EURO NCAP
FOR SAFER CARS

Mercedes-Benz T-Class
Standard Safety Equipment

2022 ★★★★★

Adult Occupant
91%

Child Occupant
93%

Vulnerable Road Users
69%

Safety Assist
90%

SPECIFICATION

Tested Model	Mercedes-Benz T160 'Style', LHD
Body Type	- 5 door MPV
Year Of Publication	2022
Kerb Weight	1544kg
VIN From Which Rating Applies	- all T-Class, including EQT
Class	Small MPV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✖
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	✖
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	✖	✖	✖
Centre Airbag	●	●	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
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 34.7 Pts / 91%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

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%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

Rescue and Extrication	1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant [PDF]
Advanced eCall	Available
Multi Collision Brake	Not available

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.
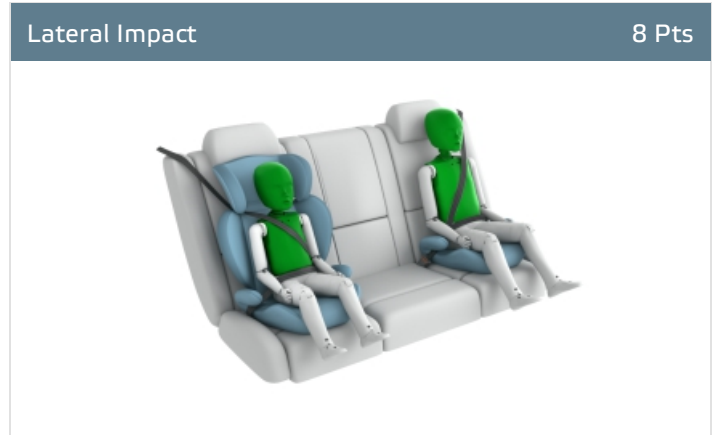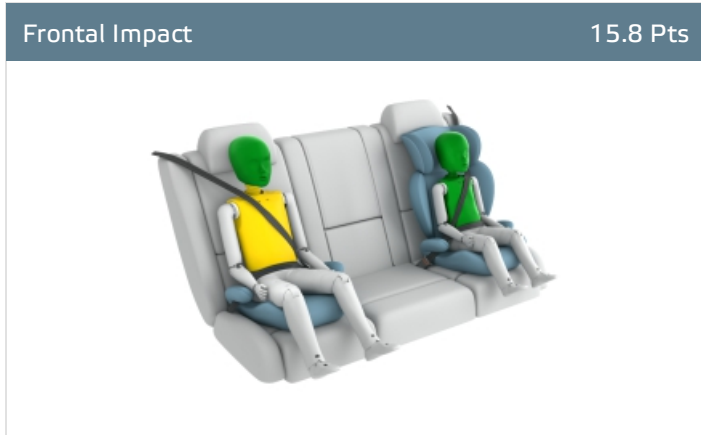
CHILD OCCUPANT

Total 45.8 Pts / 93%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

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

	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)

Version 111023

CHILD OCCUPANT

Total 45.8 Pts / 93%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)	Maxi Cosi Cabriofix & EasyFix (Belt)	Britax Römer King II LS (Belt)

Cybex Solution Z i-Fix (Belt)

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.

👶 CHILD OCCUPANT

Total 45.8 Pts / 93%

	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)	🟢	🟢	🟢	🟢

🟢 Easy 🟠 Difficult 🔴 Safety critical ❌ 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.

