MERCEDES-BENZ EQE SUV

APPLIES TO
All variants exc. AMG EQE 53 4MATIC+ SUV

VEHICLE TYPE
Large SUV

ENGINE / MOTOR TYPES
Battery Electric

BUILT FROM
AUS: January 2023
NZ: June 2023

ON SALE FROM
September 2023

MODEL SERIES
X294

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head, centre, driver knee

ANCAP SAFETY

TESTED 2023

★ ★ ★ ★ ★

The Mercedes-Benz EQE SUV was introduced in Australia and New Zealand in September 2023. This ANCAP safety rating applies to all variants, excluding the AMG EQE 53 4MATIC+ SUV.

Dual frontal, side chest-protecting and side head-protecting airbags and a driver knee airbag are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard.

ASSESSMENT SCORES

Adult Occupant Protection
87%
35.00 out of 40

Child Occupant Protection
92%
45.25 out of 49

Vulnerable Road User Protection
80%
50.48 out of 63

Safety Assist
86%
15.65 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Mercedes-Benz EQE 300 SUV	5 door SUV	Battery Electric Vehicle (BEV)	RWD	✓	✓
Mercedes-Benz EQE 350 4MATIC SUV	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	✓
Mercedes-Benz EQE 500 4MATIC SUV	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✓	-
Mercedes-Benz AMG EQE 53 4MATIC+ SUV	5 door SUV	Battery Electric Vehicle (BEV)	AWD	✗	-

* Correct at time of publication. Subject to change. Check with manufacturer.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

87%

35.00 out of 40

FRONTAL OFFSET (MPDB)#
5.57 points out of 8

OBLIQUE POLE#
5.52 points out of 6

RESCUE & EXTRICATION
3.50 points out of 4

FULL WIDTH FRONTAL#
7.79 points out of 8

WHIPLASH PROTECTION
3.79 points out of 4

SIDE IMPACT#
6.00 points out of 6

FAR SIDE IMPACT
2.84 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment remained stable in the **frontal offset (MPDB)** test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. Protection was GOOD for all body regions of the front passenger. The front structure of the Mercedes-Benz EQE SUV presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.20 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection was ADEQUATE for the chest of both the driver and the rear passenger, with GOOD protection of all other critical body areas.

In the **side impact** test, protection offered to all critical body regions was GOOD. In the oblique pole test, chest protection was ADEQUATE, with GOOD protection of all other critical body areas.

The Mercedes-Benz EQE SUV is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided protection for the head of both front seat occupants. However, additional information to demonstrate that the performance was robust for a range of occupant sizes was not provided so no points have been awarded in this area of assessment. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario.

A Rescue Sheet providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the Mercedes-Benz EQE SUV would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.43 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.91 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-4.20 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	3.66 pts	3.50 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	2.71 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

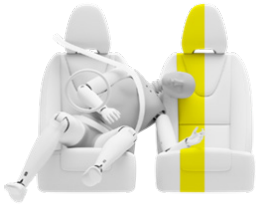
Adult Occupant Protection

87%

35.00 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	3.02 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	0.00 pts

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.79 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not demonstrated

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

92%

45.25 out of **49**

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
9.25 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in these tests.

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

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is fitted to all rear passenger seats as standard.

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

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	✕	–	–
Top Tether Anchorage	✕	●	●	–	–
Airbag Disabling	●	–	–	–	–
Child Presence Detection 0.25 pts (out of 4.00pts)	✕	●	●	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^**	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	**Rearward-facing capsule**	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	**Rearward-facing capsule**	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – N/A

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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Vulnerable Road User Protection

80%

50.48 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **11.03 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **8.07 points** out of 9
PELVIS PROTECTION **2.57 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.04 points** out of 7	AEB MOTORCYCLE **5.30 points** out of 6
FEMUR PROTECTION **4.48 points** out of 4.5	AEB PEDESTRIAN (Backover) **2.00 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

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

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while protection of the femurs was mostly GOOD and protection of the lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed ADEQUATE performance in **pedestrian test scenarios** which includes reverse (AEB Backover) and turning scenarios, with collisions avoided or mitigated in most tests.

