**Test Results**

**Mercedes Benz Viano**

<table>
<thead>
<tr>
<th>RATING</th>
<th>SCORE</th>
<th>Seatbelt reminder: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult occupant</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>Child occupant</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>Pedestrian</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

**Adult occupant protection**

- **Frontal impact driver**
- **Frontal impact passenger**
- **Side impact driver**

**Child restraints**

- **18 month old Child**  
  rearward facing
- **3 year old Child**  
  forward facing

**Safety equipment**

- Front seatbelt pretensioners
- Front seatbelt load limiters  
  ✔
- Driver frontal airbag  
  ✔
- Front passenger frontal airbag  
  ✔
- Side body airbags
- Side head airbags
- Driver knee airbag

**Pedestrian protection**

- Pedestrian protection

**Car details**

- **Tested model**: Mercedes Benz Viano 2.2 CDI, ‘Trend’, LHD
- **Body type**: LARGE MPV
- **Year of publication**: 2008
- **Kerb weight**: 2065kg
- **VIN from which rating applies**: WDB63981513285524 (November 2006)

**Comments**

**Front impact**

Although the passenger compartment remained stable, spot welds in the driver’s footwell became separated during the test. This suggests that structures in this area might become unstable if exposed to the greater loading which might arise from a slightly higher impact speed for example. Dummy readings in the test did not expose problems with the protection of the knees or femurs. However, a knee bolster in the facia was considered to pose a risk of injury to occupants of different sizes and to those sat in different positions.

**Side impact**

No pole test was performed as the tested vehicle was not equipped with the optional head protecting side impact airbag. The optional thorax airbag was also not fitted to the test car.

**Child occupant**

Based on dummy readings from the frontal and side impacts, the Viano scored maximum points for its protection of the 3 year child. The passenger airbag cannot be disabled and the labels warning of the dangers of using a rearward facing child restraint in that seating position were not permanently attached. The presence of ISOFIX anchorages in the rear outboard seats was not clearly indicated.

**Pedestrian**

The bumper and front edge of the bonnet scored no points. The protection offered to the head of a struck child was poor in every area tested and was poor in most areas for an adult’s head.