



**Mercedes-Benz GLC**  
Standard Safety Equipment

2022



Adult Occupant



92%

Child Occupant



90%

Vulnerable Road Users



74%

Safety Assist



84%

## SPECIFICATION

|                               |   |
|-------------------------------|---|
| Tested Model                  | Mercedes-Benz GLC 220d 4MATIC AMG-Line, LHD |
| Body Type                     | - 5 door SUV                                |
| Year Of Publication           | 2022  |
| Kerb Weight                   | 2000kg                                      |
| VIN From Which Rating Applies | - W1NKM0****F007828 or W1NKM0****U003366    |
| Class                         | Small 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            | ●      | —         | —    |

## SAFETY EQUIPMENT (NEXT)

|                       | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION      |        |           |      |
| Isifix/i-Size         | —      | ✗         | ●    |
| Integrated CRS        | —      | ✗         | ✗    |
| Airbag cut-off switch | —      | ●         | —    |
| SAFETY ASSIST         |        |           |      |
| Seat Belt Reminder    | ●      | ●         | ●    |

| OTHER SYSTEMS             |   |
|---------------------------|---|
| Active Bonnet             | ✗ |
| AEB Vulnerable Road Users | ● |
| AEB Pedestrian - Reverse  | ● |
| 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 35.2 Pts / 92%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 14.3 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 15.0 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction


Rear Impact 3.9 / 4 Pts

Rear Seat      Front Seat


 ADULT OCCUPANT

Total 35.2 Pts / 92%

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

| Rescue and Extrication |                          | 2.0 / 2 Pts   |
|------------------------|--------------------------|---|
| Rescue Sheet           | Available, ISO compliant |  |
| Advanced eCall         | Available                |   |
| Multi Collision Brake  | Available                |   |

## Comments

The passenger compartment of the Mercedes-Benz GLC remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Mercedes-Benz demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different position. Protection was good for all critical body areas of the passenger dummy. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car 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 rear passenger. In the side barrier test, all critical body areas were well protected and the GLC scored maximum points for this test. However, in the pole test, protection of the chest was rated as weak, based on dummy readings of rib compression. 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 GLC has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's tests, with good protection of the occupants' heads. 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 GLC has an advanced eCall system which alerts the emergency services in the event of a crash and a 'Post-Collision Brake' system applies the brakes to prevent secondary collisions.

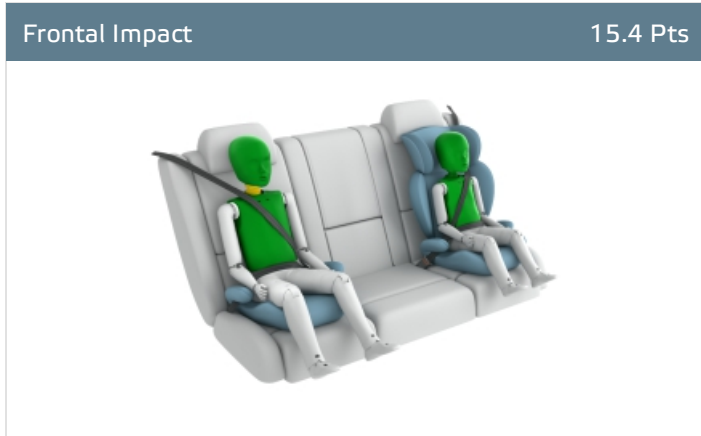
**CHILD OCCUPANT**

Total 44.4 Pts / 90%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

23.4 / 24 Pts



Restraint for 6 year old child: *Mercedes-Benz KidFix XP*  
 Restraint for 10 year old child: *Mercedes-Benz KidFix XP - booster only*

**Safety Features**

9.0 / 13 Pts

|                | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isifix         | ✘               | ●                | ✘              |
| i-Size         | ✘               | ●                | ✘              |
| Integrated CRS | ✘               | ✘                | ✘              |

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

CRS Installation Check

12.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✘ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 44.4 Pts / 90%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





