Mercedes-Benz C-Class

Standard Safety Equipment

2022

Adult Occupant **93%**

Child Occupant **89%**

Vulnerable Road Users **80%**

Safety Assist **82%**

SPECIFICATION

Tested Model	Mercedes-Benz C 180 AMG Line, LHD
Body Type	- 4 door saloon
Year Of Publication	2022
Kerb Weight	1625kg
VIN From Which Rating Applies	- W1K206****R053970 and W1K206****F054956
Class	Large Family Car

ADVANCED REWARDS

- **2022 - Mercedes-Benz Car-to-X Communication**

Version 250522

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✖	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	○
Centre Airbag	●	●	—
CHILD PROTECTION			
Isofix/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

Version 250522

ADULT OCCUPANT

Total 35.6 Pts / 93%

GOOD ADEQUATE MARGINAL WEAK POOR

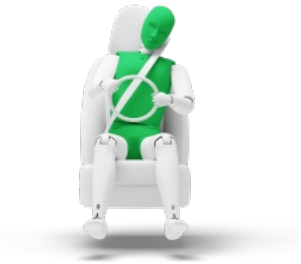
Frontal Impact 14.7 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

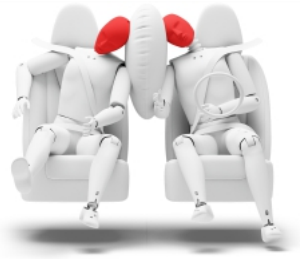
Lateral Impact 15.0 / 16 Pts

Side Mobile Barrier



Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact 3.9 / 4 Pts

Rear Seat

Front Seat

Version 250522

ADULT OCCUPANT

Total 35.6 Pts / 93%

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 C-Class remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Mercedes-Benz 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 C-Class would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, good protection was provided to all critical body areas of the driver and rear passenger and the C-Class scored maximum points in this part of the assessment. In both the side barrier and pole impact tests, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. 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 C-Class has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. However, Mercedes-Benz could not demonstrate that the airbag provided symmetrical protection (i.e. that it provided the same level of protection when the impact was on the passenger's side as it did when struck on the driver's side) and a penalty was applied. 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 C-Class 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.

CHILD OCCUPANT

Total 43.7 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

22.7 / 24 Pts

Frontal Impact	15.3 Pts

Lateral Impact	7.3 Pts

Restraint for 6 year old child: *Britax Römer Kidfix*
Restraint for 10 year old child: *Britax Römer Booster*

Safety Features

9.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
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

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)

ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)

Cybex Solution Z i-Fix (ISOFIX)

CHILD OCCUPANT

Total 43.7 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 43.7 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

In the frontal offset test, good or adequate protection was provided to all critical body areas of both child dummies. In the side barrier test, protection of the head of the 10 year dummy was rated as marginal, based on measured accelerations, but that of all other body regions was good. The front passenger airbag is automatically disabled when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and the system was rewarded. All of the child restraint types for which the car is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 43.3 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

29.0 / 36 Pts

Head Impact	20.6 Pts
Pelvis Impact	2.4 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

