TEST RESULTS

Mercedes-Benz T-Class
Standard Safety Equipment

Adult Occupant
91%

Child Occupant
93%

Vulnerable Road Users
69%

Safety Assist
90%

SPECIFICATION

<table>
<thead>
<tr>
<th>Tested Model</th>
<th>Mercedes-Benz T160 'Style', LHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Body Type</td>
<td>5 door MPV</td>
</tr>
<tr>
<td>Year Of Publication</td>
<td>2022</td>
</tr>
<tr>
<td>Kerb Weight</td>
<td>1544kg</td>
</tr>
<tr>
<td>VIN From Which Rating Applies</td>
<td>- all T-Class</td>
</tr>
<tr>
<td>Class</td>
<td>Small MPV</td>
</tr>
</tbody>
</table>
## SAFETY EQUIPMENT

<table>
<thead>
<tr>
<th></th>
<th>Driver</th>
<th>Passenger</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FRONTAL CRASH PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frontal airbag</td>
<td>⬤</td>
<td>⬤</td>
<td>⬕</td>
</tr>
<tr>
<td>Belt pretensioner</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Belt loadlimiter</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Knee airbag</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td><strong>LATERAL CRASH PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side head airbag</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Side chest airbag</td>
<td>⬤</td>
<td>⬤</td>
<td>⬕</td>
</tr>
<tr>
<td>Side pelvis airbag</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Centre Airbag</td>
<td>⬤</td>
<td>⬤</td>
<td></td>
</tr>
</tbody>
</table>
## SAFETY EQUIPMENT (NEXT)

<table>
<thead>
<tr>
<th></th>
<th>Driver</th>
<th>Passenger</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHILD PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Isofix/i-Size</td>
<td>—</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Integrated CRS</td>
<td>—</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Airbag cut-off switch</td>
<td>—</td>
<td>✔️</td>
<td>—</td>
</tr>
<tr>
<td><strong>SAFETY ASSIST</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seat Belt Reminder</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
</tbody>
</table>

### OTHER SYSTEMS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Bonnet</td>
<td>✗</td>
</tr>
<tr>
<td>AEB Vulnerable Road Users</td>
<td>✔️</td>
</tr>
<tr>
<td>AEB Pedestrian - Reverse</td>
<td>✗</td>
</tr>
<tr>
<td>AEB Car-to-Car</td>
<td>✔️</td>
</tr>
<tr>
<td>Speed Assistance</td>
<td>✔️</td>
</tr>
<tr>
<td>Lane Assist System</td>
<td>✔️</td>
</tr>
</tbody>
</table>

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 part of the safety pack
- ✗ Not fitted to the test vehicle but available as option or as part of the safety pack
- ✗ Not available
- ✗ Not applicable
TEST RESULTS

ADULT OCCUPANT

Total 34.7 Pts / 91%

<table>
<thead>
<tr>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
</table>

Frontal Impact

14.2 / 16 Pts

- Mobile Progressive Deformable Barrier
- Full Width Rigid Barrier

Lateral Impact

15.9 / 16 Pts

- Side Mobile Barrier
- Side Pole
- Far-Side Excursion
- Occupant Interaction

Rear Impact

3.6 / 4 Pts

- Rear Seat
- Front Seat
ADULT OCCUPANT

Total 34.7 Pts / 91%

<table>
<thead>
<tr>
<th></th>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rescue and Extrication</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rescue Sheet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced eCall</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi Collision Brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments

The passenger compartment of the T-Class remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger but a small penalty was incurred for structures in the dashboard on the driver’s side which might lead to a reduced level of protection to those of different sizes or sitting in a different position. Protection of the passenger dummy was good for all critical body areas. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the T-Class would be a benign impact partner in a frontal collision. In the full width rigid-barrier impact, protection of all critical body areas was good for the driver and at least adequate for the rear seat passenger. In the side barrier test, protection of all critical body areas was good and maximum points were scored. In the more severe side pole impact, protection was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The T-Class has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP’s test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The T-Class has an advanced eCall system which alerts the emergency services in the event of a crash. The car is not equipped a system which applies the brakes after an impact to avoid secondary collisions.
**CHILD OCCUPANT**

Total 45.8 Pts / 93%

<table>
<thead>
<tr>
<th></th>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
</table>

Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts

**Frontal Impact** 15.8 Pts

**Lateral Impact** 8 Pts

Restraint for 6 year old child: *Britax Römer KIDFIX ²R*
Restraint for 10 year old child: *Britax Römer KIDFIX ²R*