## CHILD OCCUPANT

Total 44.4 Pts / 90%

|   | Seat Position |         |        |       |
|---|---------------|---------|--------|-------|
|   | Front         | 2nd row |        |       |
|   | PASSENGER     | LEFT    | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | —             | ●       | —      | ●     |
| BeSafe iZi Kid X2 i-Size (i-Size)       | —             | ●       | —      | ●     |
| Britax Römer TriFix2 i-Size (i-Size)    | —             | ●       | —      | ●     |
| BeSafe iZi Flex FIX i-Size (i-Size)     | —             | ●       | —      | ●     |
| BeSafe iZi Combi X4 ISOfix (ISOFIX)     | —             | ●       | —      | ●     |
| Cybex Solution Z i-Fix (ISOFIX)         | —             | ●       | —      | ●     |
| Maxi Cosi Cabriofix (Belt)              | ●             | ●       | ●      | ●     |
| Maxi Cosi Cabriofix & EasyFix (Belt)    | ●             | ●       | ✘      | ●     |
| Britax Römer King II LS (Belt)          | ●             | ●       | ●      | ●     |
| Cybex Solution Z i-Fix (Belt)           | ●             | ●       | ●      | ●     |

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

— Not available

## Comments

In both the frontal offset and side barrier tests, good or adequate protection was provided to all critical body areas for both child dummies. The GLC automatically disables the front passenger airbag when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and it was rewarded. All of the child restraint types for which the Mercedes-Benz GLC is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 40.4 Pts / 74%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian

23.4 / 36 Pts



|               |          |
|---------------|----------|
| Head Impact   | 17.6 Pts |
| Pelvis Impact | 0.0 Pts  |
| Leg Impact    | 5.8 Pts  |

Vulnerable Road Users


17.0 / 18 Pts

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

 VULNERABLE ROAD USERS

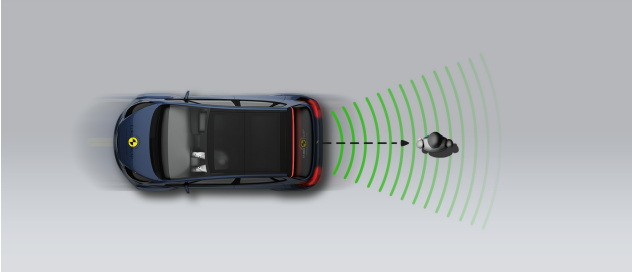
Total 40.4 Pts / 74%

AEB Pedestrian

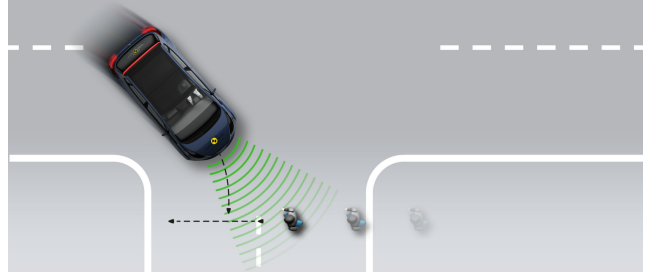
 8.6 / 9 Pts

■ Day time

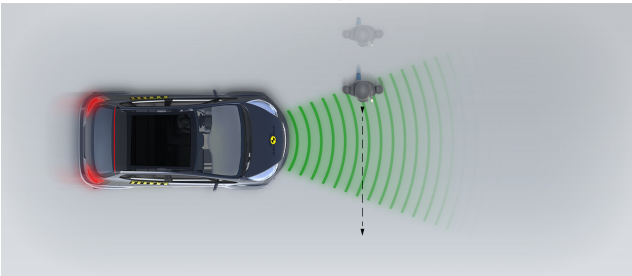
Vehicle reversing into standing pedestrian



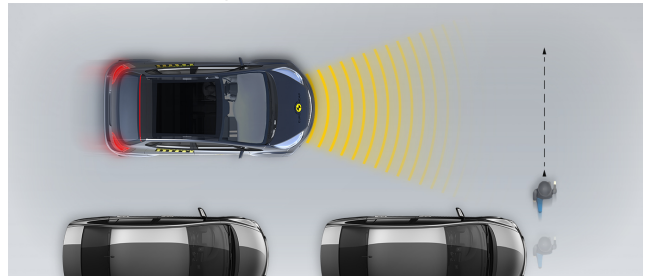
Pedestrian crossing a road into which a car is turning