14.3 / 18 Pts

System Name	Active Brake Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h

VULNERABLE ROAD USERS

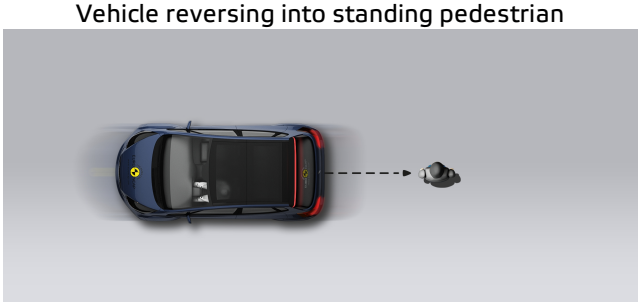
Total 43.3 Pts / 80%

AEB Pedestrian

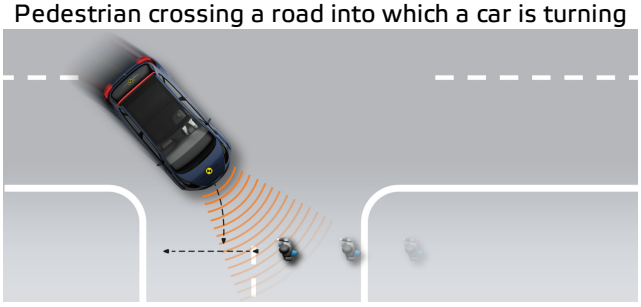
5.8 / 9 Pts

- **Day time**

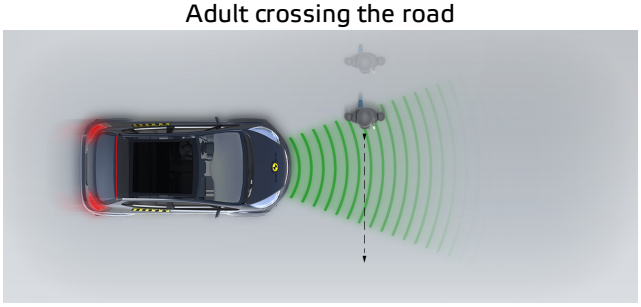
Vehicle reversing into standing pedestrian



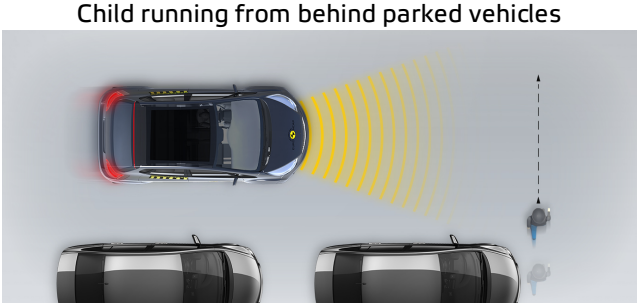
Pedestrian crossing a road into which a car is turning



