

ANCAP Safety Rating

MERCEDES-BENZ C-CLASS

(From July 2014)



Test Vehicle(s).

Variant:	C220 Avantgarde LHD
Kerb Mass:	1570 kg
Built:	2014
Engine:	C220 diesel
Category:	Large Car
Variant Applicability*:	C220 BlueTEC / C250 BlueTEC / C200 / C250

Note: The diesel left-hand-drive European model was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to Australasian variants



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head + Knee	Standard	15.46 (out of 16)	16.00 (out of 16)	2 (out of 2)	GOOD	GOOD	3 (out of 3)	36.46 (out of 37)	★★★★★

The tested model of Mercedes-Benz C-Class was introduced in Australia and New Zealand in July 2014. This ANCAP safety rating applies to the C220 BlueTEC, C250 BlueTEC, C200 and C250 variants.

Dual frontal airbags, side chest and pelvis airbags, side head airbags (curtains) and a driver knee airbag are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard, along with many other safety features. Advanced seat belt reminders are fitted to all seats.

In the frontal offset crash test, driver and passenger leg protection was acceptable. Protection was all good for the driver in the side impact crash test. Head protection in the side pole test was also good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.46 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the Euro NCAP Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	GOOD

Injury Outcomes.

Frontal Offset
Driver



Passenger



Side Impact & Pole
Driver



Whiplash



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PEDESTRIAN PROTECTION

Pedestrian Test.

GOOD - Scored 27.730 out of 36 points

Child & adult head impacts: 21.00 points
 Upper leg impacts: 0.80 points
 Lower leg impacts: 5.93 points

Nearly all of the tests performed on the bumper revealed a good level of protection being offered to pedestrians' legs. However, the front edge of the bonnet was poor in almost all tested areas and scored very few points. The C-Class has an 'active' bonnet for improved head protection. The system was tested in the deployed position and the results were good in almost all of the areas tested (v6.0).



Mercedes-Benz C-Class



SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	S
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / S
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	O
Adaptive front lighting systems	O
Automatic high beam	O
Lane support system	O
Tyre pressure monitoring	O

Safety Assist Technology (SAT)	Availability
Attention assist	S
Autonomous emergency braking (AEB)	S
Automatic headlights	S
Blind spot monitoring	S
Daytime running lights	S
Emergency stop signal	S
Following distance warning	S
Hill launch assist	S
Pre-crash systems	S
Reversing collision avoidance	S

S = Standard on all variants.
 O = Optional on base variant. May be standard on higher variants.
 V = Not available on base variant but standard or optional on higher variants.
 X = Not available on any variant.
 E = Available in Europe but not available on any Australasian variant.

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INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v6.0)		Side impact test at 50 km/h (v6.0)
	Driver	Passenger	Driver
Head			
HIC	274.00	356.00	29.00
Acceleration (g for 3ms)	42.30	53.80	18.60
Neck			
Shear (kN)	0.84	1.05	-
Tension (kN)	1.09	0.33	-
Extension (Nm)	11.90	9.90	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	20.50	9.83	20.74
Viscous criterion (m/s)	0.04	0.02	0.09
Abdomen			
Force (kN)	-	-	0.57
Pelvis			
Force (kN)	-	-	0.97
Upper legs			
Femur force left (kN)	0.98	0.23	
Femur force right (kN)	1.46	0.34	
Knee displacement left (mm)	0.89	0.04	
Knee displacement right (mm)	0.88	0.13	
Lower legs			
Force left (kN)	2.66	1.96	
Force right (kN)	2.81	1.61	
Index (upper / lower) left	0.25 / 0.27	0.36 / 0.43	
Index (upper / lower) right	0.25 / 0.27	0.41 / 0.28	

INTRUSION MEASUREMENTS

Steering Column

Forwards: 67mm
 Downwards: 23mm
 Sideways: 2mm

Pedals

Brake (rearwards): 32mm
 Brake (upwards): 2mm
 A-Pillar (rearwards): 2mm

SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for frontal offset test.

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

