

 **Mercedes-Benz Vito**
Mercedes-Benz 119 CDI BlueTEC



SPECIFICATION

TESTED MODEL	Mercedes-Benz Vito – 119 CDI BlueTEC
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	2109 kg / 941 kg / 2635 kg
APPLIES TO	3 rd generation 2014 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 Vito offers a lot of safety equipment and, in general, that equipment functions well. While performance of the safety systems does not match the state-of-the-art technology used on modern passenger cars, the Vito represents one of the best commercial vans on sale to those interested in safety.

For detailed comments see below.

SAFETY ASSIST PERFORMANCE

Total 61%

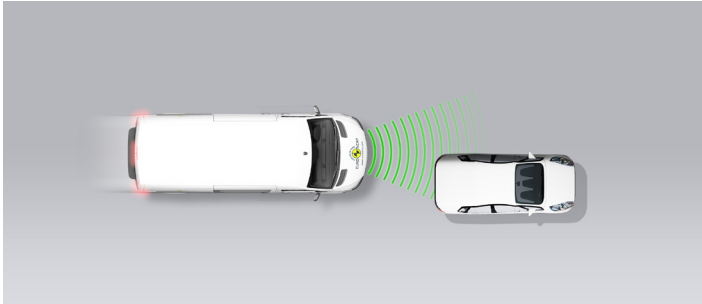
AEB CAR-TO-CAR

25.3 / 30 Pts

