Mercedes-Benz GLE

Standard Safety Equipment

2019

Adult Occupant

91%

Child Occupant

90%

Vulnerable Road Users

78%

Safety Assist

78%

SPECIFICATION

Tested Model	Mercedes-Benz GLE 350d 4MATIC - AMG Line, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2235kg
VIN From Which Rating Applies	- WDC1671211A067398
Class	Large Off-Road

ADVANCED REWARDS

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

Version 200619

SAFETY EQUIPMENT

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

OTHER SYSTEMS	
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

Version 200619

ADULT OCCUPANT

Total 34.9 Pts / 91%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Offset Deformable Barrier — 7.3 / 8 Pts

Passenger

Driver

Frontal Full Width — 7.7 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 1.8 / 2 Pts

Front seat

Rear seat

Lateral Impact — 14.9 / 16 Pts

Car

Pole

Version 200619

ADULT OCCUPANT

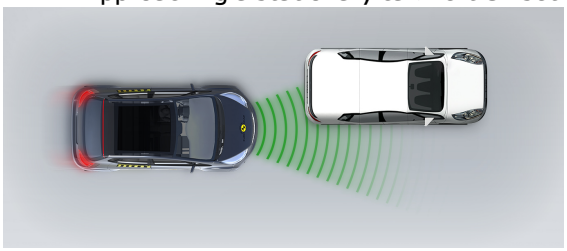
Total 34.9 Pts / 91%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

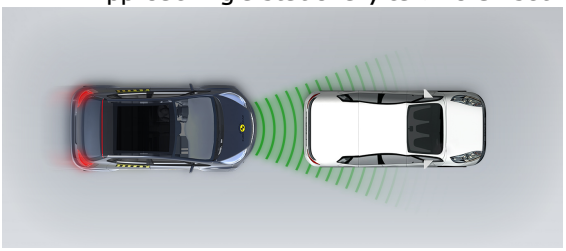
AEB City

3.2 / 4 Pts

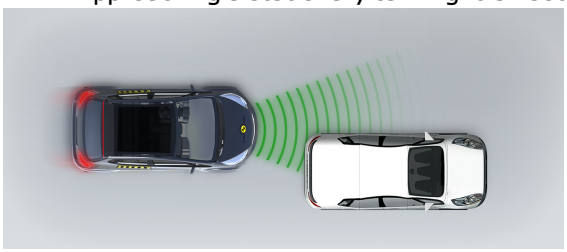
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 34.9 Pts / 91%

Comments

The passenger compartment of the GLE remained stable in the frontal offset test. 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 to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of all critical body areas was good for the driver and at least adequate for the rear passenger. In the side barrier test, protection of all critical body areas was good and the car scored full points in this test. In the more severe side pole impact, dummy readings of chest compression indicated marginal protection of this body region, with other critical body areas being well protected. 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 also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur.

CHILD OCCUPANT

Total 44.2 Pts / 90%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

23.2 / 24 Pts

Frontal Impact	15.2 Pts

Lateral Impact	8 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	✗	✗	✗

* Third row seats available as option

● 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

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	BeSafe iZi Kid X2 i-Size (iSize)

CHILD OCCUPANT

Total 44.2 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 44.2 Pts / 90%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	▫	●	▫	●	▫	▫
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	▫	●	▫	●	▫	▫
BeSafe iZi Kid X2 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 test, protection of all critical body areas was good for both dummies, apart from the neck of the 10 year dummy, protection of which was marginal. In the side barrier impact, all critical body areas were well protected for both dummies and the GLE scored maximum points in this part of the assessment. The front passenger airbag is automatically disabled to allow a rearward-facing child restraint to be used in that seating position. Mercedes-Benz showed that the system worked robustly and the system was rewarded. All of the restraint types for which the GLE is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 37.8 Pts / 78%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 26.7 / 36 Pts

Head Impact	18.1 Pts
Pelvis Impact	2.6 Pts
Leg Impact	6 Pts

Vulnerable Road Users 11.1 / 12 Pts

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

Comments

The bonnet provided good or adequate protection to the head of a struck pedestrian over almost the entire surface. The bumper provided good protection to pedestrians' legs but protection of the pelvis was mixed, with areas of good and poor protection. The GLE's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the system's response to pedestrians, performance was good and, in tests of cyclist detection, the GLE scored maximum points.