🚶 VULNERABLE ROAD USERS

Total 37.7 Pts / 69%

🟩 GOOD	🟨 ADEQUATE	🟧 MARGINAL	🟫 WEAK	🟥 POOR

VRU Impact Protection

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

System Name	Active Brake Assist
Type	Auto-Brake with Forward Collision Warning

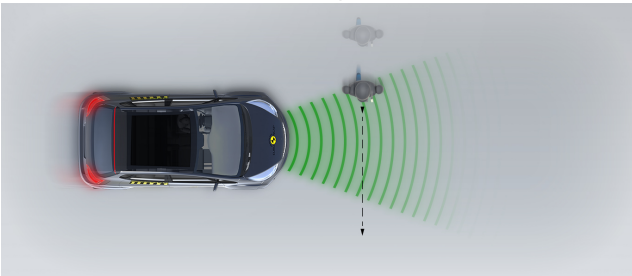# VULNERABLE ROAD USERS

Total 37.7 Pts / 69%

AEB Pedestrian

6.2 / 9 Pts

- **Day time**

Vehicle reversing into standing pedestrian
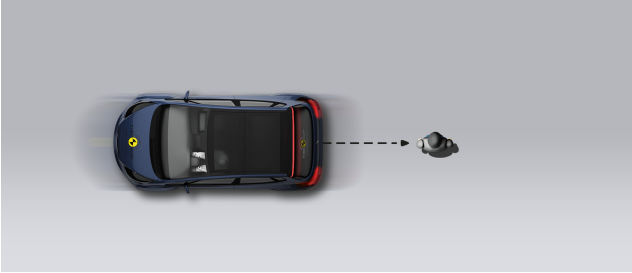
Pedestrian crossing a road into which a car is turning

Adult crossing the road

Child running from behind parked vehicles
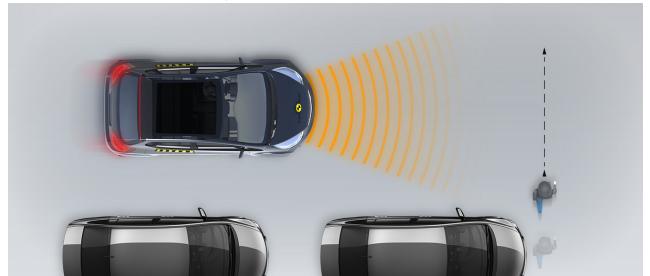
Adult along the roadside
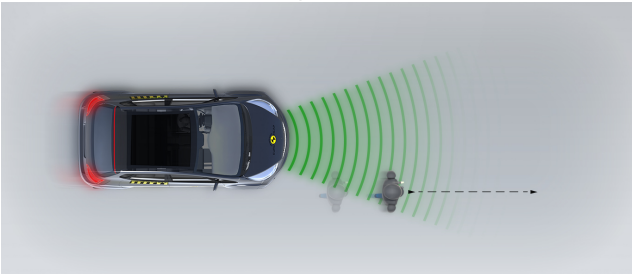
- **Night time**

Adult crossing the road

Adult along the roadside
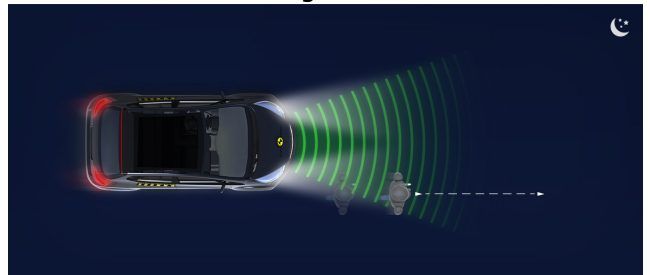
VULNERABLE ROAD USERS

