Euro NCAP
For Safer Cars

Mercedes-Benz

Mercedes-Benz GLE

2026 | ★★★★★ Standard

Tested model	Body type	Kerb weight
Mercedes-Benz GLE 450 d 4MATIC, LHD	**SUV**	**2480 kg**
Class	Rating applies to	Publication
Large SUV	**all GLEs**	**November 2026**



VERDICT

The Mercedes-Benz GLE fully deserves its 2026 5-star safety rating, with excellent performance in all four stages of safety. Indeed, the GLE is the first car tested this year which already fulfils the requirements for a 2027 5-star award.

Safe Driving

The Mercedes-Benz GLE correctly identifies seatbelt mis-use and recognises the presence of all rear seat occupants, scoring full points in this part of the assessment. There is no recognition of occupants sitting ‘out of position’, with their feet on the dashboard, for example, but occupant stature is correctly recognised, allowing the restraint system to be adjusted appropriately. The Mercedes-Benz GLE is not equipped as standard with Child Presence Detection, which issues a warning if a child has been left unattended in the car. The driver monitoring system identifies driver fatigue and various types of distraction and phone use. The GLE makes excellent use of manual controls for comfort and infotainment and scores full points in this part of the assessment. The speed assistance system of the Mercedes-Benz GLE proved very effective. In a test drive of around 2000 km through France, Germany, Belgium and the Netherlands, the system correctly identified the limit in 79 percent of cases, representing
90 percent of the distance covered. The car scored well in an evaluation of its adaptive cruise control system, reacting robustly to cars and motorcyclists and scoring full points in its response to vulnerable road users.

Crash Avoidance

The Mercedes-Benz GLE scores exceptionally well in this area. The car is equipped with all of the latest crash avoidance technologies, scores well for all of them and is close to full points for several, most notably its lane support system. The car protects against ‘dooring’, where a door is opened into the path of a cyclist approaching from behind.

Crash Protection

In the frontal offset test, protection of all body areas was good for all occupants, with the exception of the driver’s chest, protection of which was adequate. Likewise, in the full-width frontal impact, protection was good almost everywhere. Additional data and validated computer modelling demonstrated good or adequate protection in various combinations of test configuration and occupant stature. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Mercedes-Benz GLE would be a somewhat aggressive impact partner in a frontal collision. Good protection was provided to all critical body areas in the side barrier test and in the more severe side pole impact. The Mercedes-Benz GLE has a centre airbag to protect against occupant-to-occupant injuries in a side impact. The airbag performed well in Euro NCAP’s test, with good protection of the front seat occupants’ heads. Protection of vulnerable road users was mixed: generally good or adequate for the head of a struck pedestrian but poor for the head of a struck cyclist; good at all test points for the femur and the knee and tibia, but more mixed for the pelvis.

Post Crash

The Mercedes-Benz GLE scored maximum points for Post Crash

Safety. Third Party Service (TPS) eCall is available and, in the event of a crash, the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The Mercedes-Benz GLE also scored full points for its provisions for quick and safe extrication by first responders.



Safe Driving

74%

Details



Crash Avoidance

87%

Details



Crash Protection

90%

Details



Post Crash Safety

92%

Details

Good | Adequate | Marginal | Weak | Poor

Occupant monitoring

73%

Seatbelt usage

Correct belt routing	100%
Rear seat occupancy	100%

Occupant classification

Passenger airbag status	100%
Out of position	0%
Stature classification	100%

Occupant presence

Child presence detection	0%
Crash occupancy information	80%

Driver engagement

71%

Driver monitoring

Distraction	55%
Impairment	80%

Driving controls

Driving	100%
Comfort & infotainment	100%

Vehicle assistance

78%

Speed assistance

Speed limit information	82%
Speed control function	100%

Speed limit information



Adaptive Cruise Control performance

Car-to-car	84%
Car-to-motorcyclist	98%
Car-to-VRU	100%
Additional features	

Steering assistance

Steering assistance	0%
Lane change assist	0%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
74%	87%	90%	92%
Details	Details	Details	Details

Frontal collisions

83%

Car & motorcyclist	
Rear-end & head-on	64%
Junction – turning	85%
Junction – crossing	86%

Pedestrian & cyclist	
Moving in same direction	98%
Turning	98%
Crossing	91%

Lane departure collisions

98%

Single vehicle	
Driver acceptance	100%
Lane departure	100%

Car & motorcyclist	
Car-to-car	98%
Car-to-motorcyclist	96%

Low speed collisions

92%

Car & motorcyclist	
Junction – turning	81%
Junction – crossing	93%

Pedestrian & cyclist	
Crossing	100%
Manoeuvring	100%
Dooring	75%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
74%	87%	90%	92%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact

91%

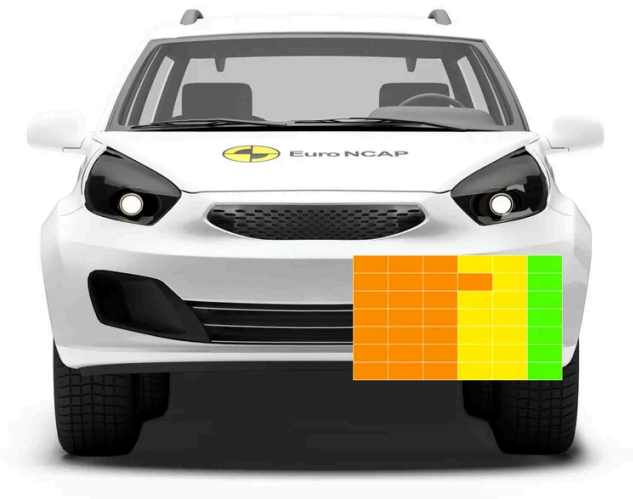
Offset

Driver	95%
Front passenger	100%
Rear passengers	100%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	100%
Front passenger	100%
Rear passenger	90%