**Safety Features** 10.0 / 13 Pts

<table>
<thead>
<tr>
<th></th>
<th>Front Passenger</th>
<th>2nd row outboard</th>
<th>2nd row center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isofix</td>
<td>✅</td>
<td>✅</td>
<td>✗</td>
</tr>
<tr>
<td>i-Size</td>
<td>✅</td>
<td>✅</td>
<td>✗</td>
</tr>
<tr>
<td>Integrated CRS</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
</tbody>
</table>

- ✅ Fitted to test car as standard
- ✗ Not available
- ○ Not on test car but available as option
TEST RESULTS

CRS Installation Check

12.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- Installation not allowed

### i-Size CRS

- **Maxi Cosi 2way Pearl & 2wayFix (i-Size)**
- **Maxi Cosi 2way Pearl & 2wayFix (i-Size)**
- **BeSafe iZi Kid X2 i-Size (i-Size)**
- **Britax Römer TriFix2 i-Size (i-Size)**
- **BeSafe iZi Flex FIX i-Size (i-Size)**

### ISOFIX CRS

- **BeSafe iZi Combi X4 ISOfix (ISOFIX)**
- **Cybex Solution Z i-Fix (ISOFIX)**
## CHILD OCCUPANT

**TEST RESULTS**

**Total 45.8 Pts / 93%**

### Universal Belted CRS

<table>
<thead>
<tr>
<th>CRS Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maxi Cosi Cabriofix (Belt)</td>
</tr>
<tr>
<td>Maxi Cosi Cabriofix &amp; EasyFix (Belt)</td>
</tr>
<tr>
<td>Britax Römer King II LS (Belt)</td>
</tr>
<tr>
<td>Cybex Solution Z i-Fix (Belt)</td>
</tr>
</tbody>
</table>

![Images of child seats](image1) ![Images of child seats](image2) ![Images of child seats](image3)
**CHILD OCCUPANT**

<table>
<thead>
<tr>
<th>Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)</th>
<th>Front</th>
<th>2nd row</th>
</tr>
</thead>
<tbody>
<tr>
<td>PASSENGER</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>MAXI COSI 2WAY PEARL &amp; 2WAYFIX (I-SIZE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BeSafe iZi Kid X2 i-Size (i-Size)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Britax Römer TriFix2 i-Size (i-Size)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>BeSafe iZi Flex FIX i-Size (i-Size)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>BeSafe iZi Combi X4 ISOFix (ISOFIX)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Cybex Solution Z i-Fix (ISOFIX)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Maxi Cosi Cabriofix (Belt)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Maxi Cosi Cabriofix &amp; EasyFix (Belt)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Britax Römer King II LS (Belt)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>Cybex Solution Z i-Fix (Belt)</td>
<td>⬤</td>
<td>⬤</td>
</tr>
</tbody>
</table>

- Install without problem
- Install with care
- Safety critical problem
- Installation not allowed
- Not available

**Comments**

In the frontal offset test, protection of all critical body areas was good or adequate, for both the 6 and 10 year dummy. In the side barrier impact, protection of all body areas was good and maximum points were scored. The front passenger airbag is automatically disabled when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and the system was rewarded. All of the child restraint types for which the car is designed could be properly installed and accommodated.
**TEST RESULTS**

**VULNERABLE ROAD USERS**

Total 37.7 Pts / 69%

<table>
<thead>
<tr>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
</table>

**Pedestrian**

24.3 / 36 Pts

Head Impact 14.5 Pts
Pelvis Impact 3.8 Pts
Leg Impact 6.0 Pts

**Vulnerable Road Users**

13.5 / 18 Pts

<table>
<thead>
<tr>
<th>System Name</th>
<th>Active Brake Assist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Auto-Brake with Forward Collision Warning</td>
</tr>
</tbody>
</table>

---

**System Name**

Active Brake Assist

**Type**

Auto-Brake with Forward Collision Warning
VULNERABLE ROAD USERS

Total 37.7 Pts / 69%

AEB Pedestrian

- **Day time**
  - Vehicle reversing into standing pedestrian
  - Pedestrian crossing a road into which a car is turning
  - Adult crossing the road
  - Child running from behind parked vehicles
  - Adult along the roadside

- **Night time**
  - Adult crossing the road
  - Adult along the roadside
The protection offered by the bonnet to the head of a struck pedestrian was largely good or adequate, but with some areas which were marginal or weak performance, and poor results were recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians’ legs at all test locations but protection of the pelvis was mixed. The autonomous emergency braking (AEB) system of the T-Class can detect vulnerable road users, as well as other vehicles. In tests of its response to pedestrians, the system performance was adequate while its response to cyclists was rated as good.
## SAFETY ASSIST

