



**smart #3**  
Standard Safety Equipment

2023



Adult Occupant



90%

Child Occupant



86%

Vulnerable Road Users



84%

Safety Assist



85%

## SPECIFICATION

|                               |                        |
|-------------------------------|------------------------|
| Tested Model                  | smart #3 Pro+ 4x2, LHD |
| Body Type                     | - 5 door hatchback     |
| Year Of Publication           | 2023                   |
| Kerb Weight                   | 1780kg                 |
| VIN From Which Rating Applies | - all smart #3         |
| Class                         | Small Family Car       |

## 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            | ●      | ●         | —    |

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

## SAFETY EQUIPMENT (NEXT)

| OTHER SYSTEMS                   |   |
|---------------------------------|---|
| Active Bonnet                   | ✘ |
| AEB Vulnerable Road Users       | ● |
| AEB Pedestrian - Reverse        | ● |
| Cyclist Dooring Prevention      | ● |
| AEB Motorcyclist                | ● |
| AEB Car-to-Car                  | ● |
| Speed Assistance                | ● |
| Lane Assist System              | ● |
| Fatigue / Distraction Detection | ● |

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 36.3 Pts / 90%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 15.0 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 14.1 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

Rear Impact 3.7 / 4 Pts

Rear Seat      Front Seat

**ADULT OCCUPANT**

Total 36.3 Pts / 90%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

| Rescue and Extrication |                          | 3.5 / 4 Pts |
|------------------------|--------------------------|-------------|
| Rescue Sheet           | Available, ISO compliant |             |
| Advanced eCall         | Available                |             |
| Multi Collision Brake  | Available                |             |
| Submergence Check      | Non-compliant            |             |

**Comments**

The passenger compartment of the #3 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. smart showed 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 #3 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good for the driver and good or adequate for the rear passenger. In the side barrier test, protection of all critical body areas was good and the #3 scored maximum points in this part of the assessment. In the more severe side pole impact, protection was good or adequate for all critical parts of the body. 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 marginal. The #3 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. In Euro NCAP's test, the heads of the driver and front passenger hit each and the protection was rated as poor. 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 #3 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. smart demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost but not that electric windows would remain functional long enough to allow occupants to escape.

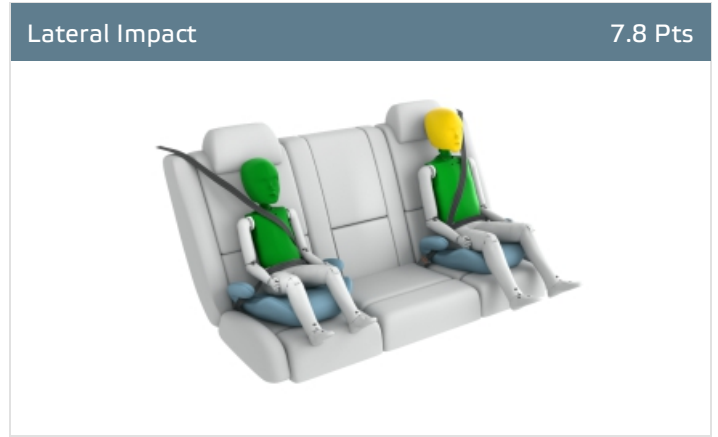
**CHILD OCCUPANT**

Total 42.3 Pts / 86%

● GOOD   
 ● ADEQUATE   
 ● MARGINAL   
 ● WEAK   
 ● POOR

Crash Test Performance based on 6 & 10 year old children

23.3 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*  
 Restraint for 10 year old child: *Graco Booster Basic*

**Safety Features**

7.0 / 13 Pts

|                          | Front Passenger | 2nd row outboard | 2nd row center |
|--------------------------|-----------------|------------------|----------------|
| Isofix                   | ●               | ●                | ✘              |
| i-Size                   | ●               | ●                | ✘              |
| Integrated CRS           | ✘               | ✘                | ✘              |
| Top tether               | ●               | ●                | ✘              |
| Child Presence Detection | ✘               | ✘                | ✘              |

