Mercedes-Benz E-Class

Standard Safety Equipment

2024

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
92%	90%	84%	87%

SPECIFICATION

Tested Model	Mercedes-Benz E 300 de
Body Type	- 4 door saloon
Year Of Publication	2024
Kerb Weight	2255kg
VIN From Which Rating Applies	- variants identified in 'Rating Validity', from W1KLF5****A084967
Class	Executive Car

ADVANCED REWARDS

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

SAFETY EQUIPMENT

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	●

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 37.1 Pts / 92%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 14.2 / 16 Pts

Mobile Progressive Deformable Barrier

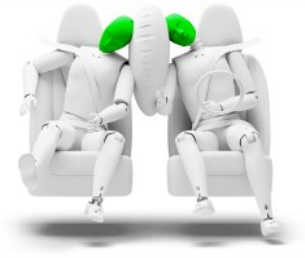
Full Width Rigid Barrier

Lateral Impact — 16.0 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 3.8 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 37.1 Pts / 92%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	3.2 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Partially Compliant

Comments

The passenger compartment of the E-Class remained stable in the frontal offset test. Dummy numbers showed 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 E-Class would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body areas of the driver and good or adequate for the rear passenger. In both the side barrier and pole impact tests, 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 E-Class has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts and this performed well in Euro NCAP's test, with good protection of heads of both front occupants. 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 E-Class has an advanced eCall system which alerts the emergency services in the event of a crash, and there is a system to prevent secondary impacts after the car has been in a collision.

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

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Mercedes Kidfix M i-size*
Restraint for 10 year old child: *Mercedes-Benz Kidfix M i-size booster*

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		
	Airbag ON	Airbag OFF	Left	center	Right
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 030725

CHILD OCCUPANT

Total 44.2 Pts / 90%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	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		
	Airbag ON	Airbag OFF	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 the both the frontal offset and side barrier tests, protection was good for all critical body areas of both child dummies. The front passenger airbag is automatically disabled when a child restraint is placed in that seating position. Mercedes-Benz 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 E-Class is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 53.2 Pts / 84%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

28.1 / 36 Pts

Pedestrian & Cyclist Head	15.0 Pts
Pelvis	0.7 Pts
Femur	4.1 Pts
Knee & Tibia	8.3 Pts

VRU Impact Mitigation

25.1 / 27 Pts

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

PERFORMANCE |

AEB Pedestrian

7.8 / 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

7.8 / 8 Pts

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

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VULNERABLE ROAD USERS

Total 53.2 Pts / 84%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	warning, all side doors"

AEB Motorcyclist

5.7 / 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, with poor results recorded on the still windscreen pillars and at the base of the screen. Protection of the pelvis was poor at almost all test locations, while that of the femur and of the knee and tibia was predominantly good. The autonomous emergency braking (AEB) system of the Mercedes-Benz can respond to vulnerable road users as well as to other vehicles and the system's response to pedestrians was good. Likewise, the system performed well in tests of its response to cyclists, scoring almost full points, including for 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. Overall, the AEB system performed well in tests of its response to motorcyclists.

SAFETY ASSIST

Total 15.8 Pts / 87%

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	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

SAFETY ASSIST

Total 15.8 Pts / 87%

Lane Support

3.0 / 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

9.0 / 9 Pts

System Name	Active Brake Assist
Type	Autonomous emergency braking and forward collision warning
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 15.8 Pts / 87%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with collisions avoided in almost all tests. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue. A direct eye-monitoring system, capable of detecting distraction as well as fatigue, is available as an option. 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. 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
4 door saloon	2.0 diesel hybrid	E 300 de *	4 x 2	✓	✓
4 door saloon	2.0 diesel hybrid	E 300 de 4MATIC	4 x 4	✓	✓
4 door saloon	2.0 petrol hybrid	E 300 e	4 x 2	✓	✓
4 door saloon	2.0 petrol hybrid	E 300 e 4MATIC	4 x 4	✓	✓
4 door saloon	2.0 petrol hybrid	E 400 e 4MATIC	4 x 4	✓	✓
4 door saloon	2.0 diesel	E 220 d	4 x 2	✓	✓
4 door saloon	2.0 diesel	E 220d 4MATIC	4 x 4	✓	✓
4 door saloon	3.0 diesel	E 450 d 4MATIC	4 x 4	✓	✓
5 door estate	2.0 petrol hybrid	E 300 e	4 x 2	✓	✓
5 door estate	3.0 petrol	E 450 4MATIC	4 x 4	✓	✓
5 door estate	2.0 diesel	E 220 d	4 x 2	✓	✓
5 door estate	2,0 diesel	E 220 d 4MATIC	4 x 4	✓	✓
5 door estate	3.0 diesel	E 450 d 4MATIC	4 x 4	✓	✓
4 door saloon	2.0 petrol	E 200	4 x 2	✓	✓
4 door saloon	2.0 petrol	E 200 4MATIC	4 x 4	✓	✓
4 door saloon	3.0 petrol	E 450 4MATIC	4 x 4	✓	✓
5 door estate	2.0 diesel hybrid	E 300 de	4 x 2	✓	✓
5 door estate	2.0 diesel hybrid	E 300 de 4MATIC	4 x 4	✓	✓
5 door estate	2.0 petrol	E 200	4 x 2	✓	✓
5 door estate	2.0 petrol	E 200 4MATIC	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2024	Rating Published	2024 ★★★★★	✓