

Mercedes-Benz GLC

220D 4MATIC DIESEL AWD AUTOMATIC

2024



55%



9.4 
/10

**Clean Air
Index**

4.5 
/10


**Energy Efficiency
Index**

2.7 
/10


**Greenhouse Gas
Index**

<div></div> <div>Laboratory Test</div>	NMHC	NO _x	NH ₃	CO	PN
9.0/10 Cold Test					
9.6/10 Warm Test					
9.5/10 Highway					
Cold Ambient Test	Does not qualify for additional robustness testing				


<div></div> <div>Road Test</div>	NMHC	NO _x	NH ₃	CO	PN
9.9/10 On-Road Drive					
4.6/5 On-Road Short Trip					
On-Road Heavy Load	Does not qualify for additional robustness testing				
On-Road Light Load	Does not qualify for additional robustness testing				
Congestion	Does not qualify for additional robustness testing				




n.a.




good




adequate



marginal



weak



poor

Comments

The diesel-engined Mercedes GLC performs exceptionally well in this part of the assessment and leaves only a little room for improvement for emissions in cold engine start scenarios. Common past issues of the Diesel like NO_x or particle emissions are no problem for Mercedes' latest generation of exhaust gas aftertreatment. The extremely low level of particle emissions is perhaps what impresses most. However, the lower results in the other two parts of the assessment prevented the vehicle from advancing to Green NCAP's additional robustness tests, and leave open the questions about its -7°C performance.

Energy Efficiency Tests



Laboratory Test

Energy

5.5/10 Cold Test



5.6/10 Warm Test



2.6/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

5.9 l/100 km

1,077 km

Worst-case

7.3 l/100 km

849 km



n.a.



good



adequate



marginal



weak



poor

Comments

The turbo-charged diesel engine requires 5.2 l/100 km in the Warm and Cold lab tests. With 5 l/100 km, the best consumption is reached in the real-world On-Road Drive. The worst value is measured in the Highway Test – 7.3 l/100 km. The GLC makes a good use of the traditionally high efficiency of the diesel powertrain and benefits from its mild-hybrid system. Given that it is a heavy combustion engine SUV, it scores well in this part of the assessment.



Greenhouse gases

CO₂

N₂O

CH₄

3.8/10 Cold Test



3.9/10 Warm Test



0.4/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

In both the Warm and Cold standard WLTC tests, the measured CO₂ emissions are below the officially declared value. In these tests, 25 g CO₂-eq./km well-to-tank emissions related to the fuel production and supply are added to the 137 g CO₂/km at the tailpipe and result in scores of about 4 out of 10 points. In the Highway Test, the total CO₂-eq exceeds Green NCAP's limits with 227 g/km CO₂-eq. While the methane (CH₄) output is controlled very well, the GLC has increased laughing gas (N₂O) emissions in every lab test.

Our Verdict

The Mercedes-Benz GLC 220d tested here is a mild-hybrid SUV with a turbo-charged 2-litre diesel engine. The 48-volt mild-hybrid system helps the 2 tonne car bring down CO₂ emissions, but not enough to reach Green NCAP's additional robustness testing. The consumption values are a tribute to the efficient diesel engine and help the car strive for a creditable rating. In the Greenhouse Gas Index, valuable points are lost due to the non-regulated laughing gas (N₂O) emissions. The GLC performs most impressively in the Clean Air part of the assessment, demonstrating extremely efficient control of both gaseous and particle emissions, the latter being at ambient air concentration levels and amongst the lowest ever seen by Green NCAP. Overall, the Mercedes-Benz GLC receives an average score of 55% and collects well deserved 3 Green stars.

Disclaimer [↗](#)

Specification

Tested Car

W1NKM0FB6RU04xxxx

Publication Date	Vehicle Class	Tyres	Emissions Class
11 2024	Small SUV	235/40 R20	Euro 6d AP
Mass	Engine Size	Power/Torque	Declared CO ₂
2,038 kg	1,993 cc	162 kW/440 Nm	144 g/km
Declared Battery Capacity		Declared Driving Range	Declared Consumption
n.a.		n.a.	5.5 l/100 km
Heating Concept			
Waste heat			



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