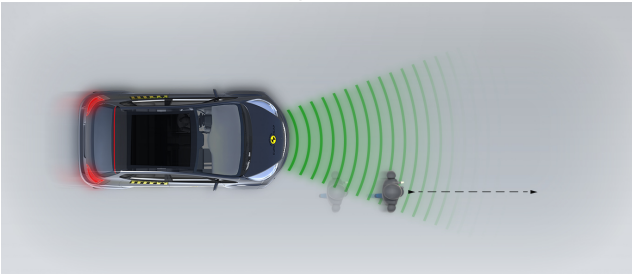
Adult crossing the road



Child running from behind parked vehicles

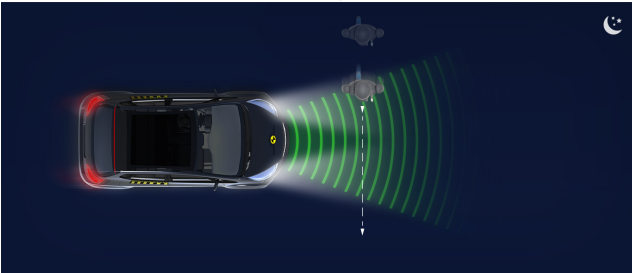


Adult along the roadside

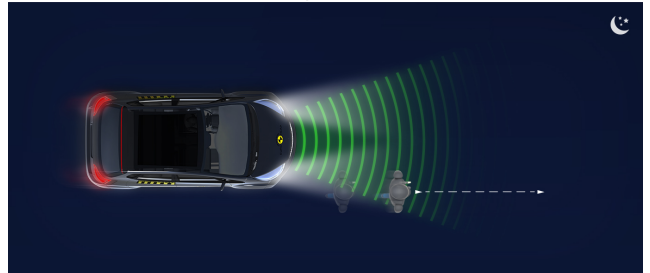


■ Night time

Adult crossing the road




Adult along the roadside

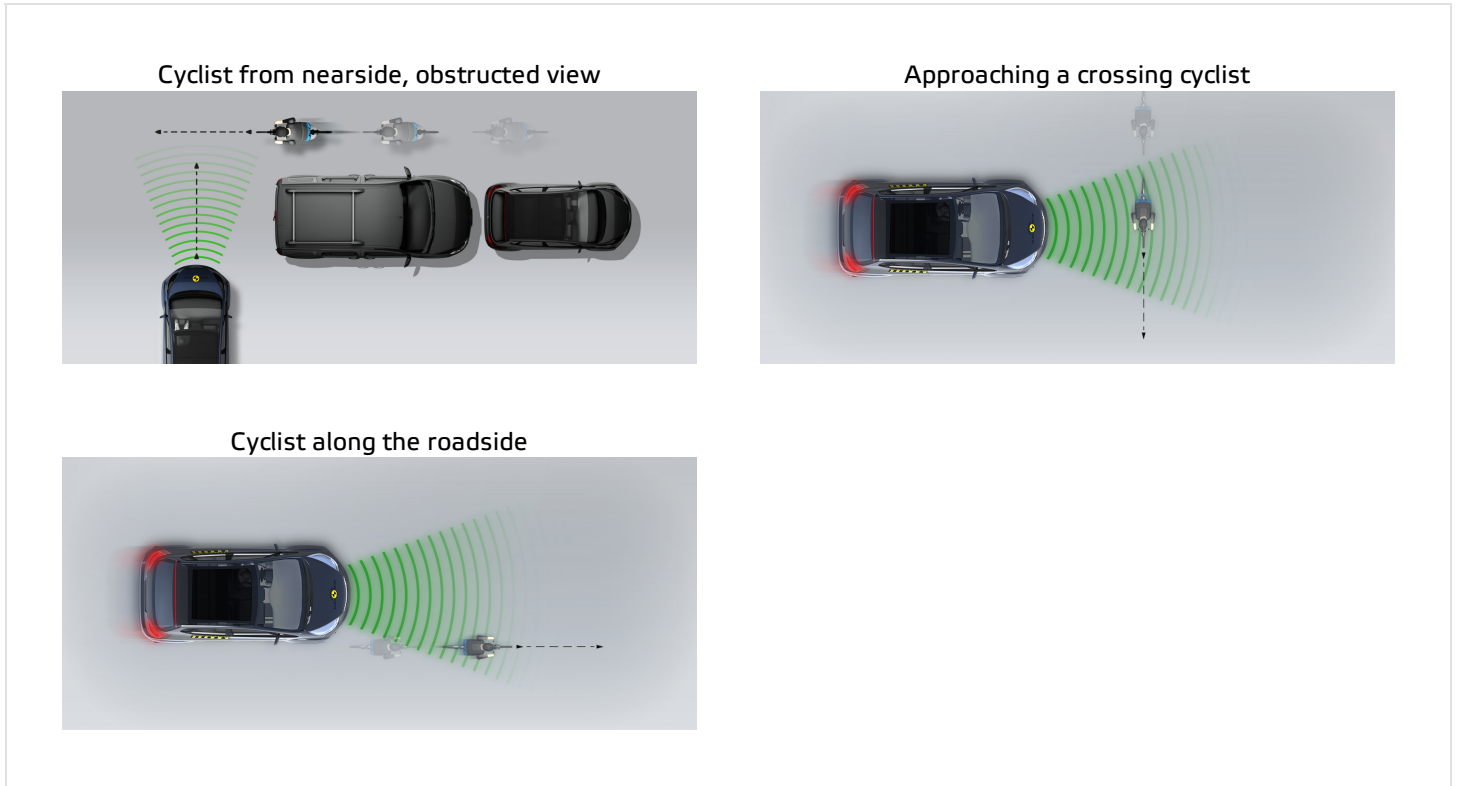


 **VULNERABLE ROAD USERS**

Total 40.4 Pts / 74%

**AEB Cyclist**

 **8.3 / 9 Pts**



**Comments**

Protection of the head was very mixed, some areas showing good results and a few being poor. The bumper provided good protection to pedestrians' legs but protection of the pelvis was almost completely poor. 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 and in tests of its response to cyclists, with collisions avoided in many cases.

SAFETY ASSIST

Total 13.5 Pts / 84%

■ 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        | System advised (accurate to 5km/h) |

Occupant Status Monitoring

■ 2.0 / 3 Pts

> Seatbelt Reminder

■ 1.0 / 2 Pts

| Applies To         | Front and rear seats |                    |                   |
|--------------------|----------------------|--------------------|-------------------|
|                    | Driver Seat          | Front Passenger(s) | Rear Passenger(s) |
| Warning            |                      |                    |                   |
