

# Crash Tests

## New Car Safety

### MERCEDES SLK(LHD)

2002 to 2004

Front+side airbags



Offset crash test at 64km/h

#### Overall Evaluation



#### Overall score

26.12 out of 37

Variant: SLK 200 ROADSTER Eng: 2 litre.

Kerb weight: 1430 kg Category: SPORTS

Vehicles built: 2002 Test by Euro NCAP

**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.

#### Model History and Safety Features

The tested model of was introduced in 1996. In Australia this model is due to be replaced in mid 2004.

Dual front airbags and (thorax) side airbags are standard equipment. ABS brakes and electronic stability control are also standard.

Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash.

#### OVERALL EVALUATION : 4 Stars

The Mercedes SLK scored 11.18 out of 16 in the offset crash test. The passenger compartment held its shape reasonably well. Protection from serious chest and lower injury was marginal for the driver.

The vehicle scored 14.95 out of 16 in the side impact crash test. There was a slight risk of serious chest injury for the driver.

#### FRONTAL OFFSET CRASH TEST

*Body region scores out of 4 points each:* Head/neck 4pts, chest 2.60pts, upper legs 2pts, lower legs 2.58pts.

The passenger compartment held its shape well except for seat movement, due to transmission tunnel deformation. The accelerator pedal moved rearwards by 92mm and the brake pedal moved downwards 21mm. The steering wheel hub moved rearwards 26mm, downwards 19mm and sideways 7mm. The front ("A") pillar moved 35mm rearwards. The width of the driver's doorway shortened by 17mm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver. The head twisted through 90 degrees but contact was considered to be stable. Glove box supports were a potential source of injury for the passenger's knees.

#### SIDE IMPACT CRASH TEST

*Body region scores out of 4 points each:* Head 4pts, chest 2.95pts, abdomen 4pts, pelvis 4pts.

The vehicle was not eligible for an optional pole impact test, since it did not have head-protecting side airbags. This test can earn a further two points.

#### 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	368	310	115
Acceleration (g for 3ms)	47	40.7	49
Neck - Shear (kN)	0.4	0.35	-
Tension (kN)	0.25	0.51	-
Extension (Nm)	33.01	11.8	-
Chest Accln (g for 3ms)			-
Compression (mm)	31.82	25.49	27.26
Viscous criterion (m/s)	0.19	0.09	0.31
Abdomen - Force (kN)	-	-	0.86
Pelvis - Force (kN)	-	-	1.91
Upper legs Force Left	1.28	1.55	
(kN) Right	0.7	0.92	
Knee displ (mm) Left	0.51	0.73	
Right	0.55	1.34	
Lower legs Force Left	2.85	2.2	
(kN) Right	3.27	1.46	
Index (Upper/Low) Left	0.44/0.68	0.65/0.37	
Right	0.63/0.72	0.41/0.25	

#### Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: Not eligible

#### Modifiers for offset test scores

Head

No deduction

Chest

No deduction

Upper leg Variable & conc. loading Passn: 2 pt deduction L & R

Lower leg

No deduction

Foot score

Score 4 points

**Pedestrian rating – tested to previous protocol**



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