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

**CRS Installation Check**

12.0 / 12 Pts

| i-Size | Seat Position |         |         |        |       |
|--------|---------------|---------|---------|--------|-------|
|        | Front         |         | 2nd row |        |       |
|        | Rearward      | Forward | Left    | center | Right |
|        | ✘             | ●       | ●       | ✘      | ●     |

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed  
✘ Airbag ON   
 Rearward facing restraint installation not allowed   
✘ Airbag OFF

**CHILD OCCUPANT**

Total 42.3 Pts / 86%

| Isofix | Seat Position |   |         |        |       |
|--------|---------------|---|---------|--------|-------|
|        | Front         |   | 2nd row |        |       |
|        |               |   | Left    | center | Right |
|        | ●             | ● | ●       | ✘      | ●     |
|        | ✘             | ● | ●       | ✘      | ●     |
|        | ●             | ● | ●       | ✘      | ●     |
|        | ●             | ● | ●       | ✘      | ●     |
|        | ●             | ● | ●       | ✘      | ●     |
|        | ✘             | ● | ●       | ✘      | ●     |

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed  
 Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF

| Seatbelt Attached | Seat Position |   |         |        |       |
|-------------------|---------------|---|---------|--------|-------|
|                   | Front         |   | 2nd row |        |       |
|                   |               |   | Left    | center | Right |
|                   | ✘             | ● | ●       | ●      | ●     |
|                   | ●             | ● | ●       | ●      | ●     |
|                   | ●             | ● | ●       | ●      | ●     |
|                   | ●             | ● | ●       | ●      | ●     |
|                   | ●             | ● | ●       | ✘      | ●     |
|                   | ✘             | ● | ●       | ✘      | ●     |

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed  
 Airbag ON   
 Rearward facing restraint installation not allowed   
 Airbag OFF

 CHILD OCCUPANT

Total 42.3 Pts / 86%

## Comments

In both the frontal offset and side barrier tests, good protection or adequate was provided to all critical body areas for both child dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The #3 is not equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. All of the child restraint types for which the #3 is designed could be properly installed and accommodated in the car.



**VULNERABLE ROAD USERS**

Total 53.0 Pts / 84%



**VRU Impact Protection**

29.7 / 36 Pts



|                           |          |
|---------------------------|----------|
| Pedestrian & Cyclist Head | 12.4 Pts |
| Pelvis                    | 3.8 Pts  |
| Femur                     | 4.5 Pts  |
| Knee & Tibia              | 9.0 Pts  |

**VRU Impact Mitigation**

23.3 / 27 Pts

|                  |   |
|------------------|---|
| System Name      | Collision Mitigation Support Front        |
| Type             | Auto-Brake with Forward Collision Warning |
| Operational From | 5 km/h                                    |
| PERFORMANCE      |   |

**AEB Pedestrian**

6.5 / 9 Pts

| Scenario  | Day time | Night time |
|---|----------|------------|
| Car reversing into adult or child                 |          | —          |
| Adult crossing a road into which a car is turning |          | —          |
| Adult crossing the road                           |          |            |
| Child running from behind parked vehicles         |          |            |
| Adult along the roadside                          |          |            |

— Currently not tested

**AEB Cyclist**

8.0 / 8 Pts

| Scenario  | Day time |
|---|----------|
| Approaching cyclist crossing from behind parked parked vehicles |          |
| Turning across path of an oncoming cyclist                      |          |
| Approaching a crossing cyclist                                  |          |
| Approaching a cyclist along the roadside                        |          |

VULNERABLE ROAD USERS

Total 53.0 Pts / 84%



GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Cyclist Dooring Prevention  0.3 / 1 Pts

| Scenario                  |              |
|---------------------------|--------------|
| Dooring a passing cyclist | information" |

AEB Motorcyclist  6.0 / 6 Pts

| Scenario   | Autobrake function only | Driver reacts to warning |
|--|-------------------------|--------------------------|
| Approaching a stationary motorcyclist            |                         |                          |
| Approaching a braking motorcyclist               |                         |                          |
| Turn across the path of an oncoming motorcyclist |                         | —                        |