Total 37.7 Pts / 69%

AEB Cyclist

7.3 / 9 Pts

Cyclist from nearside, obstructed view

Approaching a crossing cyclist

Cyclist along the roadside
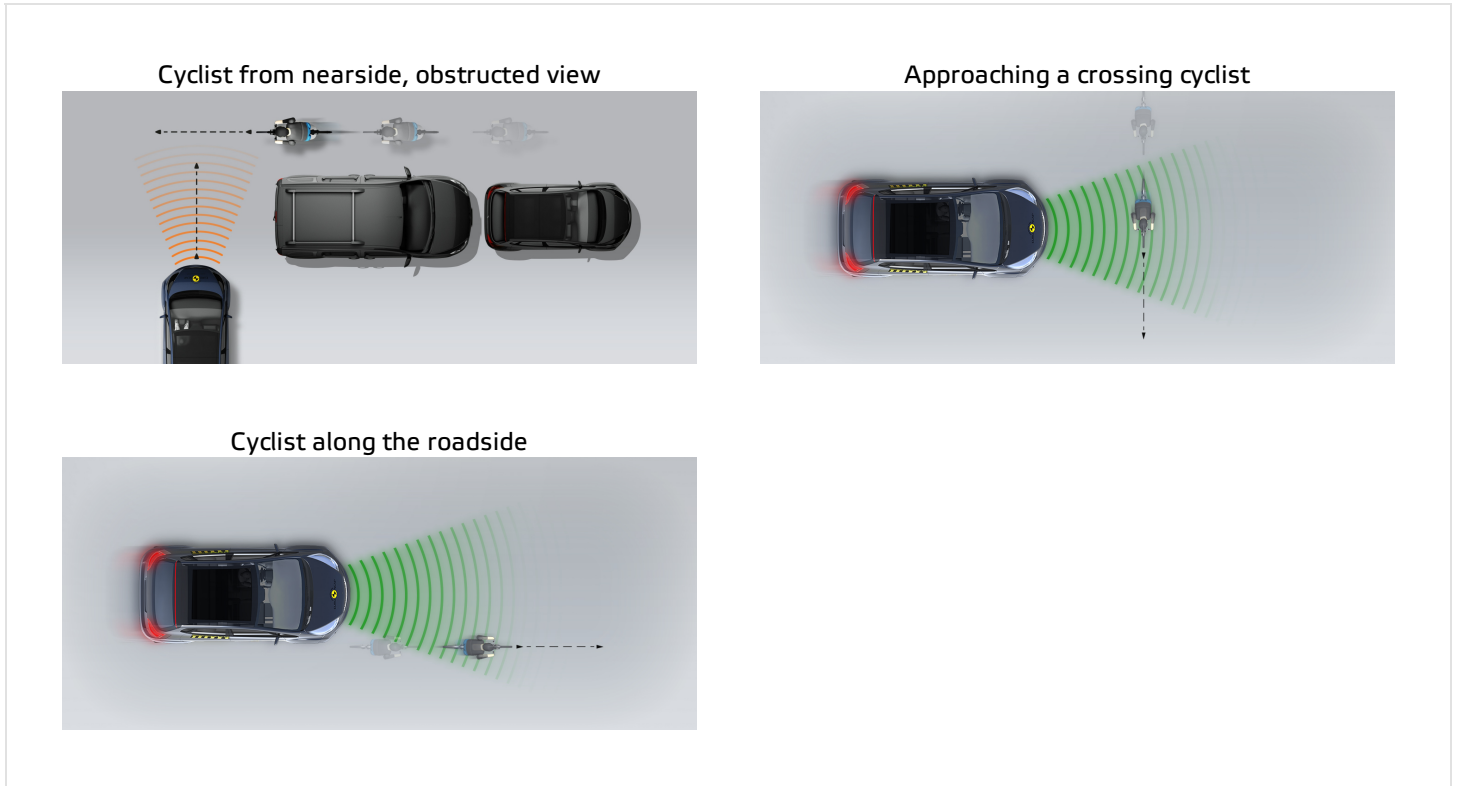
Comments

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

Total 14.5 Pts / 90%

| GOOD | ADEQUATE | MARGINAL | WEAK | POOR |

Speed Assistance

2.4 / 3 Pts

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

3.0 / 3 Pts

> **Seatbelt Reminder**

2.0 / 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	0 km/h

📶 SAFETY ASSIST

Total 14.5 Pts / 90%

Lane Support

3.8 / 4 Pts

System Name	Active Lane Keeping Assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

5.4 / 6 Pts

System Name	Active Brake Assist
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar

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SAFETY ASSIST

Total 14.5 Pts / 90%

- **Autobrake function only**

Car turning across the path of an oncoming car
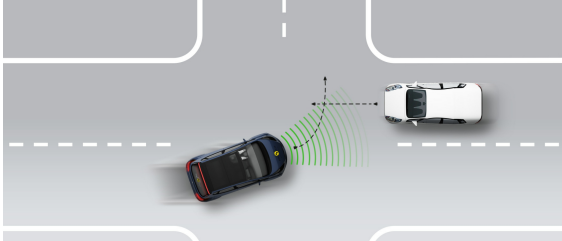
Approaching a stationary car
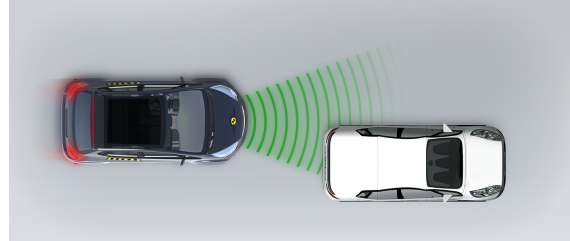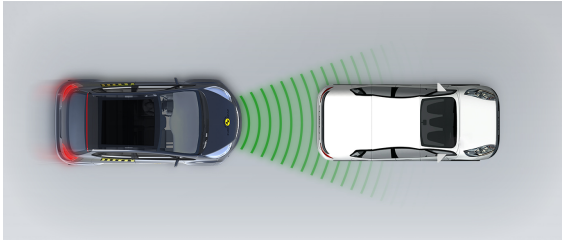
Approaching a stationary car

Approaching a stationary car
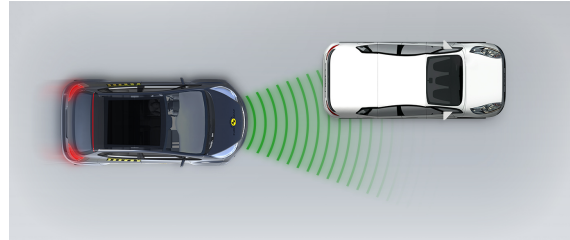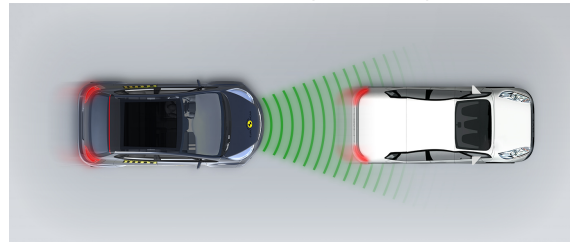

Approaching a slower moving car
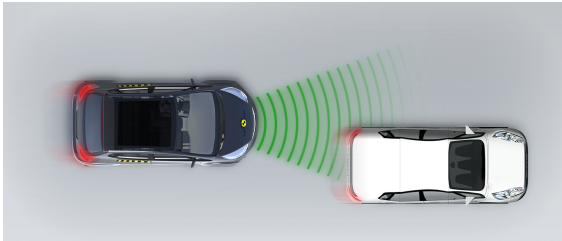
Approaching a slower moving car
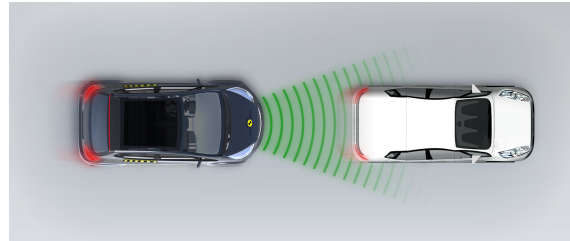
Approaching a slower moving car
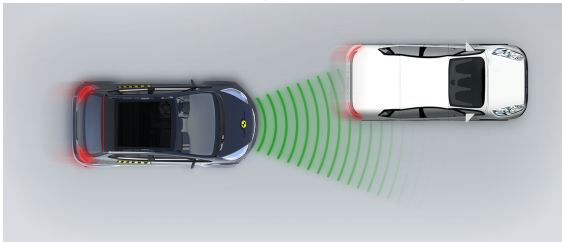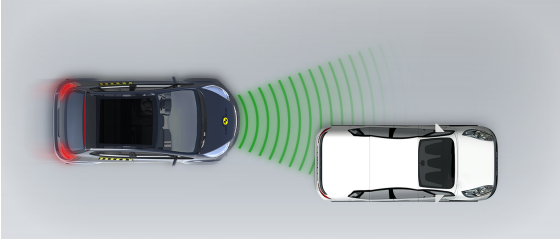

