



smart #1
Standard Safety Equipment

2022



Adult Occupant



96%

Child Occupant



89%

Vulnerable Road Users



71%

Safety Assist



88%

SPECIFICATION

Tested Model	smart #1
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	1820kg
VIN From Which Rating Applies	- all smart #1
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	●	●	—

Version 151122

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
AEB Car-to-Car	●
Speed Assistance	●
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
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

ADULT OCCUPANT

Total 36.6 Pts / 96%

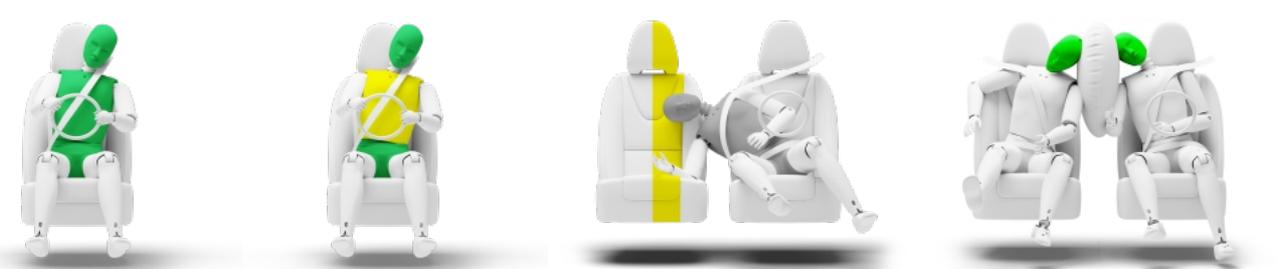
■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 15.2 / 16 Pts



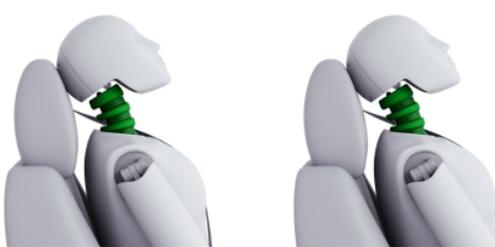
Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.6 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.8 / 4 Pts



Rear Seat Front Seat

ADULT OCCUPANT

Total 36.6 Pts / 96%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the smart #1 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. smart demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the driver was good for all critical body regions of both dummies, apart from the chest of the rear passenger, protection of which was adequate. In the side barrier impact, protection of all critical body areas was good and the smart scored maximum points in this part of the assessment. In the more severe side pole test, protection of the chest was adequate and that of other critical parts of the body was good. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The smart #1 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The smart #1 has an advanced eCall system which alerts the emergency services in the event of a crash and a 'Post-Impact Braking' system which automatically applies the brakes to prevent secondary collisions.

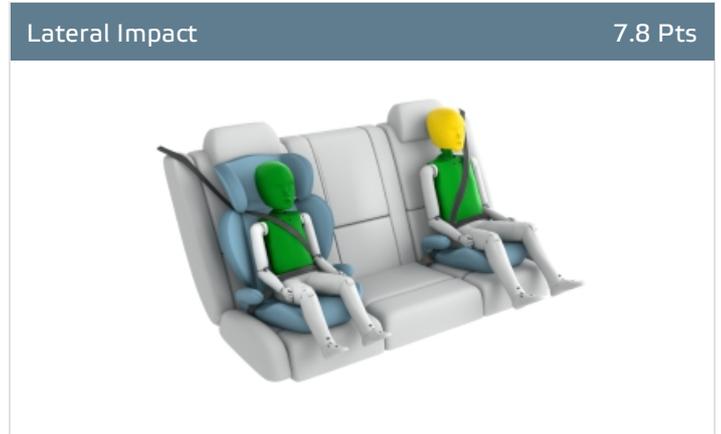
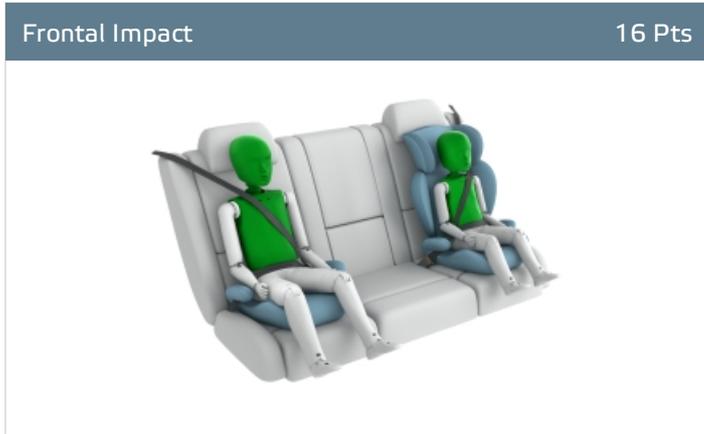
CHILD OCCUPANT