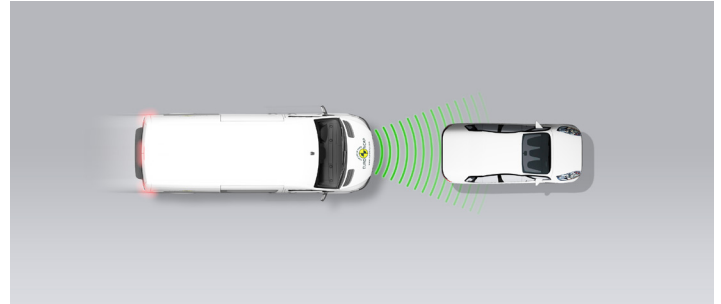
Type	AEB & FCW
Operational From	7 km/h

Autobrake function only

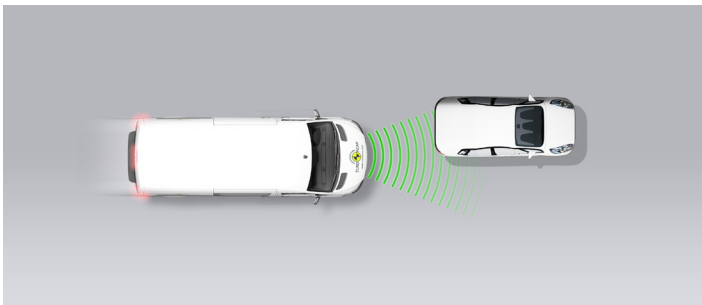
Approaching a stationary car



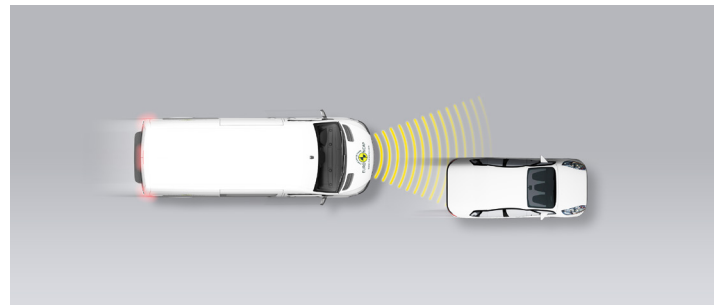
Approaching a stationary car



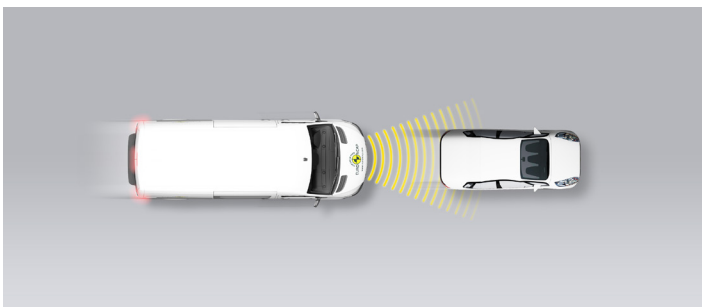
Approaching a stationary car



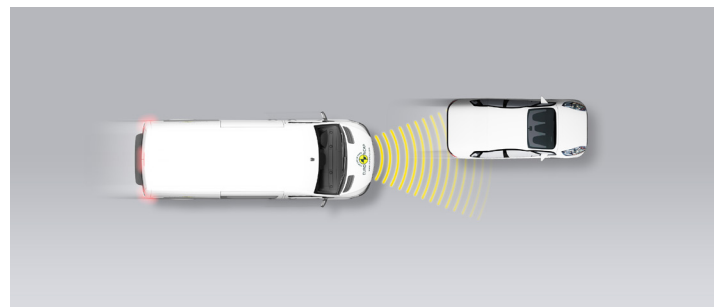
Approaching a slower moving car



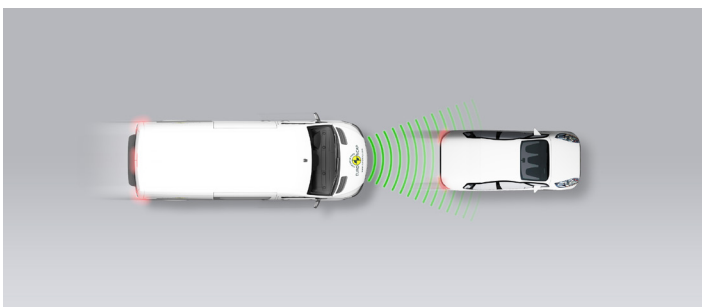
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



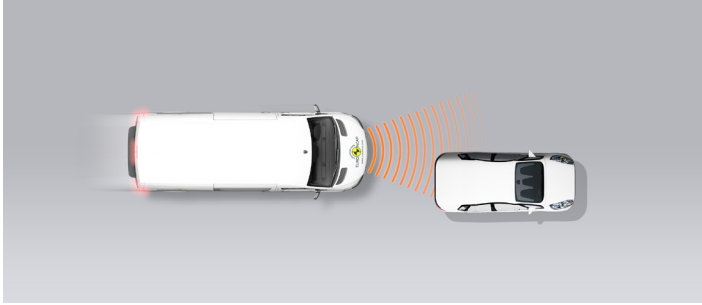
GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

SAFETY ASSIST PERFORMANCE

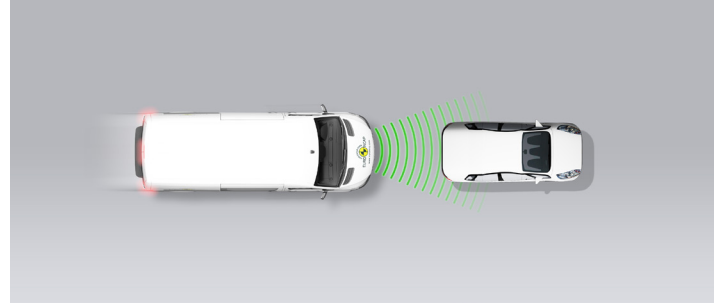
Total 61%

Driver reacts to warning (Forward Collision Warning - FCW)

