSIST PERFORMANCE

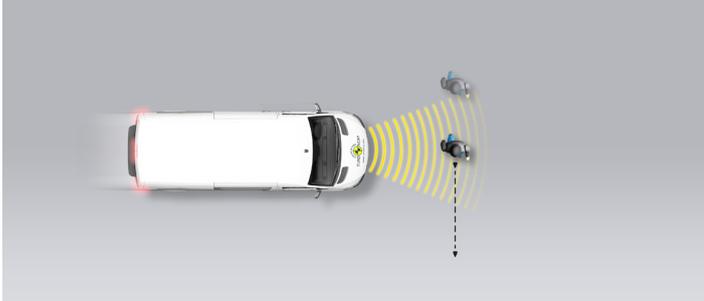
Total 52%

AEB PEDESTRIAN

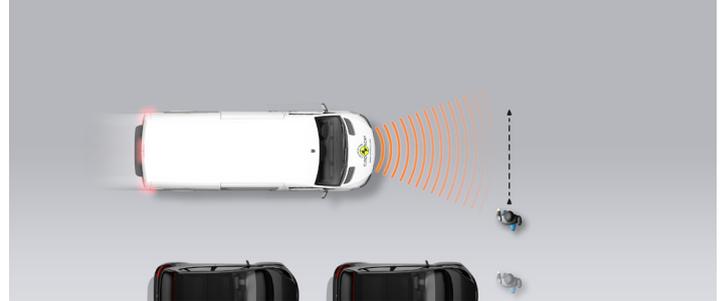


5.6 / 10 Pts

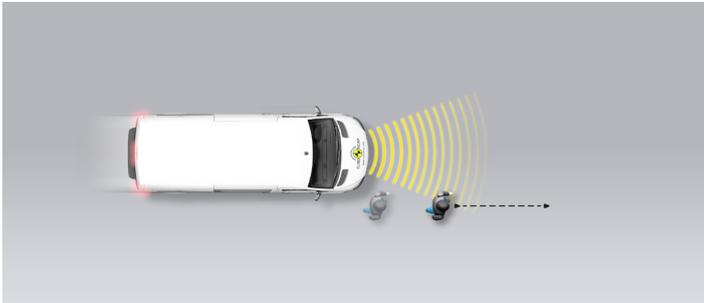
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

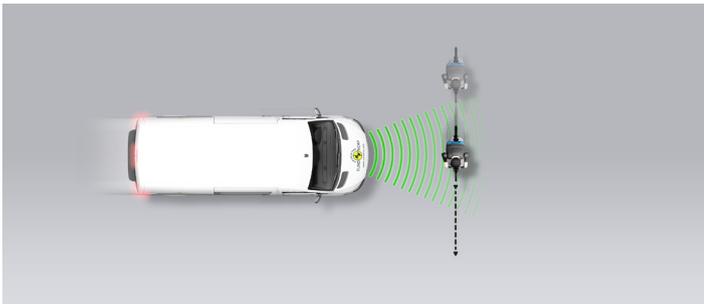


AEB CYCLIST

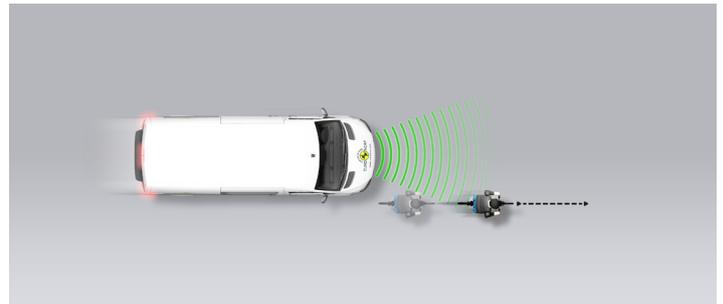


8.5 / 10 Pts

Cyclist crossing



Cyclist along the roadside



GOOD

ADEQUATE

MARGINAL

WEAK

POOR

SAFETY ASSIST PERFORMANCE

Total 52%

LANE SUPPORT 2.5 / 20 Pts

Type	ELK/LKA, LDW & BLIS
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	■
Lane Departure Warning (LDW)	●
Blind Spot Information System (BLIS)	●

