MERCEDES-BENZ EQC

NOVEMBER 2019 - AUGUST 2025 **ALL VARIANTS**





96%

ADULT OCCUPANT PROTECTION





CHILD OCCUPANT PROTECTION

76%



MERCEDES-BENZ EQC

OVERVIEW

The Mercedes-Benz EQC was introduced in Australia and New Zealand in November 2019. This ANCAP safety rating applies to all variants

Dual frontal, side chest-protecting airbags for front and second row outboard seating positions, side head-protecting (curtains) for the front and second rows, and knee airbags for the driver are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard on all variants.

ANCAP SAFETY RATING RATING YEAR (DATESTAMP) **VEHICLE TYPE AIRBAGS**

2019 MEDIUM SUV Dual frontal, side chest, (1st & 2nd row), side head (1st & 2nd row), driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mercedes-Benz EQC 400 4MATIC ◆	5 door SUV	400 Electric	AWD	\checkmark	\checkmark

COVERED BY THIS RATING

× NOT COVERED BY THIS RATING

◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



The passenger compartment of the Mercedes-Benz EQC remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's lower legs. Protection for all other critical body regions was GOOD. Protection was GOOD for all body regions of the front passenger.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. Protection of the rear passenger neck was ADEQUATE while protection of the chest was MARGINAL.

Good protection was provided for the driver in the side impact test and oblique pole test, however during the oblique pole test, the rear door hinge was found to have broken and a penalty was applied.

The autonomous emergency braking (AEB) system showed GOOD performance in low-speed test scenarios typical of city

FRONTAL OFFSET# 7.80 (out of 8) FULL WIDTH FRONTAL# 7.59 (out of 8) SIDE IMPACT# 8.00 (out of 8) **OBLIQUE POLE**# 7.50 (out of 8) WHIPLASH PROTECTION 1.72 (out of 2) AEB - City 4.00 (out of 4)

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck: 4.00 pts 4.00 pts Chest: Upper legs: 4.00 pts Lower legs: 3.60 pts Deductions:



Front Passenger

Head / neck: 4.00 pts 4 00 pts Chest: Upper legs: 4.00 pts Lower legs: 4.00 pts Deductions: Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head: 4.00 pts 4.00 pts Neck: Chest: 4.00 pts Upper legs: 4.00 pts Deductions:



Rear Passenger

Head: 4.00 pts Neck: 3.88 pts 2.49 pts Chest: Upper legs: 4.00 pts Deductions:

SIDE IMPACT TEST (50 KM/H)



Driver

Head: 4.00 points Chest: 4.00 points 4.00 points Abdomen: Pelvis: 4.00 points Deductions:

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger



Driver / Front Passenger

0.44 points Rear: Front: 1.28 points

OBLIQUE POLE TEST (32 KM/H)



Head: 4.00 points Chest: 4.00 points 4.00 points Abdomen:

Pelvis: 4.00 points Deductions: -1.00 points (door opening)

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
DEDECOMANCE					
PERFORMANCE			GOOD		

^{*}Scaled scores. Total test scored out of 16.00 points.

CHILD OCCUPANT PROTECTION



In the frontal offset test, readings of neck tension in the 10 year dummy indicated MARGINAL protection. Otherwise, protection of both the 6 year and 10 year dummies was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Mercedes-Benz EQC is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accomodated in each of the rear seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	15.11	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	12.00	(out of 12)
ON-BOARD SAFETY FEATURES	10.00	(out of 13)

FRONTAL OFFSET TEST (64 KM/H) -



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT Passenger	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	•	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	•	•	-	-
Airbag disabling	•	-	-	-	-