<table>
<thead>
<tr>
<th>System Name</th>
<th>Speed Limit Assist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Limit Information Function</td>
<td>Camera based, subsigns supported</td>
</tr>
<tr>
<td>Speed Limitation Function</td>
<td>System advised (accurate to 5km/h)</td>
</tr>
</tbody>
</table>

### Speed Assistance

- **System Name**: Speed Limit Assist
- **Speed Limit Information Function**: Camera based, subsigns supported
- **Speed Limitation Function**: System advised (accurate to 5km/h)

### Occupant Status Monitoring

- **Seatbelt Reminder**
  - **Applies To**: Front and rear seats
  - **Warning**: Visual, Audible
  - **Occupant Detection**: Not available

### Driver Monitoring

- **System Name**: Attention Assist
- **Type**: Steering input
- **Operational From**: 0 km/h

---

**Total 14.5 Pts / 90%**

**Speed Assistance**: 2.4 / 3 Pts

**Occupant Status Monitoring**: 3.0 / 3 Pts

**Seatbelt Reminder**: 2.0 / 2 Pts

**Driver Monitoring**: 1.0 / 1 Pts

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**Euro NCAP © Mercedes-Benz T-Class July 2022 13/18**
## SAFETY ASSIST

### Total 14.5 Pts / 90%

#### Lane Support

<table>
<thead>
<tr>
<th>System Name</th>
<th>Active Lane Keeping Assist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>LKA and ELK</td>
</tr>
<tr>
<td>Operational From</td>
<td>65 km/h</td>
</tr>
</tbody>
</table>

#### PERFORMANCE

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Emergency Lane Keeping</td>
<td>GOOD</td>
</tr>
<tr>
<td>Lane Keep Assist</td>
<td>GOOD</td>
</tr>
<tr>
<td>Human Machine Interface</td>
<td>GOOD</td>
</tr>
</tbody>
</table>

#### AEB Car-to-Car

<table>
<thead>
<tr>
<th>System Name</th>
<th>Active Brake Assist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Autonomous emergency braking and forward collision warning</td>
</tr>
<tr>
<td>Operational From</td>
<td>8 km/h</td>
</tr>
<tr>
<td>Sensor Used</td>
<td>camera and radar</td>
</tr>
</tbody>
</table>
SAFETY ASSIST

- Autobrake function only

Test car turns across the path of an approaching car

Approaching a stationary car

Approaching a stationary car

Approaching a stationary car

Approaching a slower moving car

Approaching a slower moving car

Approaching a slower moving car

Approaching a braking car
SAFETY ASSIST

- Driver reacts to warning

Approaching a stationary car

Approaching a stationary car

Approaching a stationary car

Approaching a slower moving car

Approaching a slower moving car

Approaching a slower moving car

Approaching a braking car
The AEB system performed well in tests of its response to other vehicles, with impacts avoided or mitigated in most test scenarios. A seatbelt reminder system is standard and the car is equipped with Driver Attention Warning, which monitors steering inputs and issues a warning when a pattern characteristic of drowsy or impaired driving is detected. A camera-based speed limit system detects the local limit and provides the information to the driver, allowing the limiter to be set accordingly. If the car is drifting out of lane, a camera-based system gently corrects the vehicle's path. The system also intervenes in some more critical situations, to avoid road departure for example.
RATING VALIDITY

Variants of Model Range

<table>
<thead>
<tr>
<th>Body Type</th>
<th>Engine</th>
<th>Model Name/Code</th>
<th>Drivetrain</th>
<th>Rating Applies</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 door MPV</td>
<td>1.3 Petrol</td>
<td>T 180</td>
<td>4 x 2</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td>5 door MPV</td>
<td>1.3 Petrol</td>
<td>T 160*</td>
<td>4 x 2</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td>5 door MPV</td>
<td>1.5 Diesel</td>
<td>T 180d</td>
<td>4 x 2</td>
<td>✔️ ✔️</td>
</tr>
<tr>
<td>5 door MPV</td>
<td>1.5 Diesel</td>
<td>T160d</td>
<td>4 x 2</td>
<td>✔️ ✔️</td>
</tr>
</tbody>
</table>

*Tested variant

Annual Reviews and Facelifts

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Outcome</th>
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</tr>
</thead>
<tbody>
<tr>
<td>July 2022</td>
<td>Rating Published</td>
<td>2022</td>
<td>✔️</td>
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</table>