Total 43.8 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix III S*
 Restraint for 10 year old child: *Graco Junior Maxi*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

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

■ i-Size CRS

<p>Maxi Cosi 2way Pearl & 2wayFix (i-Size)</p> 	<p>Maxi Cosi 2way Pearl & 2wayFix (i-Size)</p> 	<p>BeSafe iZi Kid X2 i-Size (i-Size)</p> 
<p>Britax Römer TriFix2 i-Size (i-Size)</p> 	<p>BeSafe iZi Flex FIX i-Size (i-Size)</p> 	
<p>BeSafe iZi Combi X4 ISOfix (ISOfix)</p> 	<p>Cybex Solution Z i-Fix (ISOfix)</p> 	

■ ISOfix CRS

 CHILD OCCUPANT

Total 43.8 Pts / 89%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 43.8 Pts / 89%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	●	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available

Comments

Apart from the head of the 10 year dummy in the side impact, protection of which was adequate, the car provided good protection of all critical body regions of both dummies in dynamic crash tests. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. All of the child restraint types for which the smart #1 is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 38.9 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian

23.0 / 36 Pts



Head Impact	14.9 Pts
Pelvis Impact	2.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

15.9 / 18 Pts

System Name	Collision Mitigation Support Front
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

 VULNERABLE ROAD USERS

Total 38.9 Pts / 71%

AEB Pedestrian

 7.6 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



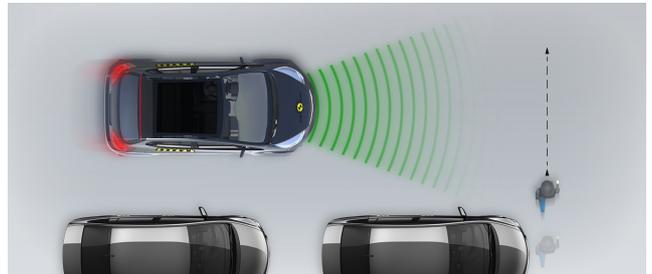
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