FITTED TO TEST CAR AS STANDARD

NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

× NOT AVAILABLE

- NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK I I

CHILD OCCUPANT PROTECTION



CHILD RESTRAINT INSTALLATION*

		CHILD RESTRAINT (CRS) TYPE [^]	FRONT ROW		2nd ROW			3rd ROW	
		OHILD RESTRAINT (ORS) THE	PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
		Rearward facing capsule	×	•	•	•	-	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	•	•	•	-	-	-
		Rearward facing with harness - convertible (Model B)	×	•	•	•	-	-	-
BELTED	TYPE B	Forward facing with harness - convertible (Model A)	×	•	•	•	-	-	-
2	ITPE D	Forward facing with harness - convertible (Model B)	×	•	•	•	-	_	-
	TYPE E	Booster - 4 to 8 years	×	•	•	•	-	_	-
	TYPE F	Booster - 4 to 10 years	×		•		-	-	-
		Rearward facing capsule	×		-	•	-	-	-
×	TYPE A	Rearward facing with harness - convertible (Model A)	×		-	•	-	_	-
ISOFIX		Rearward facing with harness - convertible (Model B)	×		-	•	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×		-	•	-	-	-
	IIFED	Forward facing with harness - convertible (Model B)	×		-	•	-	-	-

^{*} Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

INSTALL WITHOUT PROBLEM

INSTALL WITH CARE

CANNOT BE FITTED SAFELY

▼ INSTALLATION NOT ALLOWED - NOT APPLICABLE / NOT ASSESSED

[^] The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

VULNERABLE ROAD USER PROTECTION



The bonnet of the Mercedes-Benz EQC provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance. The bumper provided GOOD protection to pedestrians' legs.

The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance was also seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds. The system's overall performance was classified as GOOD.

HEAD IMPACTS	17.38	(out of 24)
UPPER LEG IMPACTS	1.60	(out of 6)
LOWER LEG IMPACTS	5.87	(out of 6)
AEB - Pedestrian	5.58	(out of 6)
AEB - Cyclist	5.79	(out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



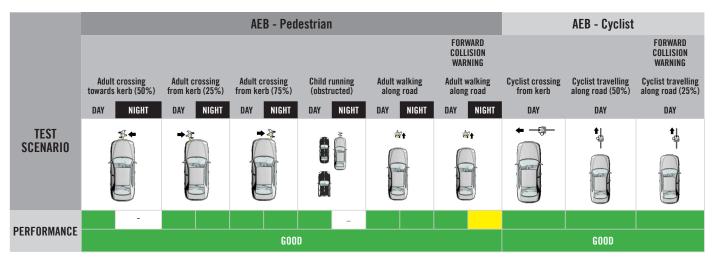
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Active Brake Assist

TYPE: Autonomous emergency braking with forward collision warning

OPERATIONAL FROM: 7-80 km/h

DESCRIPTION: System functions in the daytime and night-time



SAFETY ASSIST



The Mercedes-Benz EQC is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB system in highway speed scenarios showed GOOD performance, with collisions avoided or mitigated in most scenarios.

Tests of the LSS functionality showed ADEQUATE performance, with MARGINAL performance in LKA scenarios and ADEQUATE performance in the more critical ELK test scenarios.

A speed assistance system (SAS) is also standard on the EQC. This system identifies the local speed limit and allows the driver to set the speed accordingly.

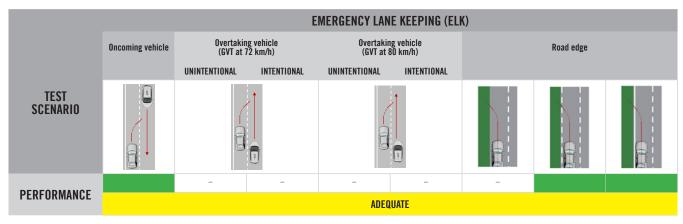
A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats.

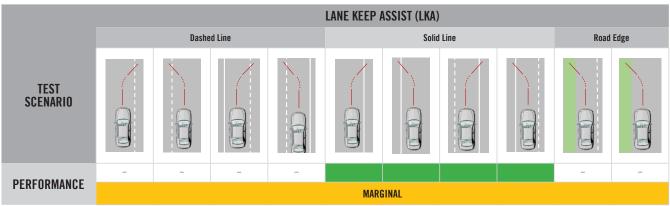
SPEED ASSISTANCE SYSTEMS	2.88	(out of 3)
SEAT BELT REMINDERS	2.50	(out of 3)
LANE SUPPORT SYSTEMS	2.25	(out of 4)
AEB - Interurban	2.38	(out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Active Lane Keeping Assist

OPERATIONAL FROM: 60-200 km/h





HUMAN MACHINE INTERFACE (HMI)				
EUNCTION	Lane Departure Warning (LDW)	PASS		
FUNCTION	Blind Spot Monitoring (BSM)	PASS		

