

# Crash Tests

## New Car Safety

**MERCEDES E-CLASS (LHD)**  
1999 on Front+side+head airbags

### Overall Evaluation



Overall score

25.7 out of 34

Variant: E200 Sedan (LHD).  
Kerb weight: 1440 kg  
Vehicles built: 1999

Engine: V6 2 litre.  
Category: LUXURY  
Tested by EuroNCAP

**Important note:** The left-hand-drive European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page. In Australia the minimum engine size is 2.4 litre.

### Safety features

The driver and front passenger are protected by front airbags, side airbags and head-protecting side airbag curtains. Side airbags are also provided for the rear seat.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to front seat belts to reduce slack in the event of a severe crash. The centre rear seat has a 3-point seat belt.

### OVERALL EVALUATION : 4 Stars

The MERCEDES E-CLASS performed reasonably well in the offset crash test (score 10.36 out of 16). The passenger compartment held its shape well except for footwell intrusion and brake pedal movement. There was a moderate risk of serious chest injury for the passenger.

The vehicle scored 13.33 out of 16 in the side impact test. There was a moderate risk of serious chest injury for the driver.

The vehicle scored a full 2 points in the optional pole test and this was sufficient to earn it 4 stars overall.

### FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape well in the offset crash test except that the road wheel pushed against the footwell. The brake pedal moved rearwards 230mm. The driver's doorway shortened by 20mm. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbags cushioned both the driver and passenger. Movement was well controlled. No modifiers applied to the knee impact score but EuroNCAP expressed concern about hard contact points that were just outside the assessment area.

### SIDE IMPACT CRASH TEST

The passenger compartment held its shape well in the side impact test.

Despite the presence of a lower side airbag there was a moderate risk of serious chest injury and a slight risk of a serious abdomen injury in the side impact crash test.

The curtain-style upper side airbags protected the head of the driver in the side impact test. This gave the manufacturer the option of funding a separate pole impact crash test. This test earned the vehicle a further two points.



Offset crash test at 64km/h

### INJURY MEASUREMENTS

| Refer to the information sheet "How the test are done" | Offset Crash Test at 64km/h |           | Side Impact Crash Test at 50km/h |
|--|-----------------------------|-----------|----------------------------------|
|  | Driver                      | Passn     | Driver                           |
| Head HIC   | 247.2                       | 285.7     | 101.7                            |
| Acceleration (g for 3ms)                               | 39.54                       | 43.14     | 43.95                            |
| Neck - Shear (kN)                                      | 0.3                         | 0.58      | -                                |
| Tension (kN)   | 0.99                        | 1.38      | -                                |
| Extension (Nm)   | 18.48                       | 6.97      | -                                |
| Chest Accln (g for 3ms)                                | 38                          | 40        | -                                |
| Compression (mm)                                       | 23.35                       | 33.46     | 32                               |
| Viscous criterion (m/s)                                | 0.19                        | 0.23      | 0.36                             |
| Abdomen - Force (kN)                                   | -                           | -         | 1.25                             |
| Pelvis - Force (kN)                                    | -                           | -         | 1.87                             |
| Upper legs Force Left                                  | 0.35                        | 0.23      |                                  |
| (kN) Right   | 0.39                        | 0.34      |                                  |
| Knee displ (mm) Left                                   | 0                           | 0.62      |                                  |
| Right  | 0.65                        | 0.76      |                                  |
| Lower legs Force Left                                  | 1.19                        | 1.43      |                                  |
| (kN) Right   | 1.52                        | 0.98      |                                  |
| Index (Upper/Low) Left                                 | 0.84/0.34                   | 0.36/0.16 |                                  |
| Right  | 0.83/0.39                   | 0.3/0.19  |                                  |

### Modifiers for offset test scores

|                      |            |
|----------------------|------------|
| Head                 | No penalty |
| Chest                | No penalty |
| Upper legs           | No penalty |
| Lower legs           | No penalty |
| Foot score           | Zero score |
| Brake pedal movement | Zero score |

### Head restraint position rating: Acceptable



### Pedestrian rating:

2.00 Stars 17.30 points out of 36 (48.1%)

Child head impacts 9.45 points; adult head impacts 7.85 points; upper leg impacts zero points; lower leg impacts zero points.



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