

Mercedes C-Class Coupe

Mercedes Benz C220 CDI, LHD

2011



90%

ADULT OCCUPANT



79%

CHILD OCCUPANT



57%

PEDESTRIAN



86%

SAFETY ASSIST

ADULT OCCUPANT

Total 32 pts | 90%

FRONTAL IMPACT

14,5 pts



Driver



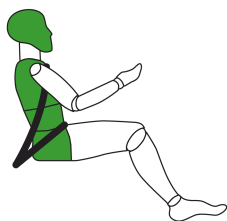
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,4 pts



Car



Pole

REAR IMPACT (WHIPLASH)

2,4 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 2mm

Steering wheel rearward none

Steering wheel upward none

Chest contact with steering wheel none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard none

Concentrated loads on knees none

LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement clutch - 7mm

Upward pedal movement none

SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH

Seat description Standard 8 way, part electrical

Head restraint type Active

Geometric assessment 0,6 pts

TESTS

- High severity 2 pts

- Medium severity 2 pts

- Low severity 2,1 pts

CHILD OCCUPANT

Total 39 pts | 79%

18 MONTH OLD CHILD

Restraint Roemer BabySafe
Group 0+
Facing rearward
Installation Adult seatbelt



PERFORMANCE 8,1 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Roemer Duo Plus
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 9,7 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

9 pts

Airbag warning Label

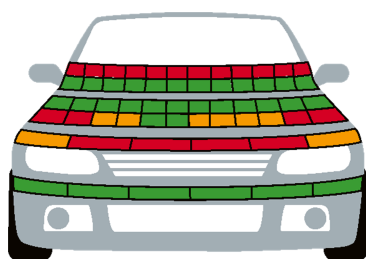
Text and pictogram label on passenger sun visor

PEDESTRIAN

Total 21 pts | 57%

SAFETY ASSIST

Total 6 pts | 86%



GOOD
MARGINAL
POOR

HEAD 14,6 pts
PELVIS 0 pts
LEG 6 pts

SPEED LIMITATION ASSISTANCE 0 pts

Not assessed

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP Pass
 Yaw rate ratio (1.00s) 5,10 %
 Yaw rate ratio (1.75s) 1,45 %
 Lateral displacement (1.07s) 1,25 m

SEATBELT REMINDER 3 pts

- driver Pass
 - passenger Pass
 - rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Mercedes Benz C220 CDI, LHD
Body type	2 door coupe
Year of publication	2011
Kerb weight	1615kg
VIN from which rating applies	applies to all C Class Coupes of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	also rear outboard pre-tensioners
Front seatbelt load limiters	also rear outboard load limiters
Driver frontal airbag	dual stage
Front passenger frontal airbag	dual stage
Side body airbags	
Side head airbags	
Driver knee airbag	
Electronic Stability Control	
Seatbelt Reminder	driver, passenger and rear seats

COMMENTS

Adult occupant

The C-Class Coupe is fitted as option with Mercedes Benz's 'PRE-SAFE®' system which senses when an accident is about to occur and primes the restraint and protection systems in readiness for the collision. In Euro NCAP's frontal and side barrier impacts, the PRE-SAFE® System was not activated. In the frontal impact, the passenger compartment remained stable. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Mercedes Benz showed that a similar level of protection would be provided for occupants of different sizes and those sat in different positions. In the side barrier test, the C Class Coupe scored maximum points, providing good protection of all body areas. In the more severe side pole test, protection of the chest was adequate and that of other body regions was good. The C Class Coupe is equipped with an 'active' head restraint. The car automatically detects when it has been struck from behind and the front surface of the head restraint is moved forward, providing earlier support to the occupant's neck. Mercedes Benz showed that the system would work over a broad range of speeds and impact severities. In Euro NCAP's tests the seat and head restraint demonstrated marginal protection against whiplash injuries.

Child occupant

In the frontal test, forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained within the shells of their restraints, minimising the likelihood of dangerous head contacts. The passenger airbag can be disabled for Mercedes Benz child restraints if the car is equipped with an optional, automatic-detect system known as CPOD. The system does not meet Euro NCAP's requirements and was not rewarded. The passenger airbag can also be disabled by Mercedes Benz dealers, allowing a rearward facing child restraint to be used in that seating position. Clear information was displayed in the car regarding the dangers of using a rearward facing restraint in that seating position without first disabling the airbag.

Pedestrian

The bumper scored maximum points for its protection of pedestrians' legs. However, the front edge of the bonnet provided predominantly poor protection. The C Class Coupe has an active bonnet. Sensors detect when a pedestrian has been struck and actuators raise the bonnet to provide greater clearance to hard structures beneath. Mercedes Benz showed that the system would detect a range of pedestrian statures and would work over a broad range of speeds, so the bonnet was tested in the raised position. In most areas likely to be struck by a child's head, the bonnet provided good protection. An adult's head might strike on the bonnet surface, where the car offered good protection, or on the windscreen, where protection was poor.

Safety assist

Electronic stability control is standard equipment on all C Class Coupes, and met Euro NCAP's test requirements. A seatbelt reminder system is standard for the driver, passenger and rear seats. A driver-set speed limitation device is available as an option but did not meet Euro NCAP's fitment requirements for assessment in 2011.