| Visual             | ●                    | ●                  | ●                 |
| Audible            | ●                    | ●                  | ●                 |
| Occupant Detection | —                    | ●                  | ●                 |

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring


■ 1.0 / 1 Pts




|                  |                  |
|------------------|------------------|
| System Name      | Attention Assist |
| Type             | Driver input     |
| Operational From | 60 km/h          |

 SAFETY ASSIST


Total 13.5 Pts / 84%

Lane Support

 3.3 / 4 Pts

|                         |   |      |
|-------------------------|---|------|
| System Name             | Active Lane Keeping Assist  |      |
| Type                    | LKA and ELK   |      |
| Operational From        | 60 km/h   |      |
| <b>PERFORMANCE</b>      |   |      |
| Emergency Lane Keeping  |  | GOOD |
| Lane Keep Assist        |  | GOOD |
| Human Machine Interface |  | GOOD |

AEB Car-to-Car

 5.7 / 6 Pts

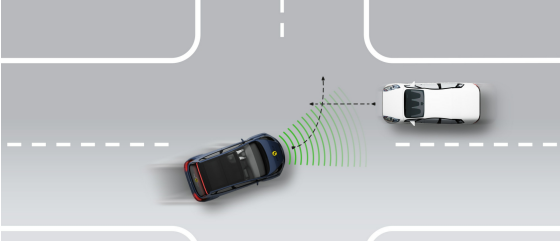
|                  |  |  |
|------------------|--|--|
| System Name      | Active Brake Assist  |  |
| Type             | Autonomous emergency braking and forward collision warning |  |
| Operational From | 7 km/h   |  |
| Sensor Used      | camera and radar   |  |

