



Mercedes-Benz GLC
Small Off-Road

2015



Adult Occupant



95%

Child Occupant



89%

Pedestrian



82%

Safety Assist



71%

SPECIFICATION

| | |
|-------------------------------|---|
| Tested Model | Mercedes-Benz GLC 220d 4MATIC 'Exclusive' |
| Body Type | - 5 door SUV |
| Year Of Publication | 2015 |
| Kerb Weight | 1845kg |
| VIN From Which Rating Applies | - all GLC and GLC Coupés |
| Class | Small Off-Road |

General comments

Based on information reviewed by Euro NCAP, the rating of the GLC can be applied also to the GLC Coupé.

ADVANCED REWARDS

- 2011 - Mercedes-Benz Attention Assist
- 2010 - Mercedes-Benz PRE-SAFE®

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 | ● | ● | ○ |
| CHILD PROTECTION | | | |
| Isofix | — | ✘ | ● |
| Integrated CRS | — | ✘ | ✘ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ● |
| ESC | ● |
| AEB City | ● |
| AEB Inter-Urban | ● |
| Speed Assistance System | ○ |
| 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 option
- Not fitted to the test vehicle but available as option ✘ Not Available — Not Applicable

ADULT OCCUPANT

Total 36.4 Pts / 95%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.6 Pts

Passenger Driver

Frontal Full Width 7.4 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.6 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 2.8

Performance: ■ Good

 ADULT OCCUPANT

Total 36.4 Pts / 95%

Comments

The passenger compartment of the GLC remained stable in the frontal offset barrier test. The car scored maximum points for its protection of the front passenger dummy, with good protection of all critical body areas. Dummy readings indicated 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 sat in different positions. In the frontal full-width rigid barrier test, the front driver scored maximum points, with good protection of all body regions. For the rear passenger, protection of the neck was adequate and that of the chest was marginal, the head and femurs being well protected. The GLC scored maximum points in both the side barrier test and the more severe side pole impact, with good protection of all critical areas of the body. The front seats and head restraints provided good protection against whiplash injury in Euro NCAP's tests and a geometric assessment of the rear seats indicated the same high level of protection to the occupants of those seats. Autonomous emergency braking is standard on the GLC. Tests showed good performance at the low speeds, typical of city driving, at which many whiplash injuries are caused.

CHILD OCCUPANT


Total 43.7 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

22.7 Pts


18 months old child 12 Pts



Tested restraint (Fit):
Römer BabySafe

■ Good

36 months old child 10.7 Pts



Tested restraint (Fit):
Römer Duo Plus

■ Adequate

Safety Features

9 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 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



CHILD OCCUPANT

Total 43.7 Pts / 89%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 43.7 Pts / 89%

| | Seat Position | | | |
|--|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ● | ● |
| Römer King Plus (Belt) | ● | ● | ● | ● |
| Römer Duo Plus (ISOFIX) | ✘ | ● | ✘ | ● |
| Römer KidFix (Belt) | ● | ● | ✘ | ● |
| Maxi Cosi Cabriofix & EasyFix (Belt) | ✘ | ● | ✘ | ● |
| Maxi Cosi Cabriofix & EasyFix (ISOFIX) | ✘ | ● | ✘ | ● |
| BeSafe iZi Kid X3 ISOfix (ISOFIX) | ✘ | ● | ✘ | ● |
| Maxi Cosi Pearl & Familyfix (ISOFIX) | ✘ | ● | ✘ | ● |
| Römer KidFix (ISOFIX) | ✘ | ● | ✘ | ● |

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed


Comments

The GLC scored maximum points for its protection of the 1½ year dummy in the frontal offset and side barrier tests. Protection of the 3 year dummy was also good apart from marginally raised neck tensile forces. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of dangerous head contact with parts of the car interior. The GLC has an automatic airbag deactivation system which switches off the front passenger airbag when a rearward-facing child restraint is used in that seating position but switches it on again when the seat is occupied by a large child or an adult. All of the restraint types for which the GLC is designed could be properly installed and accommodated in the car.

 PEDESTRIAN PROTECTION

Total 29.7 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|---|---|-------------|----------|---------------|---------|------------|---------|
| Pedestrian Protection | 29.7 Pts | | | | | | |
|  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">22.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.7 Pts</td> </tr> </table> | Head Impact | 22.5 Pts | Pelvis Impact | 1.5 Pts | Leg Impact | 5.7 Pts |
| Head Impact | 22.5 Pts | | | | | | |
| Pelvis Impact | 1.5 Pts | | | | | | |
| Leg Impact | 5.7 Pts | | | | | | |

Comments

The GLC has an active bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance between the bonnet surface and the hard structures in the engine compartment. Mercedes-Benz showed that the system worked over a range of speeds and for a variety of pedestrian statures, so the system was tested in the deployed (raised) position. Good or adequate results were recorded over almost the entire bonnet surface, showing a high level of protection to the head of a struck pedestrian. The bumper also offered good or adequate protection to pedestrians' legs. Only the protection of the pelvis was mixed, with predominantly poor results.

SAFETY ASSIST

Total 9.3 Pts / 71%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 Pts

| | |
|----------------------------------|--------------|
| Speed Limit Information Function | N/A |
| Warning Function | Manually set |
| Speed Limitation Function | Manually set |

Electronic Stability Control

3 Pts

| System Name | ESP | |
|-------------------------------------|---------|------------------------|
| PERFORMANCE | | |
| Vehicle Yaw Rate @ COS + 1.00 s | 1.165% | meets ECE requirements |
| Vehicle Yaw Rate @ COS + 1.75 s | 0.804% | meets ECE requirements |
| Lateral Displacement @ BOS + 1.07 s | 2.663 m | meets ECE requirements |

Seat Belt Reminder

3 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| | Driver Seat | front passenger(s) | rear passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

SAFETY ASSIST

Total 9.3 Pts / 71%

AEB Interurban

2 Pts

| | |
|------------------------|---|
| System Name | Collision prevention Assist Plus |
| Type | Forward Collision Warning with Auto-Brake |
| Operational From | 7 Km/h |
| Additional Information | Default On |

PERFORMANCE |



| | | |
|-----------------------------------|--|--|
| Operational Speed | 7-80 Km/h | 7-250 Km/h |
| | Autobrake Function Only | Driver reacts to warning |
| Approaching a stationary car | See AEB City | Crash avoided up to 45km/h. Crash speed reduced up to 55km/h. |
| Approaching a slower moving car | Crash avoided up to 60km/h. Crash speed reduced up to 70km/h. | Crash avoided up to 75km/h. Crash speed reduced up to 80km/h. |
| FOLLOWING A CAR AT SHORT DISTANCE | | |
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | No reaction | Mitigation |
| FOLLOWING A CAR AT LONG DISTANCE | | |
| Car in front brakes gently | Mitigation | Avoidance |
| Car in front brakes harshly | Mitigation | Avoidance |

Comments

Electronic stability control is standard equipment, together with a seatbelt reminder for the front and rear seats. A driver-set speed limiter is available as an option. It is expected to be sold in sufficient numbers to qualify for assessment by Euro NCAP so its results are included in this rating. A lane departure warning system is an option that is not expected to be sold in high numbers, so this was not included in the rating. The standard-fit autonomous emergency braking system operates over a wide range of speeds. The system performed well in Euro NCAP's inter-urban tests.

RATING VALIDITY

Annual Reviews and Facelifts

| Date | Event | Outcome |
|---------------|------------------|--|
| December 2015 | Rating Published | 2015   |
| December 2016 | Annual Review | 2015 |