SAFETY ASSIST



AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

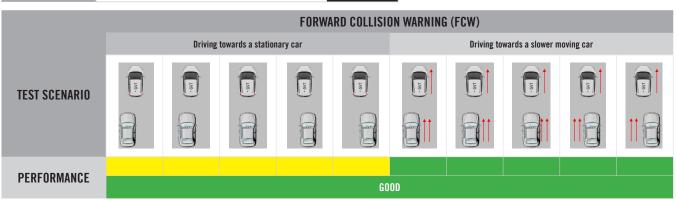
SYSTEM NAME: Active Brake Assist

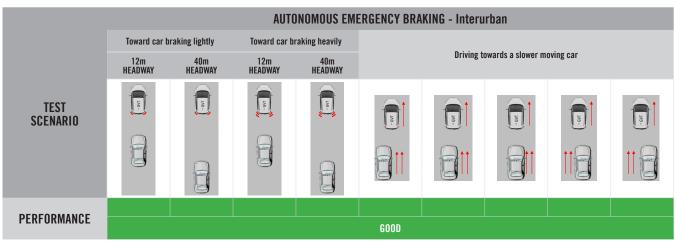
TYPE: Autonomous emergency braking with forward collision warning

OPERATIONAL FROM: 7-200 km/h

DESCRIPTION: Defaults ON for every journey







SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Traffic Sign Assist

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & Map
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	•	×
Visual	•	•	•
Audible	•	•	•
• PASS • FAIL ×	NOT AVAILAE	BLE - NOT APP	LICABLE
GOOD ADEQUATE	MARG	INAL WEA	K POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~		BILITY
FEATURE / TEURNULUGT	AUS	NZ
Seat belts (three-point) for all forward-facing seats	•	•
Seat belt pre-tensioners (front)		
Seat belt pre-tensioners (rear outboard) - 2nd row		
Seat belt pre-tensioners (rear centre) - 2nd row	×	×
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)		
Intelligent seat belt reminder (front passenger)		
Intelligent seat belt reminder (2nd row seats)		
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)		
Airbag - frontal (passenger)		
Airbags - side, chest protection (front seats)		
Airbags - side, chest protection (2nd row seats)		
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)		
Airbags - side, head protection (2nd row seats)		
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)		
Airbag - knee (front passenger)	×	×
Airbag disabling switch - automatic (front passenger)		
Airbag disabling switch - manual (front passenger)	×	×
Head restraints for all seats		
Active bonnet	×	×
Adaptive cruise control (ACC)		
Adaptive headlights		
Anti-lock braking system (ABS)		
Autonomous emergency braking (AEB) - City		
Autonomous emergency braking (AEB) - Interurban		
Autonomous emergency braking (AEB) - VRU		
Automatic emergency call (eCall)	×	×
Automatic headlights		
Automatic high beam		

FFATURF / TFCHNOLOGY~	AVAILA	BILITY
FEATURE / TECHNOLOGY*	AUS	NZ
Blind spot monitor (BSM)		
Child presence alert	×	×
Daytime running lights (DRL)		
Electronic brakeforce distribution (EBD)		
Electronic data recorder (EDR)	×	×
Electronic stability control (ESC)		
Emergency brake assist (EBA)		
Emergency stop signal (ESS)		
Fatigue reminder		
Fatigue detection		
Forward collision warning (FCW)		
Hill launch assist		
Integrated child seat / restraint	×	×
ISOFix		
Lane departure warning (LDW)		
Lane keep assist (LKA)		
Pre-crash systems		
Rear cross-traffic alert (RCTA)		
Reversing collision avoidance (camera)		
Reversing collision avoidance (auto brake)		
Roll stability system		
Secondary / multi-collision brake		
Speed assistance - auto / intelligent speed limiter		
Speed assistance - manual speed limiter		
Speed assistance - speed sign recognition & warning		
Smart (intelligent) key	×	×
Trailer stability control	×	×
Tyre pressure monitoring system (TPMS)		
Vehicle-to-infrastructure communication (V2I)	×	×
Vehicle-to-vehicle communication (V2V)	×	×

[~] Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ※ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Mercedes-Benz EQC 400 4MATIC LHD
2019
5 door SUV
Electric
November 2019
n/a