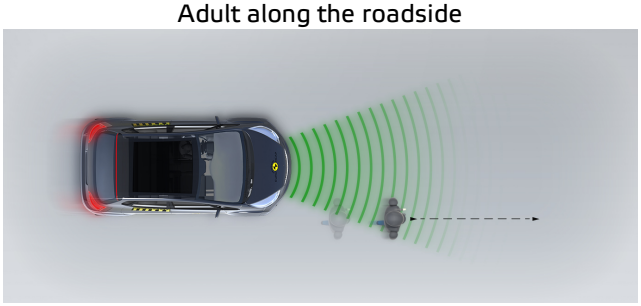
Adult crossing the road



Child running from behind parked vehicles

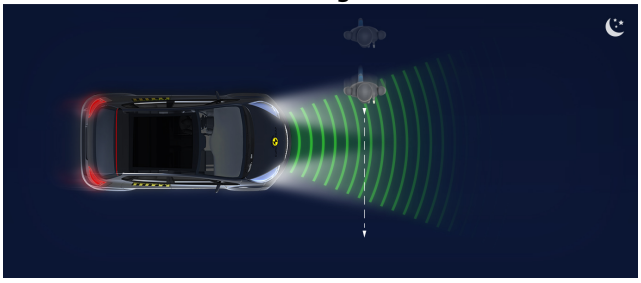


Adult along the roadside

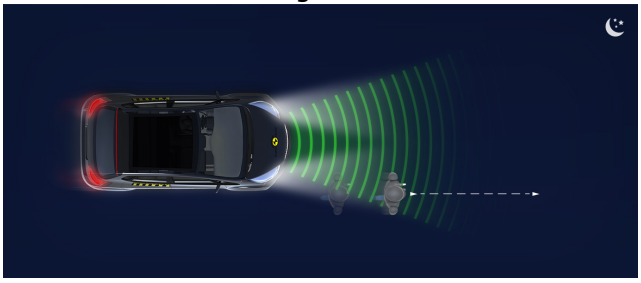


- **Night time**

Adult crossing the road



Adult along the roadside



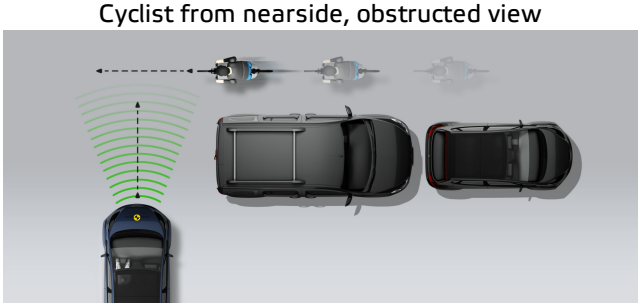
VULNERABLE ROAD USERS

Total 43.3 Pts / 80%

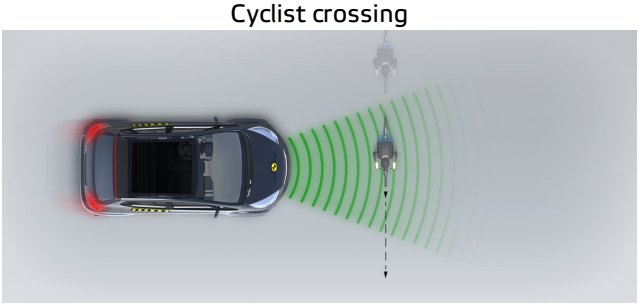
AEB Cyclist

8.5 / 9 Pts

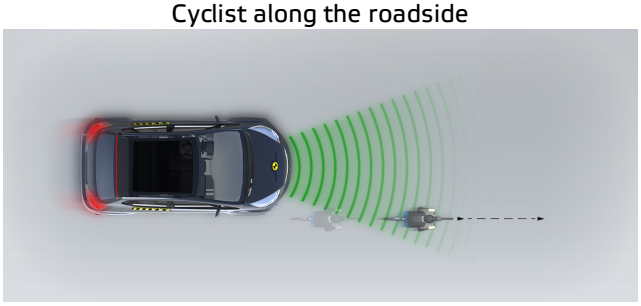
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The C-Class has an ‘active’ bonnet. Sensors in the bumper detect when a pedestrian has been hit and actuators lift the bonnet to provide more clearance to the hard structures in the engine compartment. Mercedes-Benz showed that the system responded correctly to various pedestrian statures and over a wide range of speeds. Accordingly, the system was tested with the bonnet in the raised (deployed) position. The protection provided to the head of a struck pedestrian was good at almost all test locations. The bumper provided good protection to pedestrians’ legs at all test points but the protection provided to the pelvis by the front edge of the bonnet was mixed. The C-Class has an autonomous emergency braking (AEB) system which can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians. The system’s response to cyclists was good, with collisions avoided in most test scenarios.

SAFETY ASSIST

Total 13.2 Pts / 82%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.3 / 3 Pts

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

Occupant Status Monitoring

2.0 / 3 Pts

Seatbelt Reminder

1.0 / 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	Attention Assist
Type	Steering input
Operational From	60 km/h

SAFETY ASSIST

Total 13.2 Pts / 82%

Lane Support

3.3 / 4 Pts

System Name	Active Lane Keeping 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

5.8 / 6 Pts

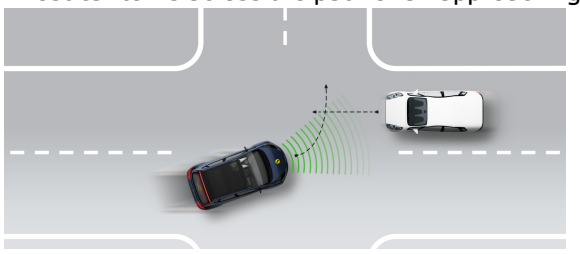
Type	Autonomous emergency braking and forward collision warning
Sensor Used	camera and radar

