Mercedes-Benz CITAN Kombi
Mercedes-Benz CITAN Kombi, 109 Blue Efficiency ‘High’ grade

ADULT OCCUPANT
Total 27 pts | 74%

FRONTAL IMPACT 11,5 pts
HEAD
- Driver airbag contact: stable
- Passenger airbag contact: stable
CHEST
- Passenger compartment: stable
- Windscreen Pillar rearward: 45mm
- Steering wheel rearward: none
- Steering wheel upward: none
- Chest contact with steering wheel: none

SIDE IMPACT CAR 7,3 pts
- Passenger compartment: stable
- Windscreen Pillar rearward: 45mm
- Steering wheel rearward: none
- Steering wheel upward: none
- Chest contact with steering wheel: none

SIDE IMPACT POLE 5,2 pts
- Passenger compartment: stable
- Windscreen Pillar rearward: 45mm
- Steering wheel rearward: none
- Steering wheel upward: none
- Chest contact with steering wheel: none

REAR IMPACT (WHIPLASH) 2,6 pts
GOOD
- Head protection airbag: Yes
- Chest protection airbag: Yes

WHIPLASH
- Seat description: Standard cloth, 4 way manual
- Head restraint type: Reactive
- Geometric assessment: 0,5 pts

TESTS
- High severity: 2,2 pts
- Medium severity: 2,4 pts
- Low severity: 2 pts
CHILD OCCUPANT

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD
Restraint: Britax Baby-safe ISOFIX
Facing: rearward facing
Installation: ISOFIX and Supportleg

PERFORMANCE: 12 pts

FRONTAL IMPACT
Head forward movement: protected
Head acceleration: good
Chest load: good

SIDE IMPACT
Head containment: protected
Head acceleration: good

3 YEAR OLD CHILD
Restraint: Römer Duo Plus
Facing: forward facing
Installation: ISOFIX and TopTether

PERFORMANCE: 12 pts

FRONTAL IMPACT
Head forward movement: protected
Head acceleration: good
Chest load: good

SIDE IMPACT
Head containment: protected
Head acceleration: good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK

Safety features score: 3 pts
Installation check score: 7.1 pts

Pass: Install without problem
Partial Fail: Install with care
Fail: Safety critical problem
Exempt: Installation not allowed

SEAT POSITION

<table>
<thead>
<tr>
<th>Safety features score</th>
<th>Installation check score</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 pts</td>
<td>7.1 pts</td>
</tr>
</tbody>
</table>

Maxi Cosi CabrioFix (Seatbelt)
Römer King Plus (Seatbelt)
Römer Duo Plus (ISOFIX)
Römer KidFix (Seatbelt)
Maxi Cosi CabrioFix and EasyFix (Seatbelt)
Maxi Cosi CabrioFix and EasyFix (ISOFIX)
BeSafe iZi Kid X3 ISOFIX (ISOFIX)
Maxi Cosi Pearl and Familyfix (ISOFIX)
Römer KidFix (ISOFIX)
Römer BabySafe + ISOFIX Base (ISOFIX)
Römer Duo Plus (ISOFIX)
## TEST RESULTS

### PEDESTRIAN

<table>
<thead>
<tr>
<th>Component</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEAD</td>
<td>14 pts</td>
</tr>
<tr>
<td>PELVIS</td>
<td>0.5 pts</td>
</tr>
<tr>
<td>LEG</td>
<td>5.9 pts</td>
</tr>
</tbody>
</table>

Total 20 pts | 56%

### SAFETY ASSIST

<table>
<thead>
<tr>
<th>Category</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Assistance System</td>
<td>0 pts</td>
</tr>
<tr>
<td>Optional</td>
<td></td>
</tr>
<tr>
<td>Speed Information</td>
<td>Not assessed</td>
</tr>
<tr>
<td>Speed Assistance (Manual)</td>
<td>Fail</td>
</tr>
</tbody>
</table>

Total 3 pts | 33%

#### ELECTRONIC STABILITY CONTROL (ESC)

- ESP 9i

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yaw rate ratio (1.00s)</td>
<td>2.68 %</td>
</tr>
<tr>
<td>Yaw rate ratio (1.75s)</td>
<td>1.65 %</td>
</tr>
<tr>
<td>Lateral displacement (1.07s)</td>
<td>2.66 m</td>
</tr>
</tbody>
</table>

#### SEATBELT REMINDER

0 pts
The Citan is equipped with electronic stability control as standard equipment, and met Euro NCAP's test requirements. A seatbelt reminder is available for the driver's seat only. As no system is available for the front passenger seat or the rear seats, the system was not assessed. A driver-set manual speed assistance system is available. However, the warning given to the driver if the set speed is exceeded was visual only, and did not meet Euro NCAP's requirements.

