

Mercedes Benz M-Class

Mercedes-Benz ML 350 BlueTEC 4MATIC, LHD

2012 ★★★★★



96%

ADULT OCCUPANT

75%

CHILD OCCUPANT

60%

PEDESTRIAN

86%

SAFETY ASSIST

ADULT OCCUPANT

Total 34 pts | 96%

FRONTAL IMPACT

15,3 pts



Driver



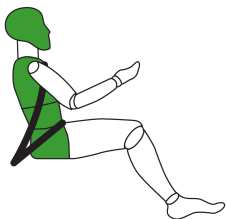
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,7 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,4 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	accelerator - 12mm
Upward pedal movement	accelerator - 26mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard , leather, 8 way electric
Head restraint type	Passive
Geometric assessment	1 pts

TESTS

- High severity	2,4 pts
- Medium severity	2,6 pts
- Low severity	2,4 pts

TEST RESULTS

CHILD OCCUPANT

Total 37 pts | 75%

18 MONTH OLD CHILD

Restraint Britax Römer Baby Safe
Group 0, 0+
Facing rearward
Installation adult seat belt



PERFORMANCE 10,2 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 Britax Römer Duo Plus
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 8,7 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

6 pts

Airbag warning Label

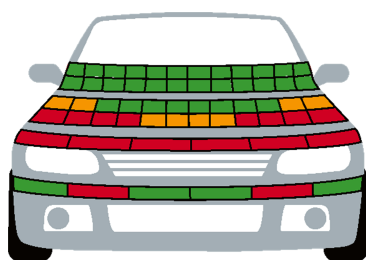
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

PEDESTRIAN

Total 21 pts | 60%

SAFETY ASSIST

Total 6 pts | 86%



GOOD
MARGINAL
POOR

HEAD 17,4 pts
PELVIS 0 pts
LEG 4 pts

SPEED LIMITATION ASSISTANCE

0 pts

- active, standard

Fail

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP

Pass

Yaw rate ratio (1.00s) 1,56 %

Yaw rate ratio (1.75s) 1,65 %

Lateral displacement (1.07s) 2,90 m

SEATBELT REMINDER

3 pts

- driver Pass

- passenger Pass

- rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Mercedes-Benz ML 350 BlueTEC 4MATIC, LHD
Body type	5 door SUV
Year of publication	2012
Kerb weight	2100kg
VIN from which rating applies	applies to all Mercedes-Benz M-Class of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	dual stage
Front passenger frontal airbag	dual stage
Side body airbags	
Side head airbags	
Driver knee airbag	
Speed Limitation Assistance	driver-set active system
Electronic Stability Control	
Seatbelt Reminder	driver, passenger and rear

COMMENTS

The rating of the Mercedes-Benz M-Class has been upgraded from 2011 to 2012. The car is unchanged and test results have been carried over from the previous year. The 2012 rating reflects the performance of the M-Class against Euro NCAP's latest requirements.

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection for the knees and femurs of both driver and front passenger. Mercedes Benz showed that a similar level of protection would be provided to occupants of different sizes and those sat in different positions. The M Class scored maximum points in the side barrier test. In the more severe side pole impact, protection of the chest was adequate and that of all other body areas was good. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear impact.

Child occupant

Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both child dummies were properly contained within the protective shells of their restraints, minimising the risk of dangerous head contact. The front passenger airbag can be disabled only by child restraints equipped with Mercedes Benz's automatic sensor system, known as CPOD. As there is no way of disabling the airbag for other rearward-facing restraints, the system was not rewarded by Euro NCAP. Permanently attached labels provided clear warnings of the dangers of using that seating position without first disabling the airbag.

Pedestrian

The M Class has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the rear of the bonnet to provide greater clearance to hard structures underneath. Mercedes demonstrated that the system would deploy correctly for a wide range of pedestrian statures, and over a broad speed range. In all areas likely to be struck by the head of an adult, the bonnet provided good protection. In the areas likely to be struck by a child's head, protection was mixed, with areas of good, marginal and poor performance. The protection offered by the front edge of the bonnet to pedestrians was poor.

Safety assist

The M Class has electronic stability control as standard, as well a seatbelt reminder system for the driver, passenger and rear seats. A driver-set speed limitation device is standard equipment but did not meet Euro NCAP's requirements.