— Currently not tested

Lane Support Motorcyclist  2.5 / 3 Pts

| Scenario  | Day time |
|---|----------|
| Changing lane across the path of an oncoming motorcyclist   |          |
| Changing lane across the path of an overtaking motorcyclist |          |

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with some poor results recorded on the stiff windscreen pillars. Protection of the pelvis was mostly good, while maximum points were scored for protection of the femur, knee and tibia. The autonomous emergency braking (AEB) system of the smart can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians but scored no points for protection of those behind the car who are vulnerable when it is reversing. The system scored highly in tests of its reaction to cyclists, including some points for dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists.

SAFETY ASSIST

Total 15.4 Pts / 85%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance ■ 2.3 / 3 Pts

|                                  |                                     |
|----------------------------------|-------------------------------------|
| System Name                      | Intelligent Speed Assist (ISA)      |
| Speed Limit Information Function | Camera & Map, subsigns supported    |
| Speed Limitation Function        | Intelligent ACC (accurate to 5km/h) |

Occupant Status Monitoring ■ 2.4 / 3 Pts

> Seatbelt Reminder ■ 1.0 / 1 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 ■ 1.4 / 2 Pts

|                  |                                  |
|------------------|----------------------------------|
| System Name      | Driver Monitoring System (DMS)   |
| Type             | Direct eye monitoring            |
| Operational From | 10 km/h                          |
| Fatigue          | Drowsiness, Microsleep and Sleep |
| Distraction      | Long and Short Distraction       |

SAFETY ASSIST

Total 15.4 Pts / 85%

Lane Support

3.0 / 3 Pts

|                         |                           |      |
|-------------------------|---------------------------|------|
| System Name             | Lane Keeping Assist (LKA) |      |
| Type                    | LKA and ELK               |      |
| Operational From        | 65 km/h                   |      |
| <b>PERFORMANCE</b>      |                           |      |
| Emergency Lane Keeping  |                           | GOOD |
| Lane Keep Assist        |                           | GOOD |
| Human Machine Interface |                           | GOOD |

AEB Car-to-Car

7.8 / 9 Pts

|                  |  |  |
|------------------|--|--|
| System Name      | Autonomous Emergency Brake                                 |  |
| Type             | Autonomous emergency braking and forward collision warning |  |
| Operational From | 5 km/h   |  |
| Sensor Used      | camera and radar   |  |

| Scenario                                   | Autobrake function only | Driver reacts to warning |
|--|-------------------------|--------------------------|
| Approaching a car crossing a junction      |                         |                          |
| Approaching a car head-on                  |                         | —                        |
| Turning across the path of an oncoming car |                         | —                        |
| Approaching a stationary car               |                         |                          |
| Approaching a slower moving car            |                         | —                        |
| Approaching a braking car                  |                         | —                        |

— Currently not tested



## SAFETY ASSIST

Total 15.4 Pts / 85%

## Comments

Overall, the autonomous emergency braking (AEB) system of the smart #3 performed well in tests of its reaction to other vehicles and scored some points in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats and the driver status monitoring system can detect various forms of driver inattention as well as symptoms of 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 speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

## RATING VALIDITY

### Variants of Model Range

| Body Type        | Engine & Transmission | Model Name/Code                | Drivetrain | Rating Applies |     |
|------------------|-----------------------|--------------------------------|------------|----------------|-----|
|                  |                       |                                |            | LHD            | RHD |
| 5 door hatchback | Electric              | Pro<br>Pro+ *                  | 4 x 2      | ✓              | ✓   |
| 5 door hatchback | Electric              | Premium<br>Anniversary Edition | 4 x 2      | ✓              | ✓   |
| 5 door hatchback | Electric              | Pulse<br>BRABUS                | 4 x 4      | ✓              | ✓   |

\* Tested variant

### Annual Reviews and Facelifts

| Date          | Event            | Outcome      |
|---------------|------------------|--------------|
| December 2023 | Rating Published | 2023 ★★★★★ ✓ |