



**Mercedes-Benz EQC**  
Standard Safety Equipment

2019 ★★★★★



Adult Occupant



96%

Child Occupant



90%

Vulnerable Road Users



75%

Safety Assist



75%

## SPECIFICATION

Tested Model	Mercedes-Benz EQC 400 4MATIC - AMG Line
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2495kg
VIN From Which Rating Applies	- all EQCs
Class	Small Off-Road

## ADVANCED REWARDS

- 2011 - Mercedes-Benz Attention Assist
- 2010 - Mercedes-Benz PRE-SAFE®

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	○
<b>CHILD PROTECTION</b>			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
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 36.6 Pts / 96%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 7.8 / 8 Pts



Passenger



Driver

Frontal Full Width 7.6 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat



Rear seat

Lateral Impact 15.5 / 16 Pts



Car



Pole

 ADULT OCCUPANT

Total 36.6 Pts / 96%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

AEB City

 4 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.6 Pts / 96%

## Comments

The passenger compartment of the EQC remained stable in the offset frontal test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Mercedes-Benz showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. For the passenger, protection of all critical body areas was good. Likewise, in the full-width rigid barrier test, protection of the driver was good for all critical body parts. For the rear passenger, dummy readings of chest compression indicated a marginal level of protection for this part of the body, with good or adequate protection elsewhere. In the side barrier impact, the EQC scored maximum points with good protection all-round. Dummy readings indicated good protection for all critical body areas in the more severe side pole test, too. However, a post-test inspection revealed that the upper hinge of the rear impacted-side door had broken, and the car was penalised. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests at the low speeds at which many whiplash injuries occur, with collisions against another vehicle avoided or mitigated in all test scenarios.

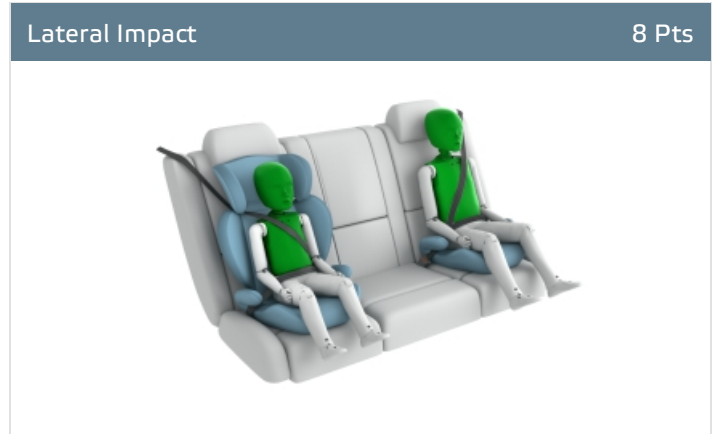
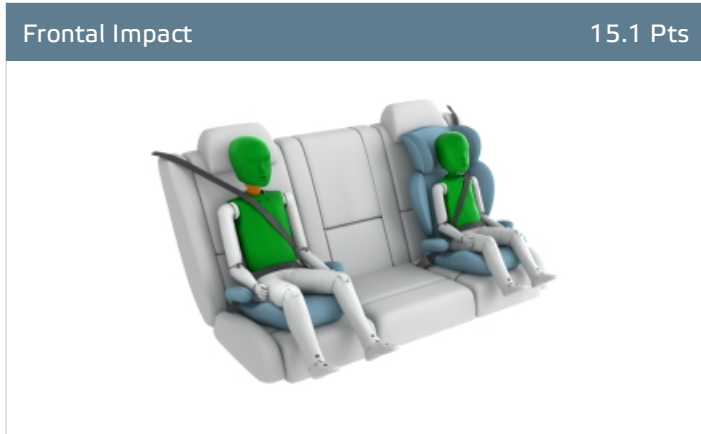
**CHILD OCCUPANT**

Total 44.1 Pts / 90%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.1 / 24 Pts



Restraint for 6 year old child: *Mercedes-Benz Kidfix XP*  
 Restraint for 10 year old child: *Booster Cushion*

**Safety Features**

9 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

**CRS Installation Check**

12 / 12 Pts

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

■ **i-Size CRS**





**CHILD OCCUPANT**

Total 44.1 Pts / 90%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 44.1 Pts / 90%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●
BeSafe iZi Flex FIT i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Britax Römer Duo Plus (ISOFIX)	□	●	□	●
Britax Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

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

Comments

In the frontal offset test, protection of all critical body regions was good for both child dummies, with the exception of the neck of the ten-year dummy where readings of neck tension indicated marginal protection. In the side barrier test, protection was good for all critical body areas for both dummies and the EQC scored maximum points in this part of the assessment. The front passenger airbag is automatically disabled when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and the system was rewarded. All of the child restraint types for which the B-Class is designed could be properly installed and accommodated.