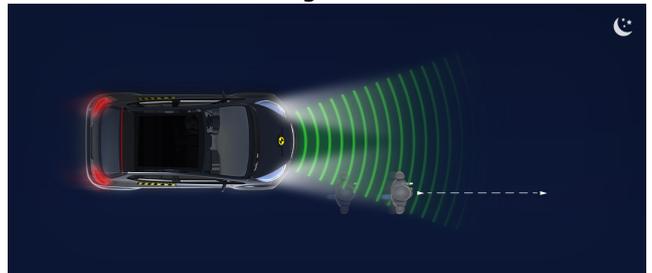


■ Night time

Adult crossing the road



Adult along the roadside

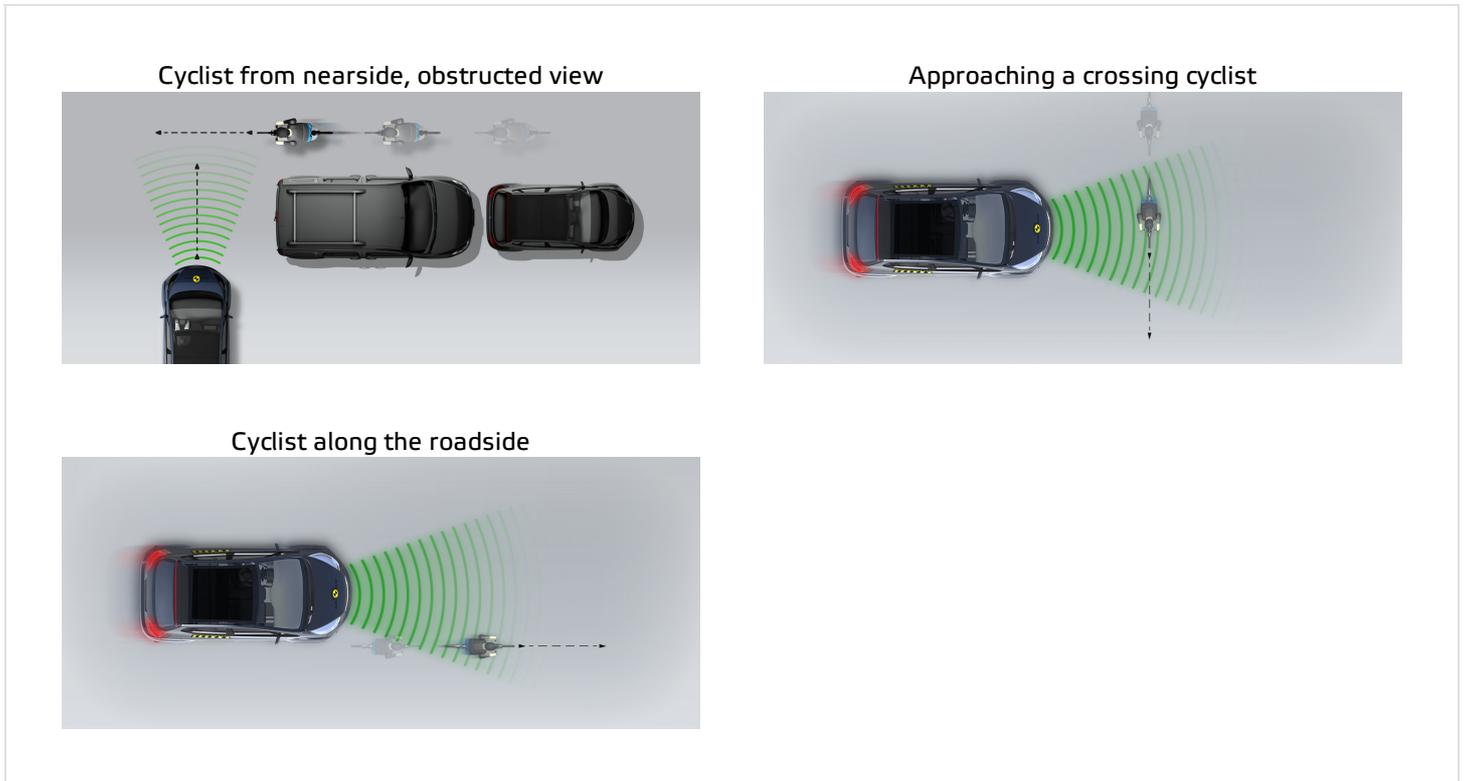


VULNERABLE ROAD USERS

Total 38.9 Pts / 71%

AEB Cyclist

8.3 / 9 Pts



Comments

Protection of the head of a struck pedestrian was predominantly good or adequate. The bumper offered good protection to pedestrians' legs at all test locations but protection of the pelvis was predominantly weak or poor. The autonomous emergency braking (AEB) system of the smart can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most test scenarios.