SAFETY ASSIST

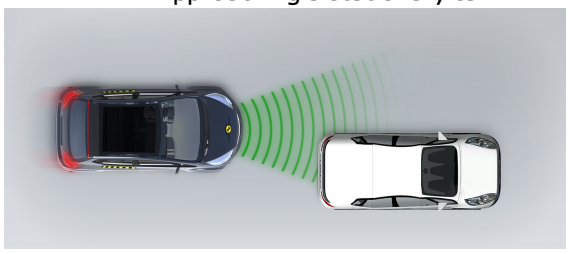
Total 13.2 Pts / 82%

- **Autobrake function only**

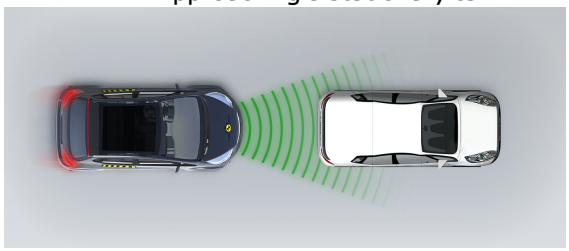
Test car turns across the path of an approaching car



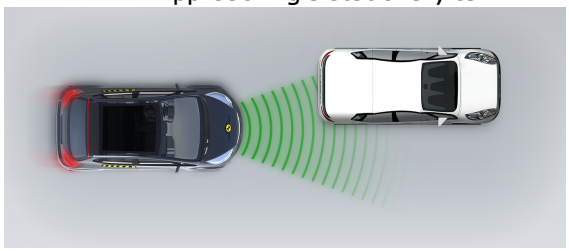
Approaching a stationary car



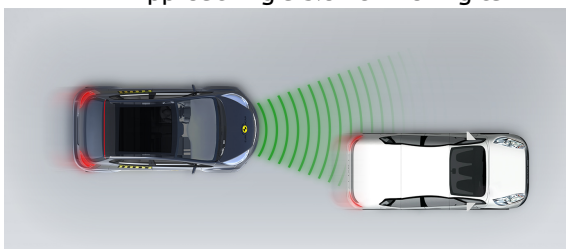
Approaching a stationary car



Approaching a stationary car



Approaching a slower moving car



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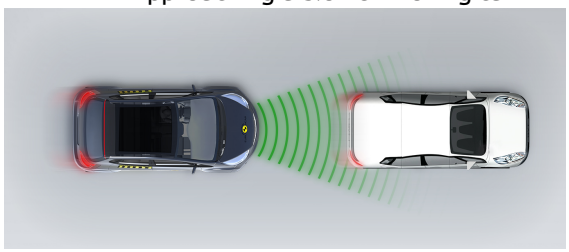
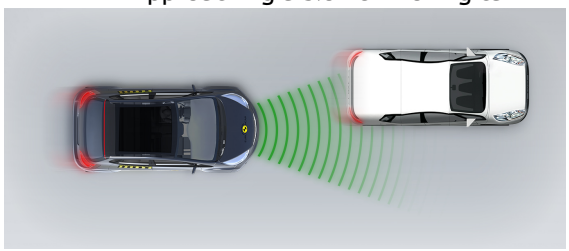
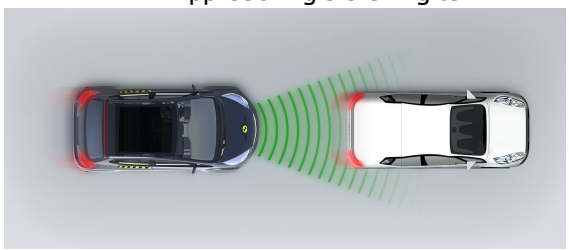


