



Mercedes-EQ EQE

Standard Safety Equipment

2022



Adult Occupant



95%

Child Occupant



91%

Vulnerable Road Users



83%

Safety Assist



81%

SPECIFICATION

Tested Model	EQE 350+ from Mercedes-EQ, AMG Line, LHD
Body Type	- 4 door saloon
Year Of Publication	2022
Kerb Weight	2355kg
VIN From Which Rating Applies	- all EQE's
Class	Executive



ADVANCED REWARDS

- 2022 - Mercedes-Benz Car-to-X Communication
- 2010 - Mercedes-Benz PRE-SAFE® Brake

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	✗	✗	✗
Centre Airbag	●	●	—
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
AEB Car-to-Car	●
Speed Assistance	●
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 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



ADULT OCCUPANT

Total 36.4 Pts / 95%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

14.4 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

16.0 / 16 Pts



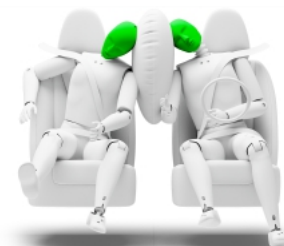
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.9 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 36.4 Pts / 95%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the EQE remained stable in the frontal offset test. Dummy numbers demonstrated 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 sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the EQE would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and the rear passenger. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. 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 EQE has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. 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 EQE has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.



CHILD OCCUPANT

Total 45 Pts / 91%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact

16 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Mercedes-Benz KidFix XP*Restraint for 10 year old child: *Mercedes-Benz KidFix XP*

Safety Features

9.0 / 13 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

12.0 / 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

Total 45 Pts / 91%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 45 Pts / 91%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
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)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

Comments

In both the frontal offset test and the side barrier impact, dummy readings indicated good protection of all critical body areas for both child dummies and the EQE scored maximum points in this part of the assessment. 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 restraint types for which the EQE is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 45.1 Pts / 83%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

28.5 / 36 Pts



Head Impact	18.4 Pts
Pelvis Impact	4.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

16.6 / 18 Pts

System Name	Active Brake Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h



VULNERABLE ROAD USERS

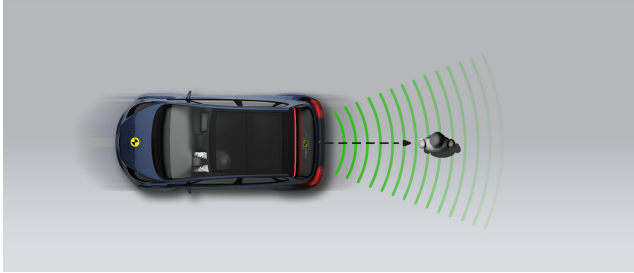
Total 45.1 Pts / 83%

AEB Pedestrian

8.7 / 9 Pts

■ Day time

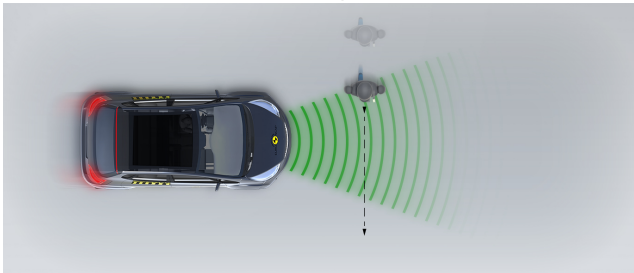
Vehicle reversing into standing pedestrian



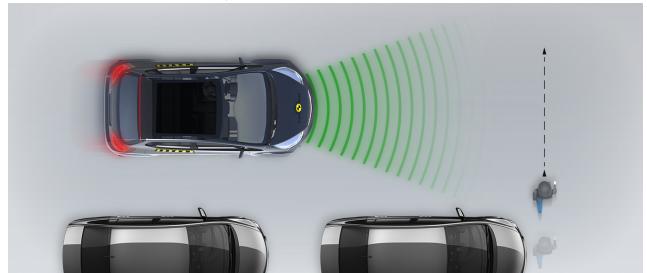
Pedestrian crossing a road into which a car is turning



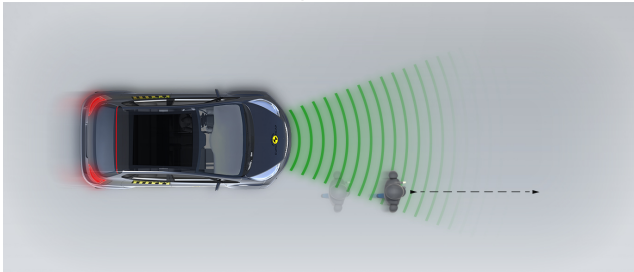
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