 SAFETY ASSIST

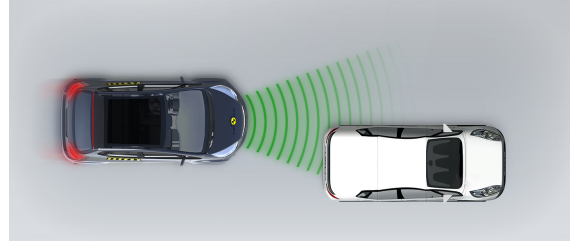
Total 13.5 Pts / 84%

■ Autobrake function only

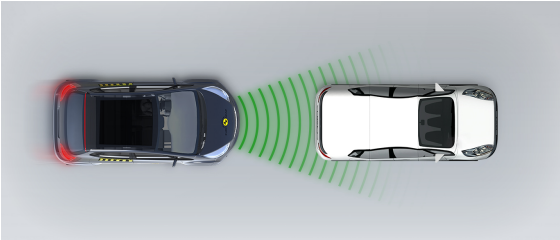
Car turning across the path of an oncoming car



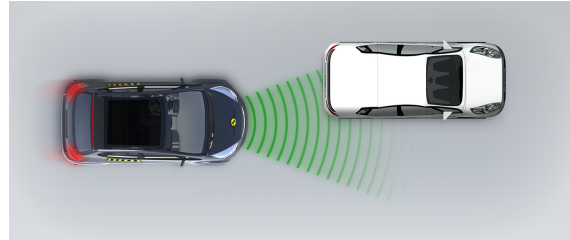
Approaching a stationary car



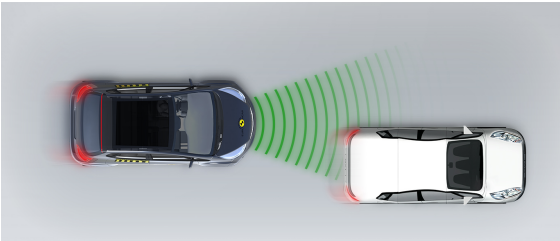
Approaching a stationary car



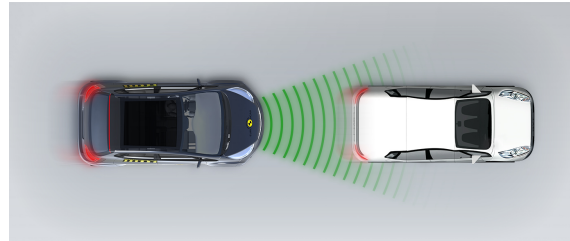
Approaching a stationary car



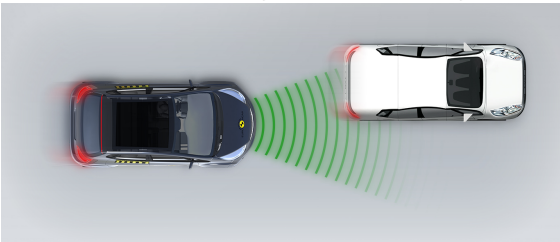
Approaching a slower moving car



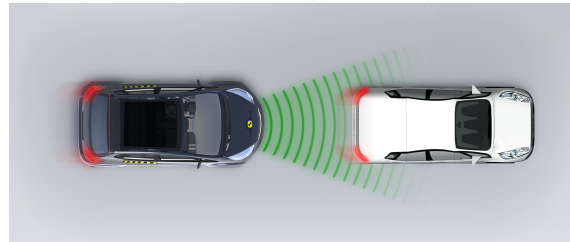
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