**VULNERABLE ROAD USERS**

Total 36.2 Pts / 75%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian	24.9 / 36 Pts						
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">17.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.9 Pts</td> </tr> </table>	Head Impact	17.4 Pts	Pelvis Impact	1.6 Pts	Leg Impact	5.9 Pts
Head Impact	17.4 Pts						
Pelvis Impact	1.6 Pts						
Leg Impact	5.9 Pts						

Vulnerable Road Users	11.4 / 12 Pts
System Name	Active Brake Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h

**Comments**

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate at almost all test locations. Protection of pedestrians' legs by the bumper was good or adequate. However, protection of the pelvis was predominantly poor. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well other cars. Tests of its functionality demonstrated good performance.

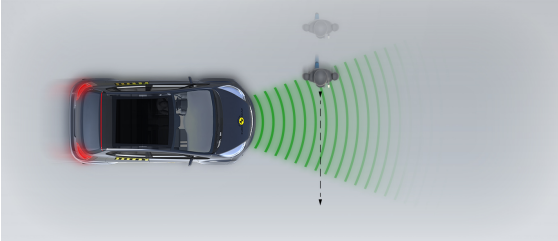
 VULNERABLE ROAD USERS

Total 36.2 Pts / 75%

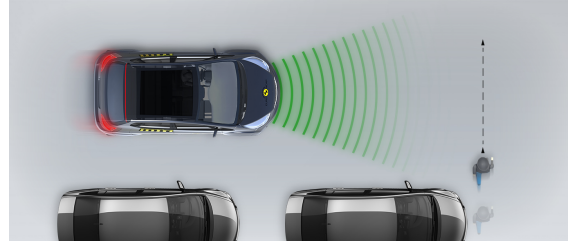
AEB Pedestrian 

■ Day time

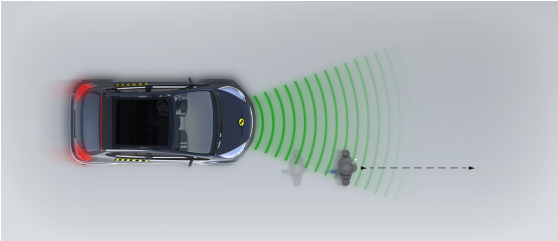
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

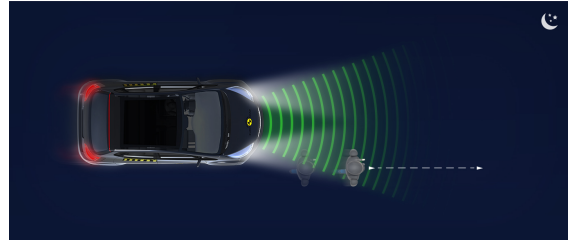


■ Night time

Adult crossing the road

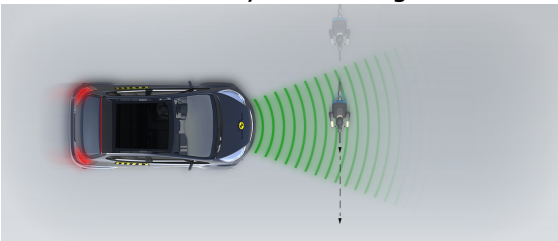


Adult along the roadside

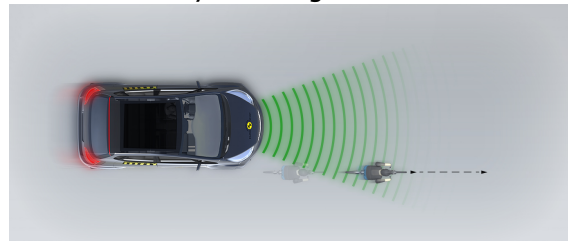


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.9 Pts / 75%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 3 / 3 Pts

System Name	Traffic Sign Assist
Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

■ 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass   
 ● Fail   
 — Not available

Lane Support

■ 2 / 4 Pts


System Name	Active Lane Keeping Assist
Type	ELK + LKA (including LDW)
Operational From	60 km/h

PERFORMANCE	
Emergency Lane Keeping	<span style="color: yellow;">■</span> ADEQUATE
Lane Keep Assist	<span style="color: orange;">■</span> MARGINAL
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

 SAFETY ASSIST

Total 9.9 Pts / 75%

AEB Inter-Urban

 2.4 / 3 Pts

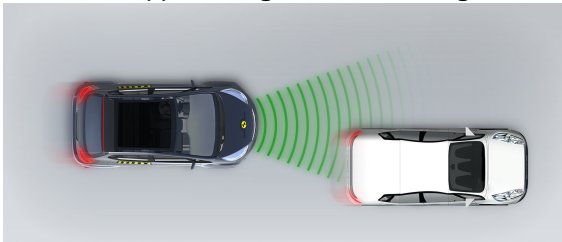
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

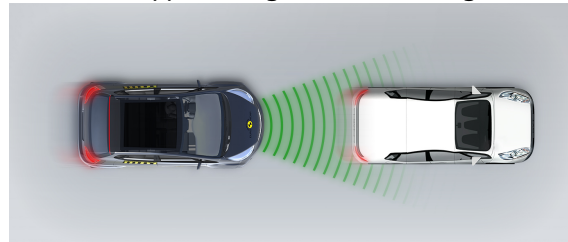
The AEB system performed well in tests of its response to other vehicles at highway speeds. The EQC has a seatbelt reminder system for the front and rear seats. A speed limit recognition system uses a camera and digital mapping to advise the driver of the local limit, and allows easy activation of the speed limiter. A lane support system helps the driver to avoid inadvertent drifting out of lane and also intervenes more aggressively in some certain critical situations.