GOOD performance was seen in **cyclist test scenarios** with collisions avoided or mitigated at most test speeds including turning scenarios. The EQE SUV is fitted with a system to warn against door opening if a cyclist is approaching from behind. The vehicle provides a warning if a door is opened while a bicycle is approaching from behind.

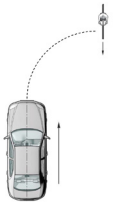
GOOD performance was seen in the **AEB and LSS motorcyclist** tests, including the turning and overtaking scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Active Brake Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	7-80km/h

AEB CYCLIST TEST SCENARIOS (forward)

Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
DAY	DAY	DAY	DAY	DAY	DAY	DAY
						
PERFORMANCE							
GOOD							

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	✕
Warning or retention (all other doors)	●

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Vulnerable Road User Protection

80%

50.48 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	GOOD			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	ADEQUATE													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Active Lane Keeping Assist
Operational From	45-200 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (GVT at 72km/h)		Overtaking motorcycle (GVT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

86%

15.65 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.35 points out of 2

SPEED ASSISTANCE SYSTEMS
2.69 points out of 3

AEB / AES (Car-to-Car)
3.94 points out of 4

AEB / AES (Junction & Crossing)
3.93 points out of 4

AEB / AES (Head-On)
1.00 points out of 1

LANE SUPPORT SYSTEMS
2.75 points out of 3

The Mercedes-Benz EQE SUV is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in AEB Junction and AEB Crossing scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or crossing the path of an oncoming vehicle. Tests of the **AEB Head-On** functionality also showed GOOD performance in both straight and lane change scenarios.

Tests of **lane support system** functionality showed GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) are standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver monitoring system (DMS) detecting driver drowsiness (indirect) is fitted as standard. A direct Driver Monitoring System is available in Australia and New Zealand as an option, however this system has not been tested or assessed.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Active Brake Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	7-250 km/h

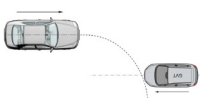
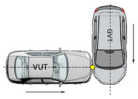
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

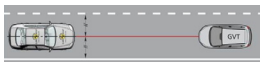
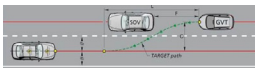
Safety Assist

86%

15.65 out of 18

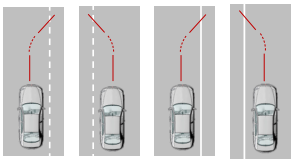
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

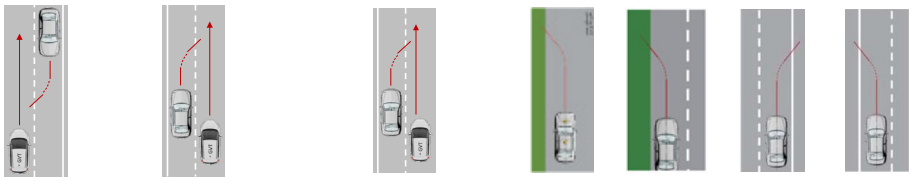
		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop								
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			GOOD				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle 50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
PERFORMANCE				GOOD	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Active Lane Keeping Assist
Operational From	45-200 km/h

	Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car				
PERFORMANCE	GOOD			

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	GOOD								

GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

Safety Assist

86%

15.65 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✕	✕
Fatigue	●	●
Unresponsive Driver	-	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	●

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors	●
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - centre	●	●
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✕	✕
Airbag - pedestrian (external)	✕	✕
Airbag disabling switch - automatic (front passenger)	●	●
Airbag disabling switch - manual (front passenger)	✕	✕
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●	●
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	○	○
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Mercedes-Benz EQE SUV LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
December 2023