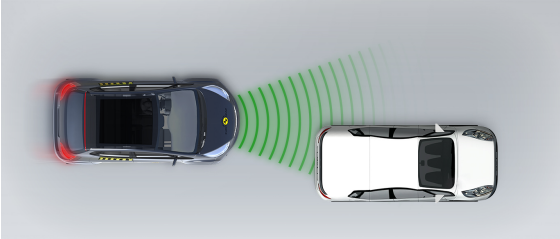


 SAFETY ASSIST

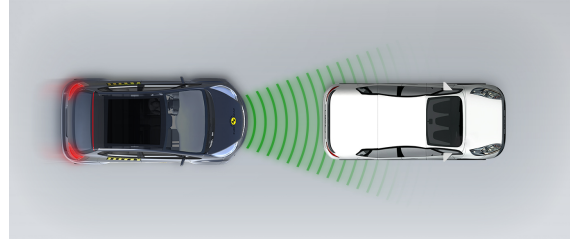
Total 13.5 Pts / 84%

■ Driver reacts to warning

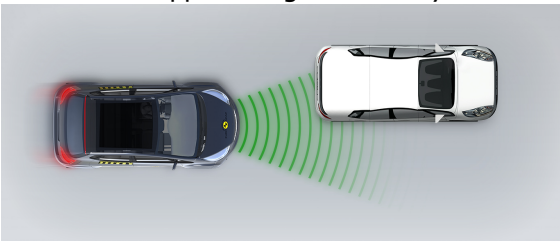
Approaching a stationary car



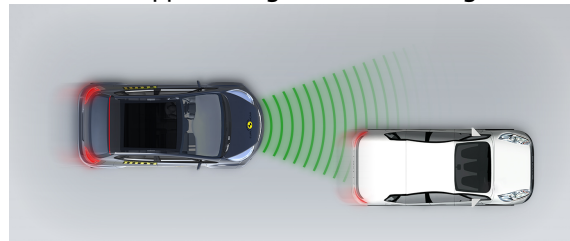
Approaching a stationary car



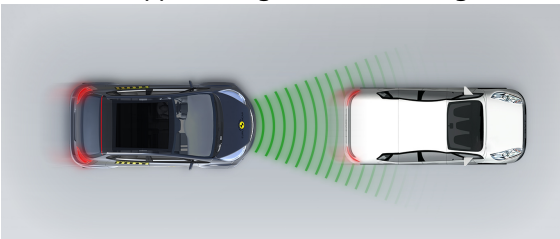
Approaching a stationary car



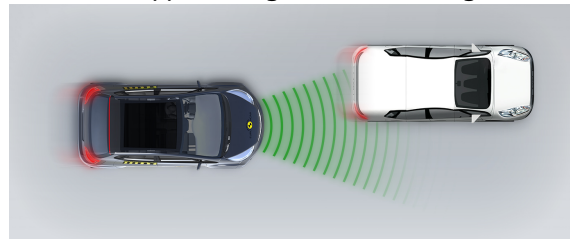
Approaching a slower moving car



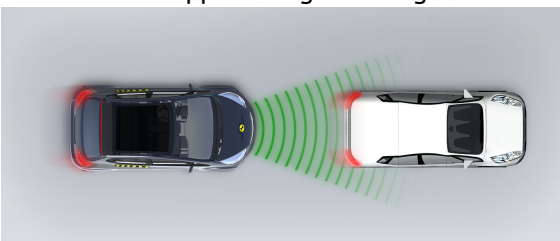
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 13.5 Pts / 84%

## Comments

The autonomous emergency braking (AEB) system of the Mercedes-Benz GLC performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver 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. A driver-set speed limiter is standard across the GLC range.

## RATING VALIDITY

## Variants of Model Range

| Body Type  | Engine                | Model Name/Code    | Drivetrain | Rating Applies |     |
|------------|-----------------------|--------------------|------------|----------------|-----|
|            |                       |                    |            | LHD            | RHD |
| 5 door SUV | 2.0 diesel            | GLC 220d 4MATIC *  | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.0 diesel            | GLC 300d 4MATIC    | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.0 petrol            | GLC 200 4MATIC     | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.0 petrol            | GLC 300 4MATIC     | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 2.0 petrol + e-engine | GLC 300e 4MATIC ** | 4 x 4      | -              | -   |
| 5 door SUV | 2.0 petrol + e-engine | GLC 400e 4MATIC ** | 4 x 4      | -              | -   |

\* Tested variant

\*\* Additional tests needed

## Annual Reviews and Facelifts

| Date          | Event            | Outcome      |
|---------------|------------------|--------------|
| December 2022 | Rating Published | 2022 ★★★★★ ✓ |