■ Autobrake function only

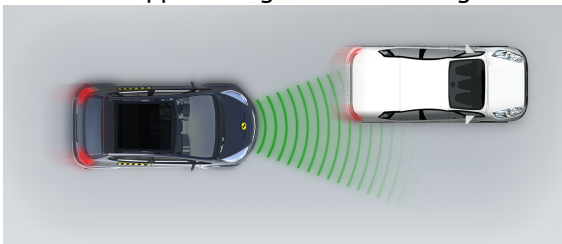
Approaching a slower moving car



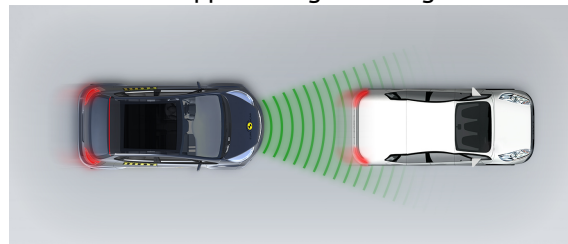
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

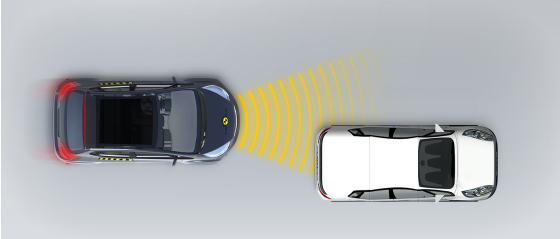


 SAFETY ASSIST

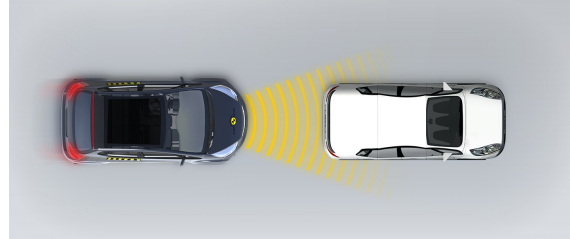
Total 9.9 Pts / 75%

■ Driver reacts to warning

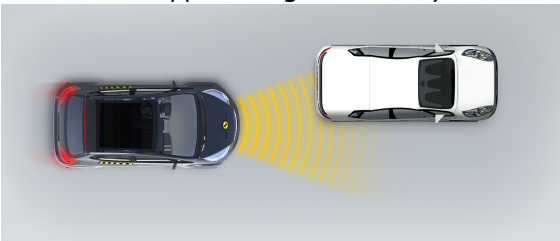
Approaching a stationary car



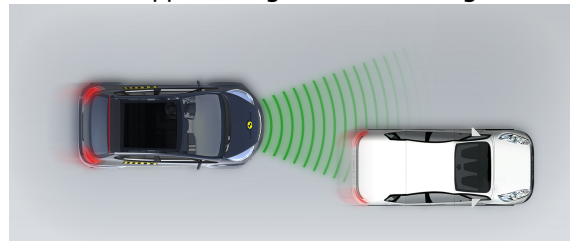
Approaching a stationary car



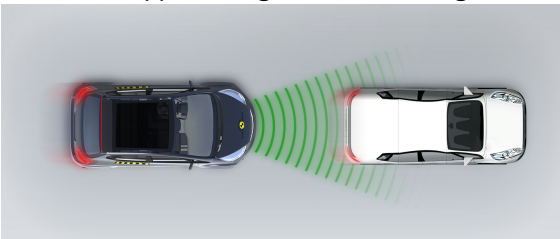
Approaching a stationary car



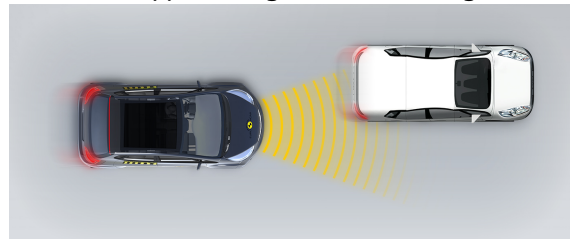
Approaching a slower moving car



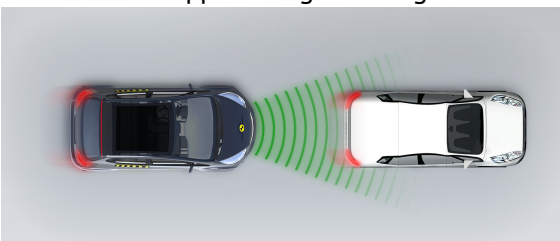
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	400 electric	EQC 400 4MATIC*	4 x 4	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
September 2019	Rating Published	2019 ★★★★★ ✓