SPEED ASSISTANCE 7.5 / 15 Pts

Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised

OCCUPANT STATUS MONITORING 15.0 / 15 Pts

DRIVER MONITORING	
Attention Assist Driver	●

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning	●	●
Audible Warning	●	●

● PASS
 ● FAIL
 — NOT AVAILABLE

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

 SAFETY ASSIST PERFORMANCE

Total 52%

Comment

The test vehicle was equipped with the autonomous emergency braking (AEB) system which is standard in some countries but an option in most. The system performed well in tests with a vehicle in front, even up to the highest test speeds, and both for AEB and for Forward Collision Warning (FCW). However, where the car in front was significantly offset to one side (left or right), there was almost no reaction from the system and no points were scored in these situations. In tests of the AEB system’s response to vulnerable road users, its performance overall was adequate for pedestrians, although the FCW responded late in one of the longitudinal scenarios. The system’s response to cyclist was good with collisions avoided or mitigated in most test scenarios.

The optional lane support system comprises lane departure warning, which warns the driver if the vehicle is drifting out of lane, and lane keep assist which guides the vehicle back into lane. The former worked well in all test situations, including those with only one lane marking; the latter worked only on fully-marked lanes.

The speed limit information function uses the camera and a digital map to provide accurate information to the driver about the local speed limit. The driver-set speed limiter can be set accordingly but the accuracy with which it maintained the set speed did not meet Euro NCAP’s requirements and did not score points.

A seatbelt reminder is available for driver and passenger. A driver state monitoring system uses steering inputs to identify behaviour which is characteristic of fatigued or impaired driving and advises the driver to rest.



FITMENT

	AUTONOMOUS EMERGENCY BRAKING SYSTEMS			LANE SUPPORT SYSTEMS			SPEED ASSIST SYSTEMS		OCCUPANT STATUS MONITORING SYSTEMS		
	AEB Car-to-Car	AEB Pedestrian	AEB Cyclist	Emergency Lane Keeping / Lane Keep Assist	Lane Departure Warning	Blind Spot Information System	Speed Limit Information Function	Speed Limitation Function	Seat Belt Reminder - Driver	Seat Belt Reminder - Passenger	Attention Assist
Austria	○	○	○	○	○	○	○	○	●	●	○
Belgium	○	○	○	○	○	○	○	○	●	●	○
Bulgaria	○	○	○	○	○	○	○	○	●	●	○
Croatia	○	○	○	○	○	○	○	○	●	●	○
Cyprus	○	○	○	○	○	○	○	○	●	●	○
Czech Republic	○	○	○	○	○	○	○	○	●	●	○
Denmark	●	●	●	○	○	○	○	●	●	●	○
Estonia	○	○	○	○	○	○	○	○	●	●	○
Finland	●	●	●	○	○	○	○	●	●	●	○
France	○	○	○	○	○	○	○	●	●	●	●
Germany	○	○	○	○	○	○	○	○	●	●	○
Greece	●	●	●	○	○	○	○	○	●	●	○
Hungary	○	○	○	○	○	○	○	○	●	●	○
Ireland	○	○	○	○	○	○	○	○	●	●	○
Italy	○	○	○	○	○	○	○	○	●	●	○
Latvia	○	○	○	○	○	○	○	○	●	●	○
Lithuania	○	○	○	○	○	○	○	○	●	●	○
Luxembourg	○	○	○	○	○	○	○	○	●	●	●
Malta	○	○	○	○	○	○	○	○	●	●	○
The Netherlands	○	○	○	○	○	○	○	○	●	●	●
Poland	○	○	○	○	○	○	○	○	●	●	○
Portugal	○	○	○	○	○	○	○	○	●	●	●
Romania	○	○	○	○	○	○	○	○	●	●	○
Slovakia	○	○	○	○	○	○	○	○	●	●	○
Slovenia	○	○	○	○	○	○	○	○	●	●	○
Spain	●	●	●	○	○	○	○	○	●	●	○
Sweden	●	●	●	○	○	○	○	●	●	●	○
United Kingdom	●	●	●	○	○	○	○	●	●	●	●

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● STANDARD
○ FITTED AS OPTION
✘ NOT AVAILABLE
— VEHICLE NOT SOLD