SAFETY ASSIST

Total 14.1 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.5 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 3.0 / 3 Pts

> Seatbelt Reminder

■ 2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

System Name	Driver Performance State
Type	Direct eye monitoring
Operational From	8 km/h

SAFETY ASSIST

Total 14.1 Pts / 88%

Lane Support

4.0 / 4 Pts

System Name	Lane Keep Assist	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

5.6 / 6 Pts

System Name	Collision Mitigation Support Front	
Type	Autonomous emergency braking and forward collision warning	
Operational From	4 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

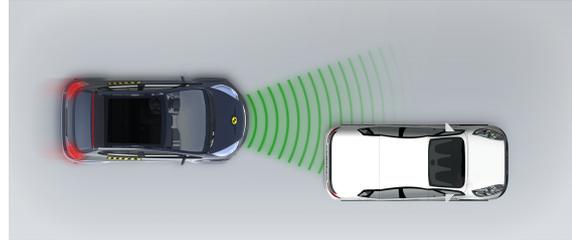
Total 14.1 Pts / 88%

■ Autobrake function only

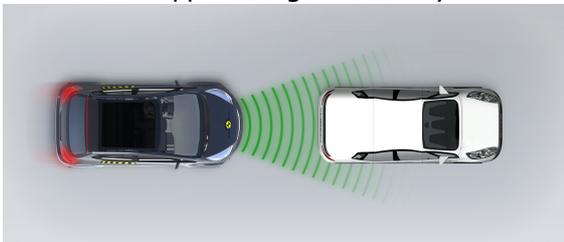
Car turning across the path of an oncoming car



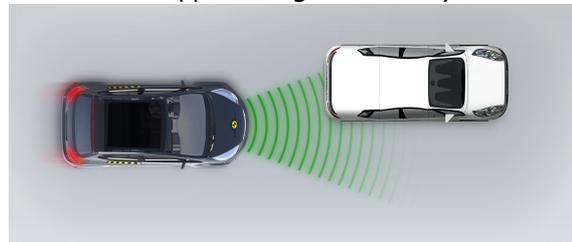
Approaching a stationary car



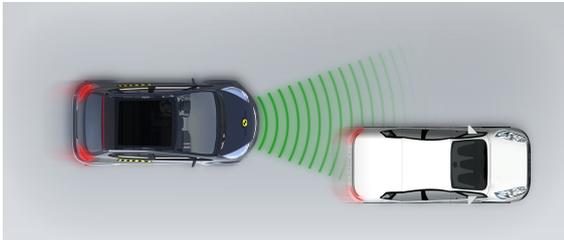
Approaching a stationary car



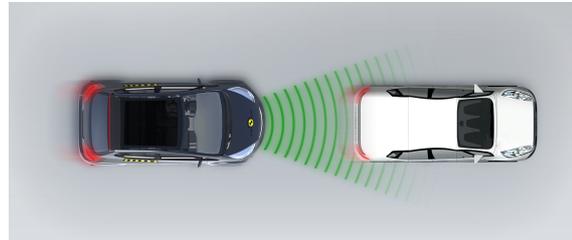
Approaching a stationary car



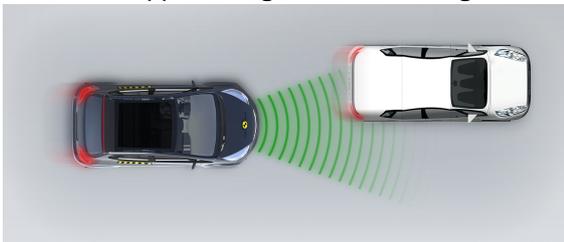
Approaching a slower moving car



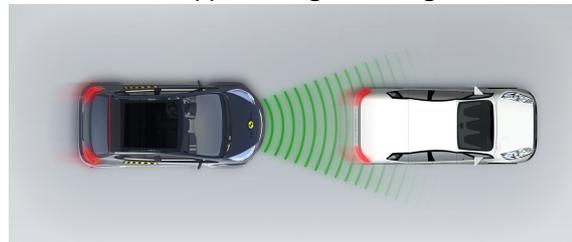
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