Full width



Virtual testing & sled	
Driver	90%
Front passenger	98%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

100%

Side mobile barrier	
Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole	
Driver	100%

Side pole



Far-side	
Occupant-to-occupant	100%
Side mobile barrier	100%
Side pole	100%

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



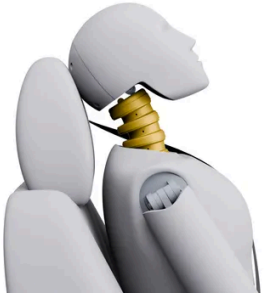
Rear impact

88%

Dynamic

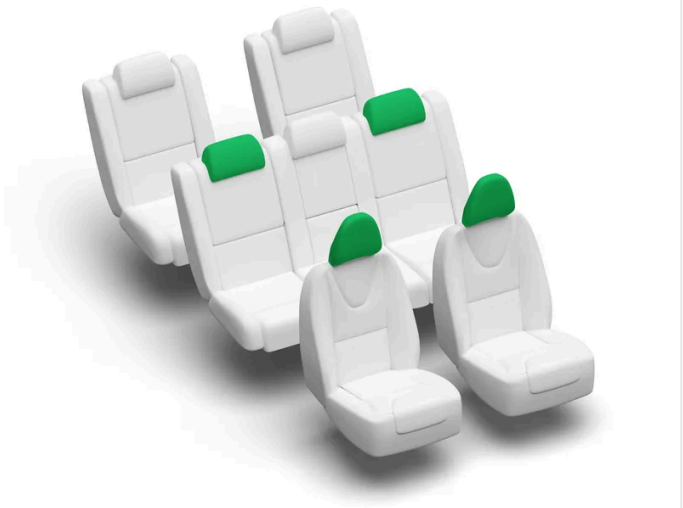
Driver	80%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%

Static



VRU impact

73%

Head impact	
Cyclist	28%
Adult pedestrian	81%
Child pedestrian	62%

Head impact



Pelvis & leg impact	
Pelvis	47%
Femur	100%
Knee & tibia	100%

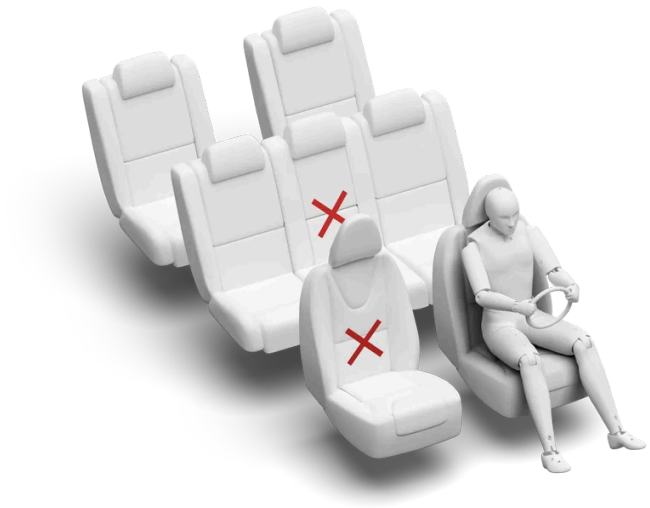
Pelvis & leg impact



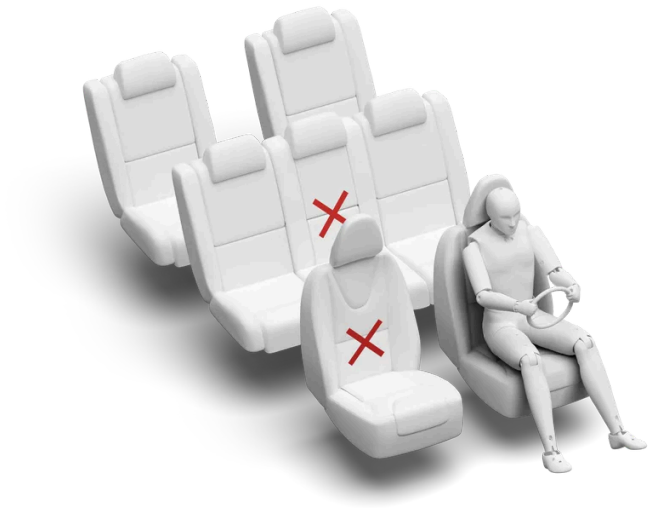
Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Easy installation | Difficult installation | Safety critical installation | Installation not allowed | Airbag ON

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
74%	87%	90%	92%
Details	Details	Details	Details

Post Crash Safety

92%

Rescue information	
Rescue sheet	100%
Rescue guide	100%

Post crash intervention	
Advanced eCall	75%
Hazard light activation	100%

Vehicle extrication	
Energy management	100%
Occupant extrication	80%

Safety equipment

Safe Driving

Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	×
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✓
Steering assistance	○

Crash Avoidance

Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection

	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	×	✓
Integrated child seat	–	×	×
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	○
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		×	

Post Crash Safety

Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

Rating validity

Annual reviews and facelifts

Date	Event	Rating	Validity

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	Diesel - GLE 450 d 4MATIC (incl. Coupé)*	4x4	✓	✓
5 door SUV	Diesel - GLE 350 d 4MATIC (incl. Coupé)	4x4	✓	✓
5 door SUV	Petrol - GLE 450 4MATIC (incl. Coupé)	4x4	✓	✓
5 door SUV	PHEV - GLE 450 e 4MATIC (incl. Coupé)	4x4	✓	✓

* Tested variant