Pedestrian Safety assist
The bumper was predominantly good but the front edge of the bonnet provided poor protection in most of the areas tested. Adequate protection was provided by the bonnet over much of its surface but protection in those areas where an adult's head might strike was mostly poor.

Safety assist
The Citan is equipped with electronic stability control as standard equipment, and met Euro NCAP's test requirements. A seatbelt reminder is available for the driver's seat only. As no system is available for the front passenger seat or the rear seats, the system was not assessed. A driver-set manual speed assistance system is available. However, the warning given to the driver if the set speed is exceeded was visual only, and did not meet Euro NCAP's requirements.

### DETAILS OF TESTED CAR

<table>
<thead>
<tr>
<th>SPECIFICATIONS</th>
<th>SAFETY EQUIPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tested model</td>
<td>Front seatbelt pretensioners</td>
</tr>
<tr>
<td>Mercedes-Benz CITAN Kombi, 109 Blue Efficiency 'High' grade</td>
<td>Front seatbelt load limiters</td>
</tr>
<tr>
<td>Body type</td>
<td>Driver frontal airbag</td>
</tr>
<tr>
<td>Small MPV</td>
<td>Front passenger frontal airbag</td>
</tr>
<tr>
<td>Year of publication</td>
<td>Side body airbags</td>
</tr>
<tr>
<td>2013</td>
<td>Side head airbags</td>
</tr>
<tr>
<td>Kerb weight</td>
<td>Speed Limitation Assistance</td>
</tr>
<tr>
<td>1460kg</td>
<td>Electronic Stability Control</td>
</tr>
<tr>
<td>VIN from which rating applies</td>
<td></td>
</tr>
<tr>
<td>from WDF4157031U119604</td>
<td></td>
</tr>
</tbody>
</table>

### COMMENTS

**Adult occupant**
The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger dummies. Inspection of the vehicle showed that some structures in the dashboard presented a hazard to the knees and femurs of occupants of different sizes and to those sat in different positions. Dummy readings of chest compression indicated marginal protection of the driver's chest. In the side barrier test, dummy readings indicated good protection of the head. However, the side curtain airbag did not deploy as intended, getting caught on the upper seat belt anchorage point, and the car was penalised. The same thing happened with the curtain airbag in the side pole test. Mercedes have indicated that they will improve the performance of the curtain airbag. Dummy readings of rib compression in the pole test indicated weak protection of the chest area. Moreover, after the test, there was a noticeable gap between the B-pillar and the front edge of the sliding door. The car was penalised as such a gap might jeopardise the protection of occupants' limbs. The front seats and head restraints provided marginal protection against whiplash injury in the event of a rear-end collision.

**Child occupant**
Based on dummy readings in the dynamic tests, the Citan scored maximum points for its protection of both the 3 year and the 1½ year dummy. In the frontal test, forward movement of the 3 year old dummy, sat in a forward facing restraint, was not excessive and, in the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the car interior. The passenger airbag cannot be disabled, so a rearward-facing child restraint cannot be used in that seating position. Most of the child restraints for which the car is designed could be installed without a problem. However, the group II/III seat could not be properly accommodated and care was needed to ensure the ISOFIX anchorages were properly engaged with the Britax Römer Duo Plus. Cars before VIN WDF4157031U119604 had an earlier version of the user manual with less detailed information about the fitment of child restraints. However, the overall star rating of these cars would be the same as the vehicles tested. An updated user manual is available for all customer at the Mercedes-Benz webpage (www.mercedes-benz.com).

**Pedestrian**
The bumper was predominantly good but the front edge of the bonnet provided poor protection in most of the areas tested. Adequate protection was provided by the bonnet over much of its surface but protection in those areas where an adult's head might strike was mostly poor.