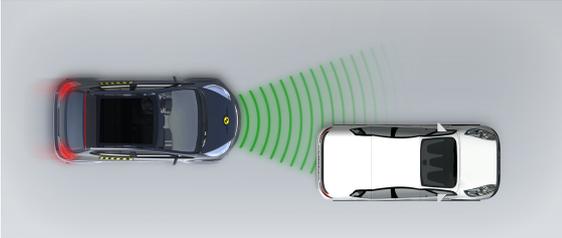


 SAFETY ASSIST

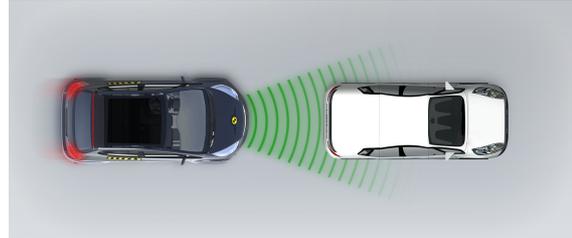
Total 14.1 Pts / 88%

■ Driver reacts to warning

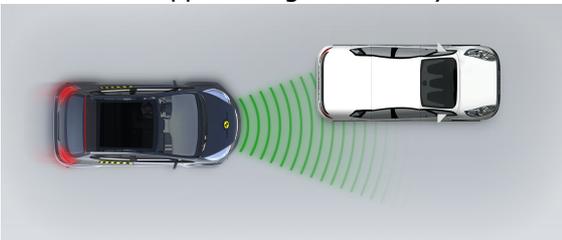
Approaching a stationary car



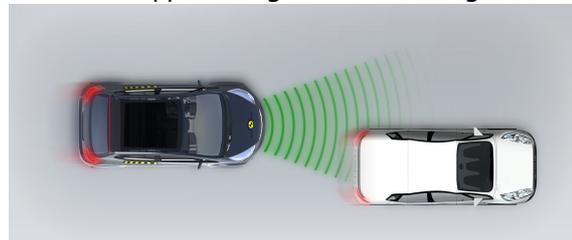
Approaching a stationary car



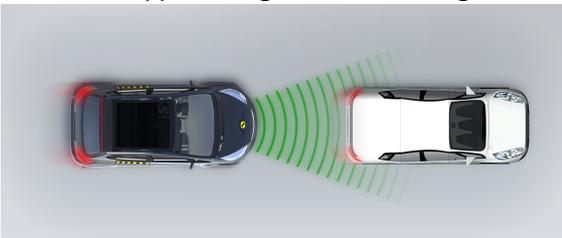
Approaching a stationary car



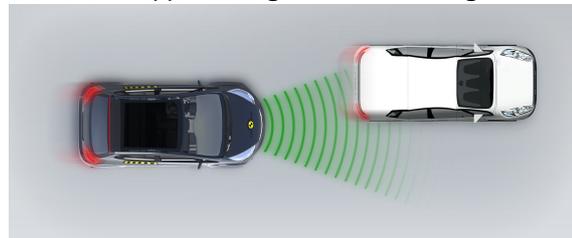
Approaching a slower moving car



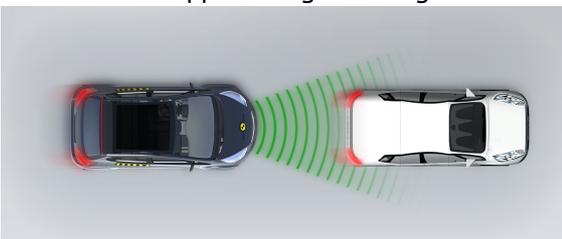
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.1 Pts / 88%

Comments

The smart's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The car uses camera-based traffic sign recognition as part of its speed assistance system. However, that part of the system failed Euro NCAP's requirements and only the speed limiter itself was rewarded.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name / Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Electric	Pure	4 X 2	✓	✓
5 door SUV	Electric	Pro	4 X 2	✓	✓
5 door SUV	Electric	Pure+	4 X 2	✓	✓
5 door SUV	Electric	Pro+	4 X 2	✓	✓
5 door SUV	Electric	Premium *	4 X 2	✓	✓
5 door SUV	Electric	Launch Edition (Premium)	4 X 2	✓	✓
5 door SUV	Electric	Pulse	4 X 4	✓	✓
5 door SUV	Electric	BRABUS	4 X 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
November 2022	Rating Published	2022 ★ ★ ★ ★ ★ ✓