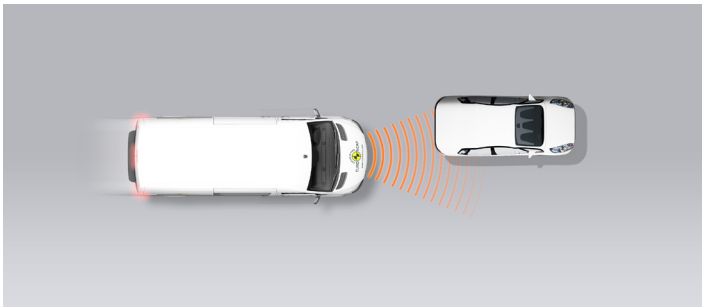
Approaching a stationary car



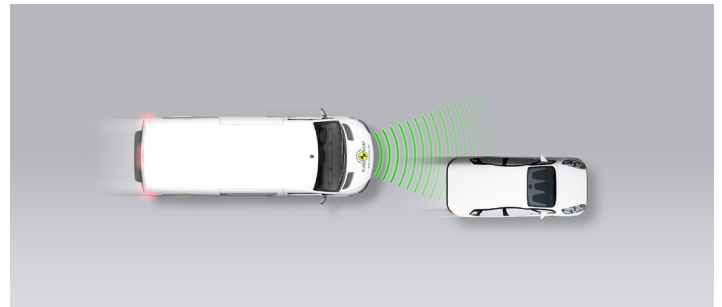
Approaching a stationary car



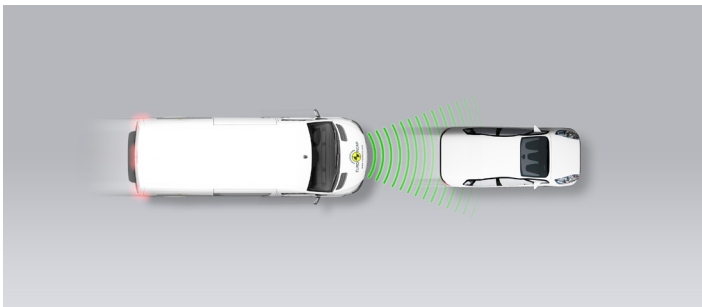
Approaching a stationary car



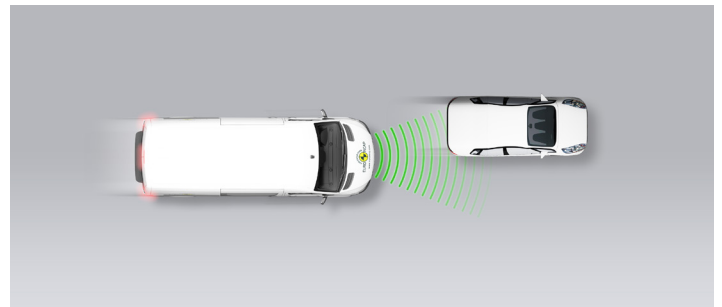
Approaching a slower moving car



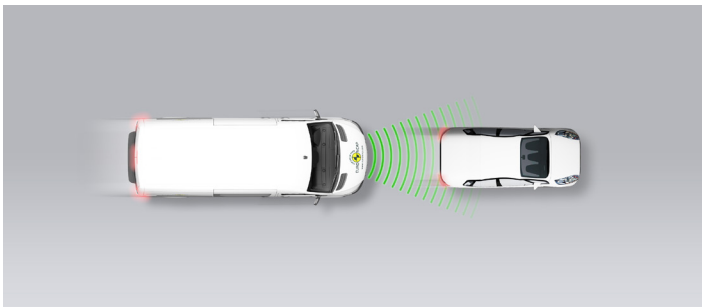
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD

ADEQUATE

MARGINAL

WEAK

POOR

 SAFETY ASSIST PERFORMANCE

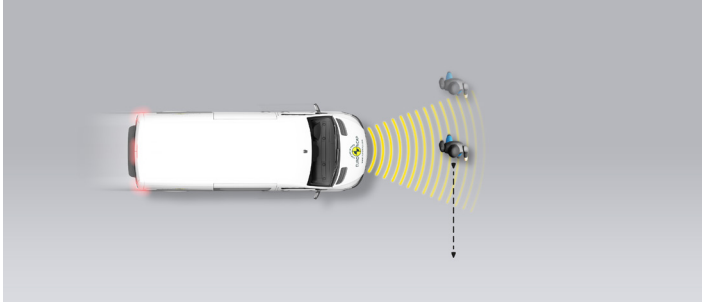
Total 61%

AEB PEDESTRIAN

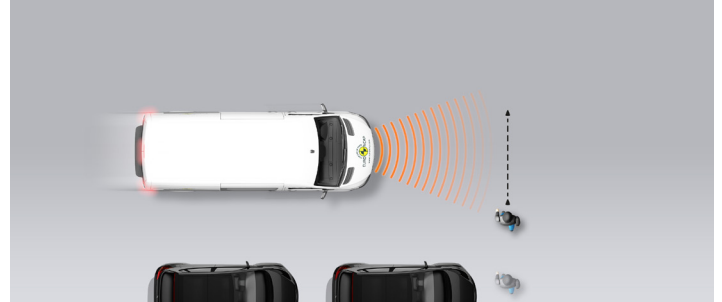


5.3 / 10 Pts

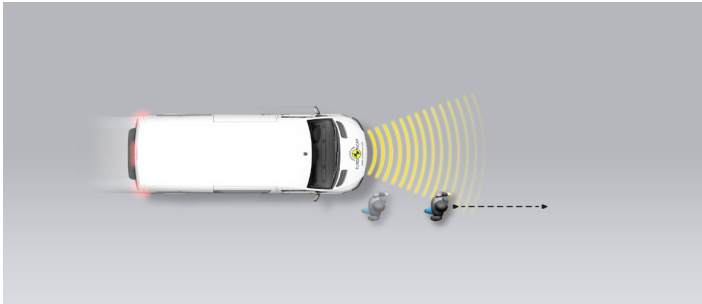
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

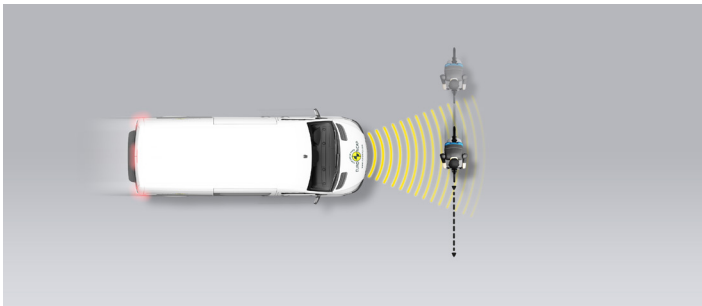


AEB CYCLIST

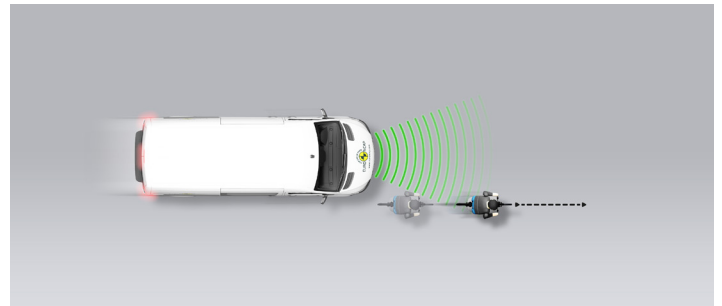


7.6 / 10 Pts

Cyclist crossing



Cyclist along the roadside



 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

SAFETY ASSIST PERFORMANCE

Total 61%

LANE SUPPORT 2.5 / 20 Pts

Type	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 6.3 / 15 Pts

Speed Limit Information Function	—
Speed Limitation Function	Manually set

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 61%

Comment

The Vito has a radar-only autonomous emergency braking (AEB) system as an option in most countries but as standard in the UK. The system combines AEB with Forward Collision Warning (FCW) that also detects vulnerable road users like pedestrians and cyclists. In tests of its reaction to a vehicle in front, the system performed well at low speeds and where the target was straight ahead or only slightly offset. At the higher test speeds and when the offset was larger, performance deteriorated and was predominantly poor for the FCW tests at large offsets. In tests of the system’s response to pedestrians and cyclists, performance was adequate, with collisions avoided or mitigated in most test scenarios.

The optional Lane Support System (LSS) met Euro NCAP’s requirements for lane departure warning but lane keep assist (where the system gently steers the vehicle back into lane) is not available. A blind-spot information system is also available as an option.

A driver-set speed limiter helps to prevent over-speeding. It is standard equipment in some countries, but the speed limit information function is available only as an option. There is a standard-fit seatbelt reminder system for both the driver and passenger seat.



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