Approaching a slower moving car



Approaching a braking car

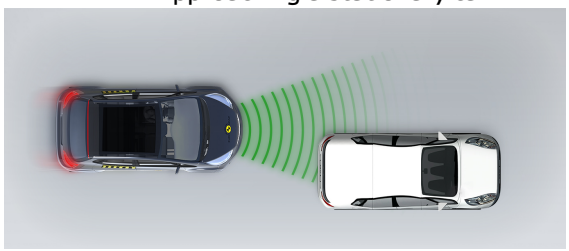


SAFETY ASSIST

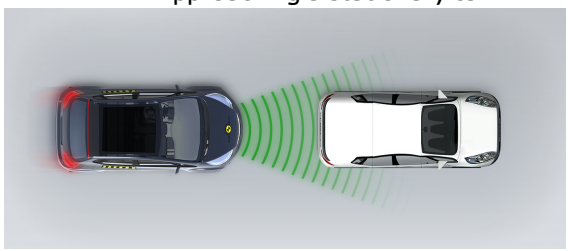
Total 13.2 Pts / 82%

- **Driver reacts to warning**

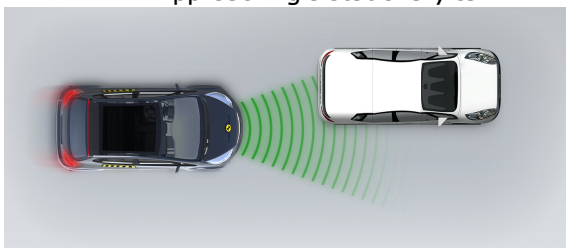
Approaching a stationary car



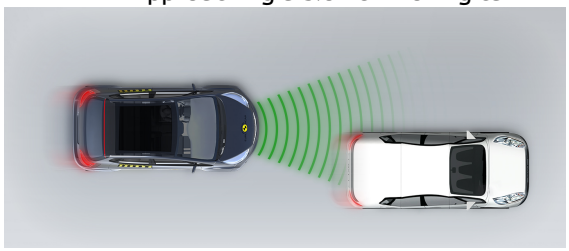
Approaching a stationary car



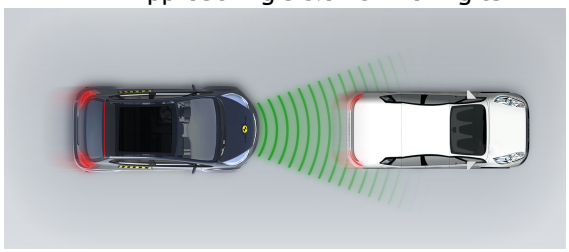
Approaching a stationary car



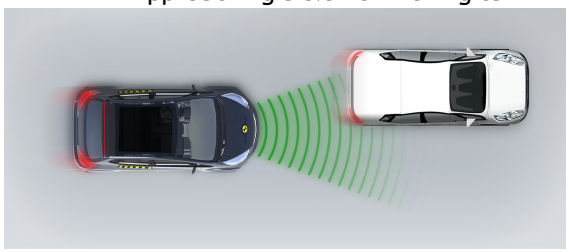
Approaching a slower moving car



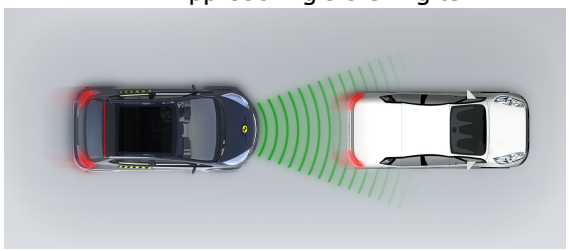
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 13.2 Pts / 82%

Comments

The C-Class has a seatbelt reminder system on the front and rear seating positions. The AEB system performed well in tests of its response to other vehicles, with collisions avoided in the great majority of test scenarios. A camera-based speed assistance system identifies the local speed limit and provides the information to the driver, allowing the limiter to be set appropriately. A lane support system gently corrects the vehicle's path if it is drifting out of lane and intervenes more aggressively in some more critical situations.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	1.5 petrol	C 180*, C 200	4 x 2	✓	✓
4 door saloon	1.5 petrol	C 200 4MATIC	4 x 4	✓	✓
4 door saloon	2.0 petrol	C 300	4 x 2	✓	✓
4 door saloon	2.0 petrol	C 300 4MATIC	4 x 4	✓	✓
4 door saloon	2.0 diesel	C 200 d, C 220 d, C 300 d	4 x 2	✓	✓
4 door saloon	2.0 diesel	C 220 d 4MATIC	4 x 4	✓	✓
5 door estate	1.5 petrol	C 180*, C 200	4 x 2	✓	✓
5 door estate	1.5 petrol	C 200 4MATIC	4 x 4	✓	✓
5 door estate	2.0 petrol	C 300	4 x 2	✓	✓
5 door estate	2.0 petrol	C 300 4MATIC	4 x 4	✓	✓
5 door estate	2.0 diesel	C 200 d	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

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