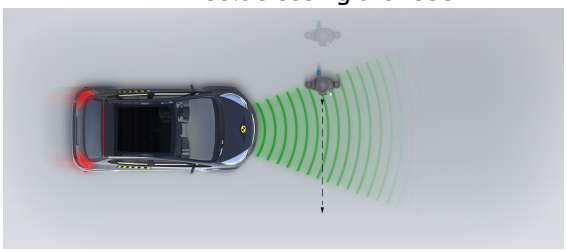
VULNERABLE ROAD USERS

Total 37.8 Pts / 78%

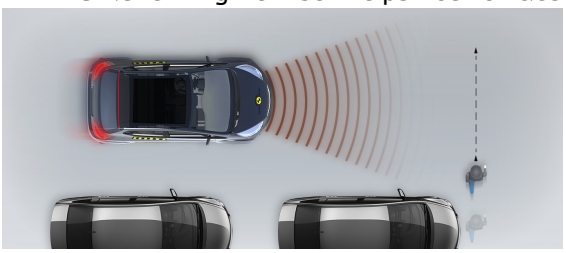
AEB Pedestrian

- **Day time**

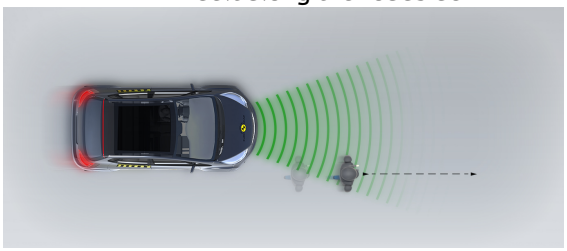
Adult crossing the road



Child running from behind parked vehicles

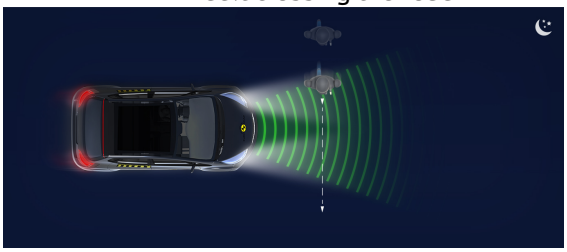


Adult along the roadside

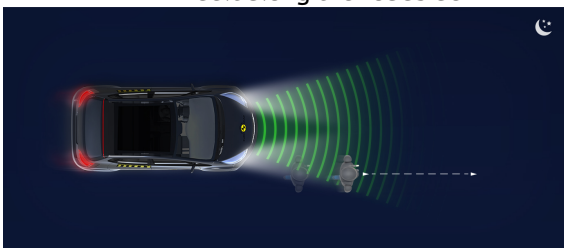


- **Night time**

Adult crossing the road

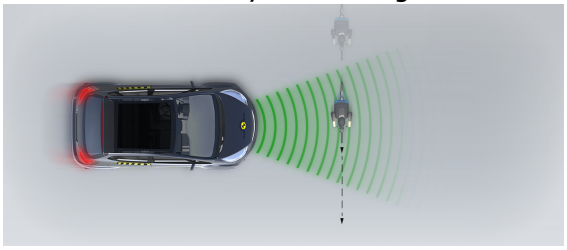


Adult along the roadside

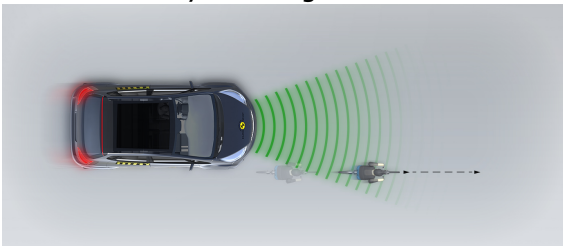


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.2 Pts / 78%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

3 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

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

● Pass ● Fail — Not available

Lane Support

2 / 4 Pts

System Name	Active Brake Assist
Type	ELK + LKA
Operational From	7 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	MARGINAL
Human Machine Interface	ADEQUATE

Version 200619

SAFETY ASSIST

Total 10.2 Pts / 78%

AEB Interurban

2.8 / 3 Pts

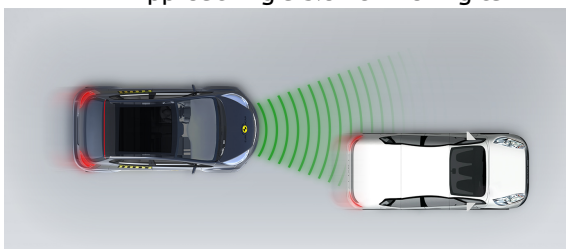
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h
Additional Information	Supplementary warning and Restraint activation

Comments

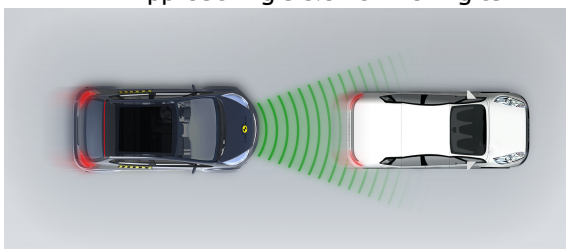
The GLE has a seatbelt reminder system for the front and rear seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. A camera-based speed assistance system identifies the local speed limit and presents the information to the driver who can then easily set the limiter to the appropriate speed. A lane support system helps to prevent inadvertent drifting out of lane and also intervenes more aggressively in some critical situations.

