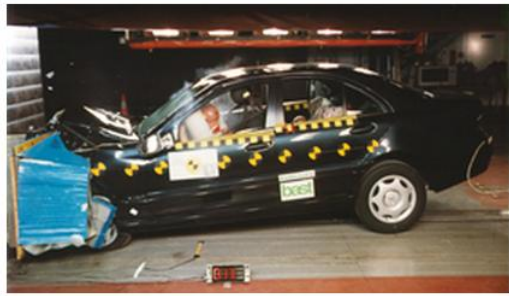




# Mercedes Benz C Class



RATING	SCORE	Front: 14	Side: 16	Pole: 1
 <b>ADULT OCCUPANT</b> ★ ★ ★ ★ ☆	<b>31</b>			
 <b>PEDESTRIAN</b> ★ ★ ★ ☆ ☆	<b>12</b>	Pre 2002 rating		

## Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

## Child restraints

<b>18 month old Child</b>	Roemer Prince, forward facing
<b>3 year old Child</b>	Roemer Prince, forward facing

## Pedestrian protection

No image car front available

## Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

## Car details

<b>Hand of drive</b>	LHD
<b>Tested model</b>	Mercedes-Benz C180
<b>Body type</b>	4 door saloon
<b>Year of publication</b>	2001
<b>Kerb weight</b>	1455
<b>VIN from which rating applies</b>	Applies to latest model

## Comments

A well designed body and cabin protected occupants. The passenger compartment remained intact in the tests and its occupants were kept away from harm, although the driver's chest was subjected to high loads. The driver's door could be opened normally after the frontal impact and the footwell kept its shape, protecting the driver's feet. The head airbag curtain provided cushioning but did not deploy fully in the pole test. Testers felt this could increase injury risks for some other types of accidents.

### Front impact

The driver's head and chest were well restrained by the belt and the airbag. However, his chest was subjected to high forces that are often a feature of 'stiff' cars. Mercedes' under-facia design was praised for the way it moves potential hazards away from the driver's legs. The steering lock in particular is sited well outside the danger zone for the knees. The footwell withstood the impact well, The control pedals moved a small amount – too little to endanger the driver's feet and ankles. The centre rear seat was fitted with a three-point belt as standard. This is safer than a two-point belt.

### Side impact

Mercedes fits door-mounted airbags to protect the driver's chest, abdomen and pelvis. This worked satisfactorily but forced his arm rapidly upwards. An airbag curtain deployed from the roof to protect the heads of front and rear passengers. The head airbag curtain worked well in the side impact but did not deploy fully in the pole test. Experts feared that in other situations it might not do its job.

### Child occupant

A passenger airbag is standard, posing a risk to children in rear facing restraints fitted on to the front passenger's seat. Only a poor pictogram and a label on the passenger's sun visor were present and neither warned of this danger. Neither explained the risk of serious injury or death. Mercedes said it would improve the labelling. The restraints protected well in the frontal impact but the webbing of the adult belt was partially severed by the restraint's guide. This aspect needs attention.

### Pedestrian

Protection was average. Many points on the car's front would injure a pedestrian in an accident.