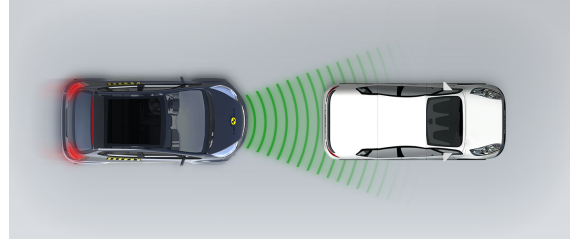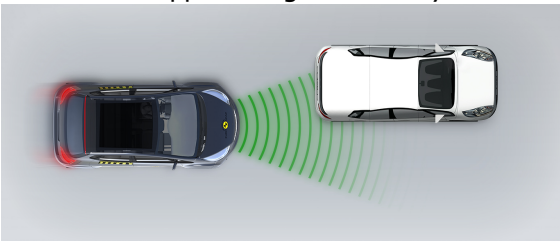Approaching a braking car

SAFETY ASSIST

Total 14.5 Pts / 90%

- **Driver reacts to warning**
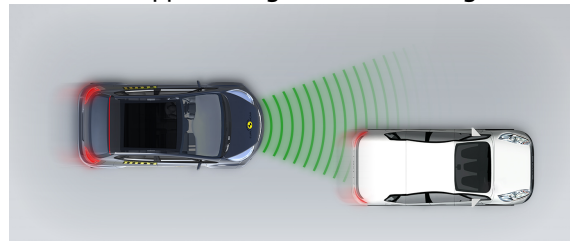
Approaching a stationary car

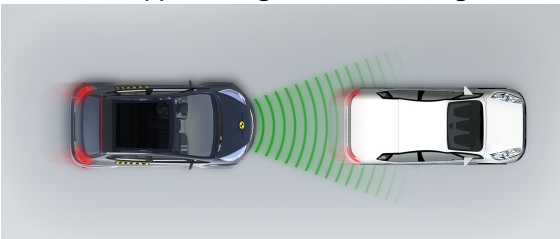Approaching a stationary car

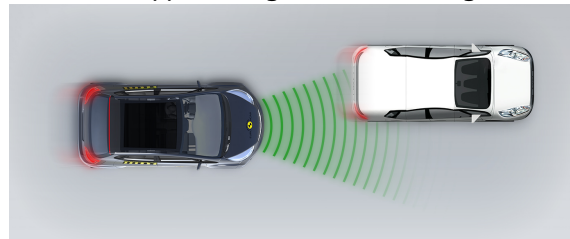Approaching a stationary car

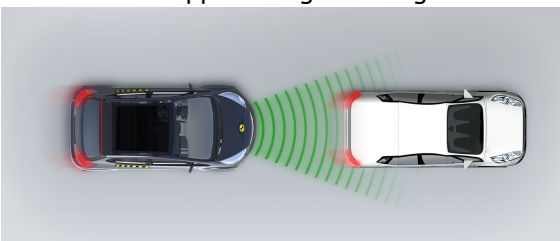Approaching a slower moving car

Approaching a slower moving car

Approaching a slower moving car

Approaching a braking car

SAFETY ASSIST

Total 14.5 Pts / 90%

Comments

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

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	1.3 Petrol	T 180	4 x 2	✔	✔
5 door MPV	1.3 Petrol	T 160*	4 x 2	✔	✔
5 door MPV	1.5 Diesel	T 180d	4 x 2	✔	✔
5 door MPV	1.5 Diesel	T160d	4 x 2	✔	✔
5 door MPV	electric	EQT **	4 x 2	✔	✔

* Tested variant
** Additional tests performed

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2022	Rating Published	2022 ★★★★★	✔
July 2023	Annual Review	2022 ★★★★★	✔
October 2023	Addition of EQT electric variant	2022 ★★★★★	✔