- **Autobrake function only**

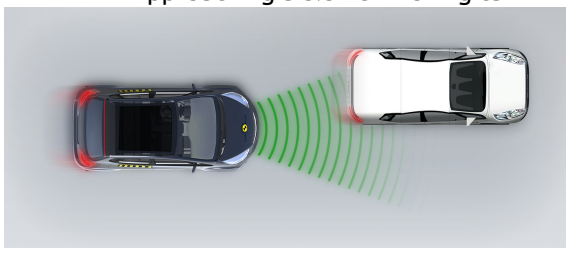
Approaching a slower moving car



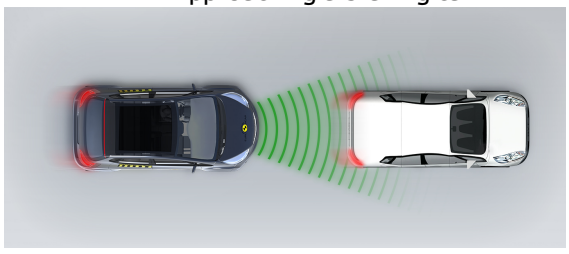
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

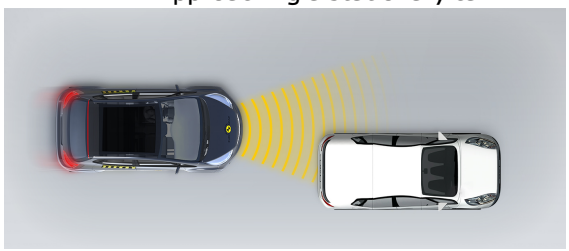


SAFETY ASSIST

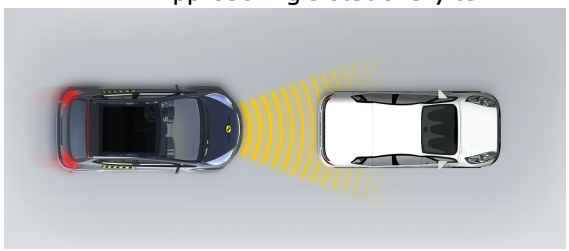
Total 10.2 Pts / 78%

- **Driver reacts to warning**

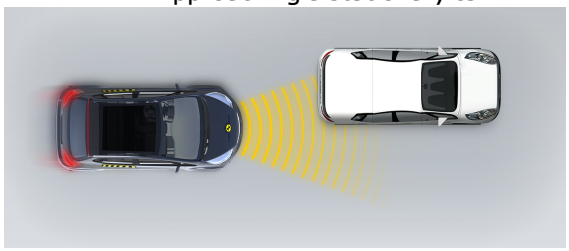
Approaching a stationary car



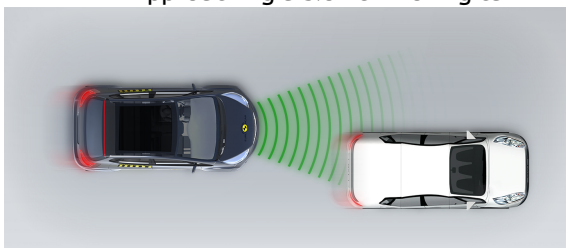
Approaching a stationary car



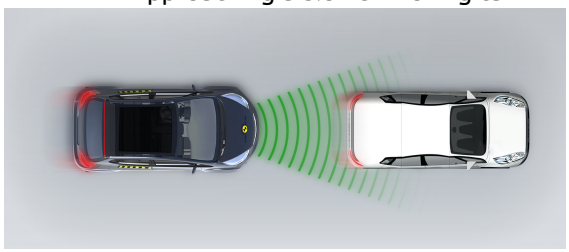
Approaching a stationary car



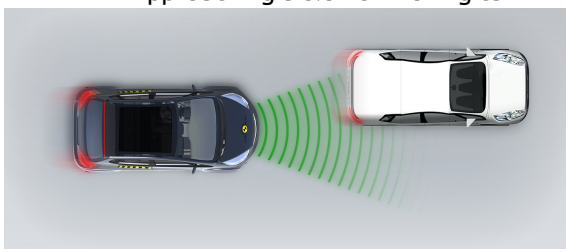
Approaching a slower moving car



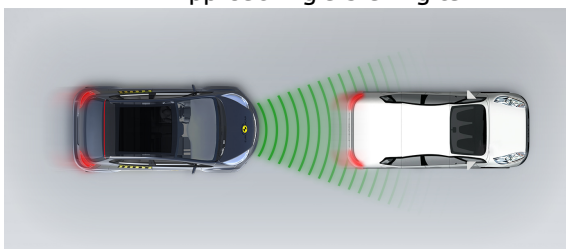
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 litre diesel	GLE 300 d 4MATIC	4 x 4		✓
5 door SUV	3.0 litre diesel	GLE 350 d 4MATIC*	4 x 4	✓	✓
5 door SUV	3.0 litre diesel	GLE 400 d 4MATIC	4 x 4	✓	✓
5 door SUV	3.0 litre petrol	GLE 450 4MATIC	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

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