



smart #3
Standard Safety Equipment

2023



Adult Occupant



90%

Child Occupant



86%

Vulnerable Road Users



84%

Safety Assist



85%

SPECIFICATION

Tested Model	smart #3 Pro+ 4x2, LHD
Body Type	- 5 door hatchback
Year Of Publication	2023
Kerb Weight	1780kg
VIN From Which Rating Applies	- all smart #3
Class	Small Family Car

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			
Isifix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	✘
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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

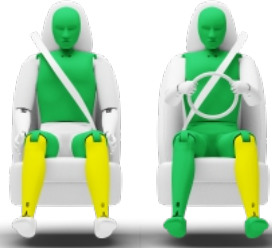
 ADULT OCCUPANT

Total 36.3 Pts / 90%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact

15.0 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

14.1 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.7 / 4 Pts



Rear Seat



Front Seat

ADULT OCCUPANT

Total 36.3 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		3.5 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Non-compliant	

Comments

The passenger compartment of the #3 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. smart 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 #3 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good for the driver and good or adequate for the rear passenger. In the side barrier test, protection of all critical body areas was good and the #3 scored maximum points in this part of the assessment. In the more severe side pole impact, protection was good or adequate for all critical parts of the body. 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 marginal. The #3 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. In Euro NCAP's test, the heads of the driver and front passenger hit each and the protection was rated as poor. 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 #3 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. smart demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost but not that electric windows would remain functional long enough to allow occupants to escape.

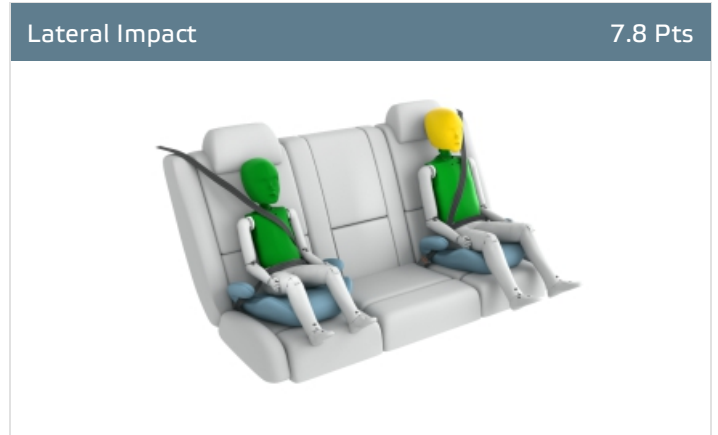
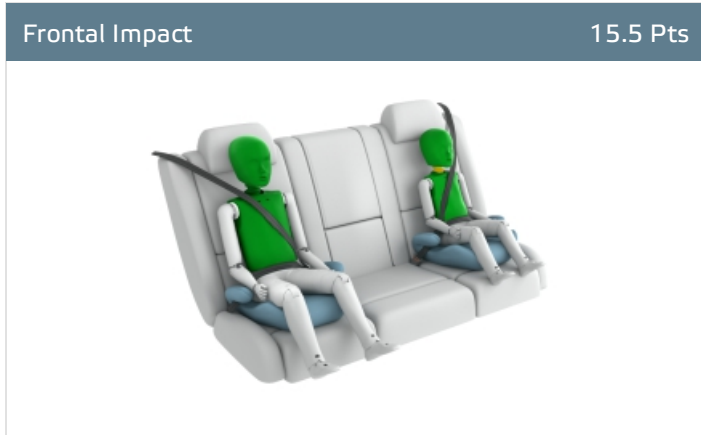
CHILD OCCUPANT

Total 42.3 Pts / 86%

● GOOD
 ● ADEQUATE
 ● MARGINAL
 ● WEAK
 ● POOR

Crash Test Performance based on 6 & 10 year old children

23.3 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
 Restraint for 10 year old child: *Graco Booster Basic*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘
Top tether	●	●	✘
Child Presence Detection	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	✘	●	●	✘	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

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CHILD OCCUPANT

Total 42.3 Pts / 86%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	✗	●
	✗	●	●	✗	●
	●	●	●	✗	●
	●	●	●	✗	●
	●	●	●	✗	●
	✗	●	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	✗	●
	✗	●	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF



CHILD OCCUPANT

Total 42.3 Pts / 86%

Comments

In both the frontal offset and side barrier tests, good protection or adequate was provided to all critical body areas for both child dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The #3 is not equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. All of the child restraint types for which the #3 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 53.0 Pts / 84%



VRU Impact Protection

29.7 / 36 Pts



Pedestrian & Cyclist Head	12.4 Pts
Pelvis	3.8 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

23.3 / 27 Pts

System Name	Collision Mitigation Support Front
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE	

AEB Pedestrian

6.5 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

8.0 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 53.0 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Cyclist Dooring Prevention ■ 0.3 / 1 Pts

Scenario	
Dooring a passing cyclist	information"

AEB Motorcyclist ■ 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	■	■
Approaching a braking motorcyclist	■	■
Turn across the path of an oncoming motorcyclist	■	—

— Currently not tested

Lane Support Motorcyclist ■ 2.5 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	■
Changing lane across the path of an overtaking motorcyclist	■

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with some poor results recorded on the stiff windscreen pillars. Protection of the pelvis was mostly good, while maximum points were scored for protection of the femur, knee and tibia. The autonomous emergency braking (AEB) system of the smart can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians but scored no points for protection of those behind the car who are vulnerable when it is reversing. The system scored highly in tests of its reaction to cyclists, including some points for dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists.

SAFETY ASSIST

Total 15.4 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.3 / 3 Pts

System Name	Intelligent Speed Assist (ISA)
Speed Limit Information Function	Camera & Map, sub-signs supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring ■ 2.4 / 3 Pts

> Seatbelt Reminder ■ 1.0 / 1 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 ■ 1.4 / 2 Pts

System Name	Driver Monitoring System (DMS)
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long and Short Distraction

SAFETY ASSIST

Total 15.4 Pts / 85%

Lane Support

3.0 / 3 Pts

System Name	Lane Keeping Assist (LKA)	
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

7.8 / 9 Pts

System Name	Autonomous Emergency Brake	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 15.4 Pts / 85%

Comments

Overall, the autonomous emergency braking (AEB) system of the smart #3 performed well in tests of its reaction to other vehicles and scored some points in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats and the driver status monitoring system can detect various forms of driver inattention as well as symptoms of 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 identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	Electric	Pro Pro+ *	4 x 2	✓	✓
5 door hatchback	Electric	Premium Anniversary Edition	4 x 2	✓	✓
5 door hatchback	Electric	Pulse BRABUS	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2023	Rating Published	2023 ★★★★★ ✓