



Mercedes-EQ EQE SUV
Standard Safety Equipment

2023



Adult Occupant



87%

Child Occupant



90%

Vulnerable Road Users



80%

Safety Assist



85%

SPECIFICATION

Tested Model	EQE SUV 350 4MATIC from Mercedes-EQ
Body Type	- 5 door SUV
Year Of Publication	2023
Kerb Weight	2580kg
VIN From Which Rating Applies	- W1NGM**B*PA028254
Class	Large Off-Road

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			
Isfix/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 35.0 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13.4 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 14.3 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 3.8 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 35.0 Pts / 87%

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	Partially compliant	

Comments

The passenger compartment of the EQE SUV remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Daimler showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all of the front passenger's 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 EQE SUV would be a somewhat aggressive 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 the side barrier test, protection of all critical body areas was good and the EQE SUV 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 adequate. The EQE SUV has a counter-measure to mitigate against occupant to occupant injuries in such impacts and, in Euro NCAP's test, dummy numbers showed good protection. However, Daimler were unable to demonstrate that the centre airbag provided robust protection for all occupant sizes and the result was penalised. 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 SUV 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. Daimler 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.

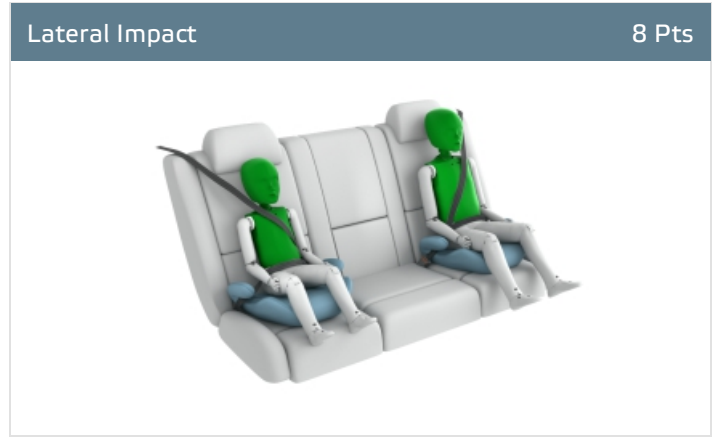
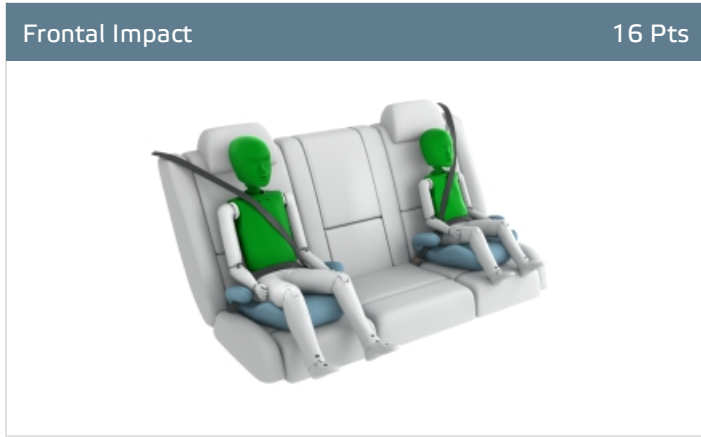
CHILD OCCUPANT

Total 44.2 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX M i-Size (OEM branded)*
 Restraint for 10 year old child: *Britax Römer KIDFIX M i-Size cushion only (OEM branded)*

Safety Features

8.3 / 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

CHILD OCCUPANT


Total 44.2 Pts / 90%

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 44.2 Pts / 90%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the EQE SUV scored maximum points in this part of the assessment. The front passenger airbag is automatically disabled when a child restraint is placed in that seating position. Daimler demonstrated that system worked robustly, the airbag being enabled when an adult occupied the seat but being disabled with a child restraint system. The vehicle is equipped with an indirect child presence detection system, which warns when a child or infant may have been left in the car. All of the child restraint types for which the EQE SUV is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 50.6 Pts / 80%



VRU Impact Protection

27.1 / 36 Pts



Pedestrian & Cyclist Head	11.0 Pts
Pelvis	2.6 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

23.5 / 27 Pts

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

AEB Pedestrian

7.0 / 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

7.3 / 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 50.6 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Cyclist Dooring Prevention ■ 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	information"

AEB Motorcyclist ■ 5.4 / 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 ■ 3.0 / 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 poor results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis was mixed while that of the femur and of the knee and tibia was good apart from a few areas where it was adequate. The autonomous emergency braking (AEB) system of the Mercedes-Benz can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians, including those behind the car when it is reversing. The system scored highly in tests of its reaction to cyclists, including 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 15.3 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.4 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera & Map
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring ■ 1.4 / 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** ■ 0.4 / 2 Pts

System Name	Attention Assist
Type	Indirect monitoring
Operational From	30 km/h
Fatigue	Drowsiness

Version 131223

SAFETY ASSIST

Total 15.3 Pts / 85%

Lane Support

2.8 / 3 Pts

System Name	Active Lane Keeping Assist
Type	LKA and ELK
Operational From	45 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

8.9 / 9 Pts

System Name	Active Brake Assist
Operational From	7 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 15.3 Pts / 85%

Comments

Overall, the autonomous emergency braking (AEB) system of the EQE SUV performed well in tests of its reaction to other vehicles, and scored full points in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score highly, detecting only driver drowsiness. 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

Annual Reviews and Facelifts

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