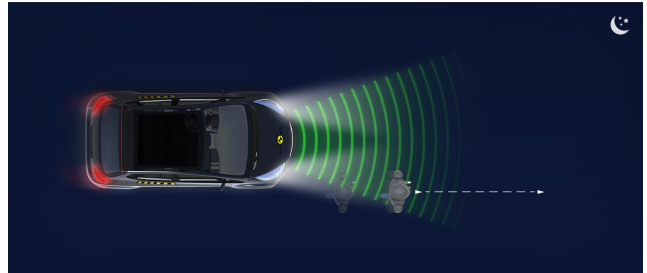


■ Night time

Adult crossing the road



Adult along the roadside






VULNERABLE ROAD USERS

Total 45.1 Pts / 83%

AEB Cyclist

 7.9 / 9 Pts

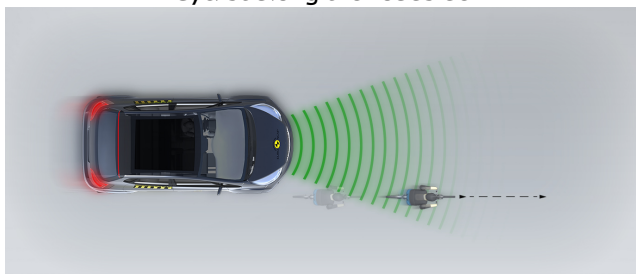
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The EQE has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the surface of the bonnet to provide greater clearance to the stiff structures in the engine compartment. Mercedes-Benz showed that the system was capable of detecting various pedestrian statures over a range of speeds and, accordingly, the car was tested in the raised, 'deployed' position. Head protection on the bonnet surface was almost entirely good or adequate, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper offered good protection to pedestrians' legs but protection of the pelvis region was mixed. The autonomous emergency braking (AEB) system of the EQE can respond to vulnerable road users, as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.



SAFETY ASSIST

Total 13.1 Pts / 81%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.5 / 3 Pts








System Name	Speed Limit Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




Occupant Status Monitoring

 2.0 / 3 Pts


> Seatbelt Reminder

 1.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		—

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Attention Assist
Type	Steering Input
Operational From	60 km/h



SAFETY ASSIST

Total 13.1 Pts / 81%

Lane Support

3.0 / 4 Pts

System Name	Active Lane Keeping Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

5.6 / 6 Pts

System Name	Active Brake Assist
Type	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	camera and radar

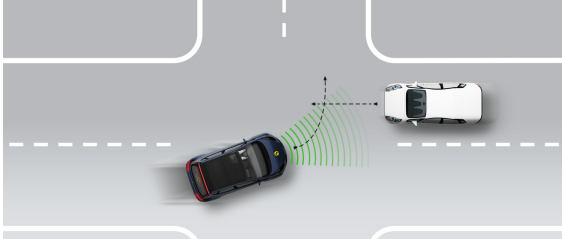


SAFETY ASSIST

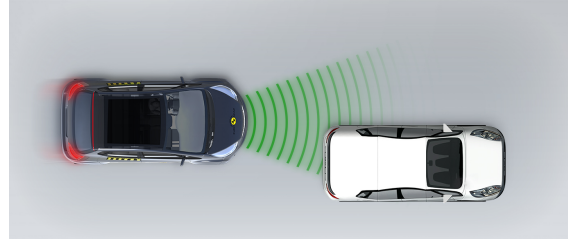
Total 13.1 Pts / 81%

■ Autobrake function only

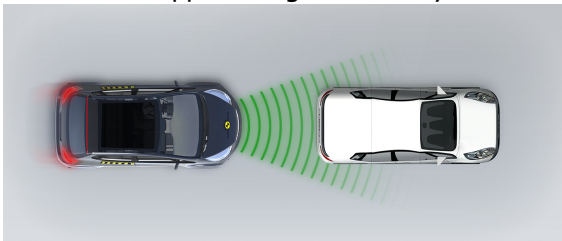
Test car turns across the path of an approaching car



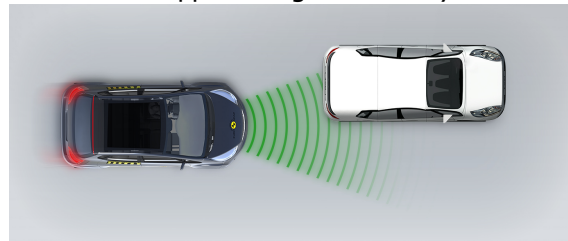
Approaching a stationary car



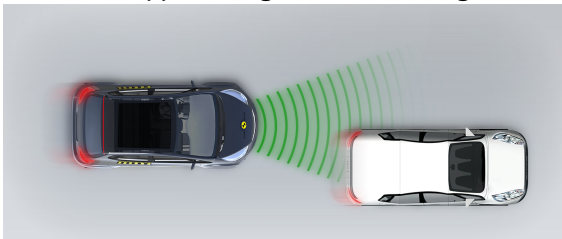
Approaching a stationary car



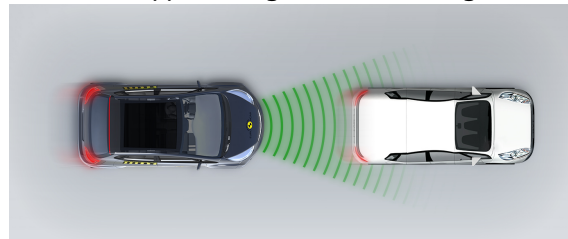
Approaching a stationary car



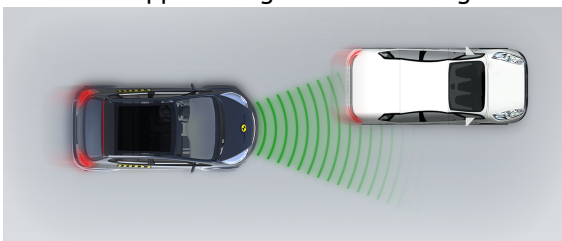
Approaching a slower moving car



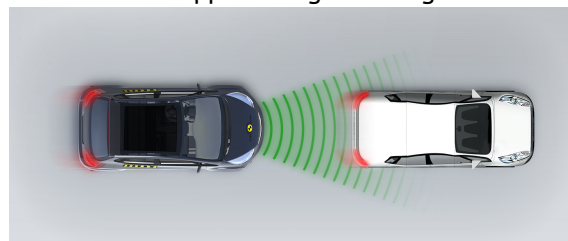
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



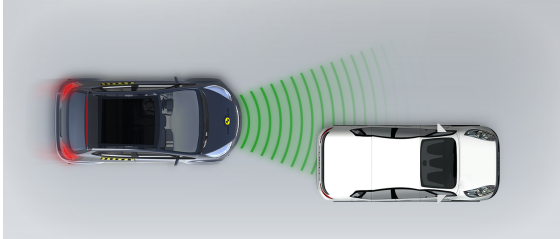


SAFETY ASSIST

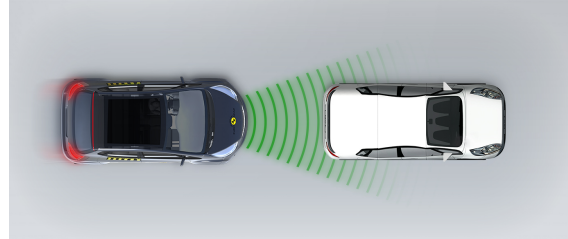
Total 13.1 Pts / 81%

■ Driver reacts to warning

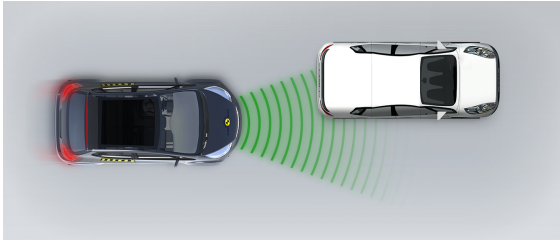
Approaching a stationary car



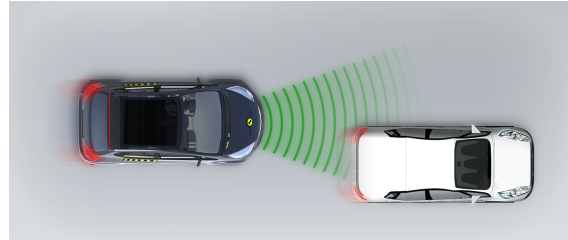
Approaching a stationary car



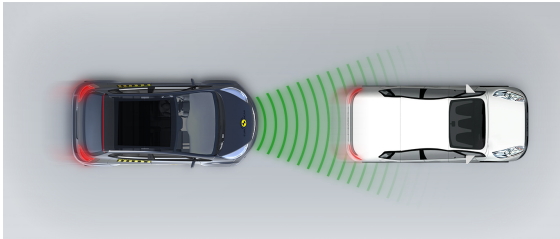
Approaching a stationary car



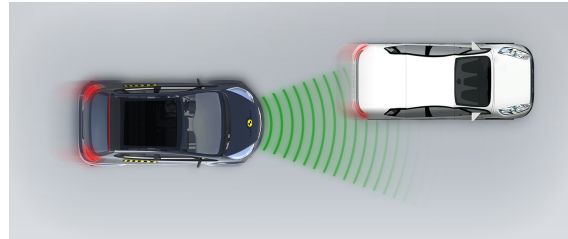
Approaching a slower moving car



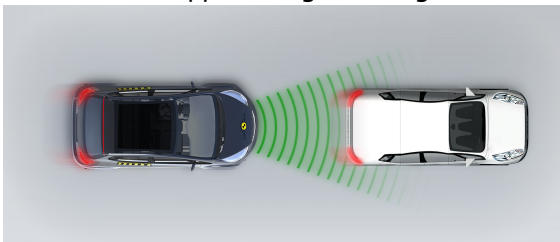
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.1 Pts / 81%

Comments

The EQE's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car has a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system detects the local speed limit and the driver can choose to allow the maximum speed of the car to be automatically set by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	Electric	EQE 350+*	4 x 2	✓	✓
4 door saloon	Electric	EQE 300	4 x 2	✓	✓
4 door saloon	Electric	EQE 500	4 x 2	✓	✓
4 door saloon	Electric	EQE 350 4MATIC	4 x 4	✓	✓
4 door saloon	Electric	EQE 500 4MATIC	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
October 2022	Rating Published	2022 ★ ★ ★ ★ ★	✓