Mercedes-Benz G-Class

Standard Safety Equipment

2019

Adult Occupant: 90%

Child Occupant: 83%

Vulnerable Road Users: 78%

Safety Assist: 72%

SPECIFICATION

Tested Model	Mercedes-Benz G350d, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2451kg
VIN From Which Rating Applies	- all G-Class
Class	Large Off-Road

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	●	●	✗

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SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
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

ADULT OCCUPANT

Total 34.6 Pts / 90%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Offset Deformable Barrier — 6.4 / 8 Pts

Passenger

Driver

Frontal Full Width — 6.6 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 1.5 / 2 Pts

Front seat

Rear seat

Lateral Impact — 16 / 16 Pts

Car

Pole

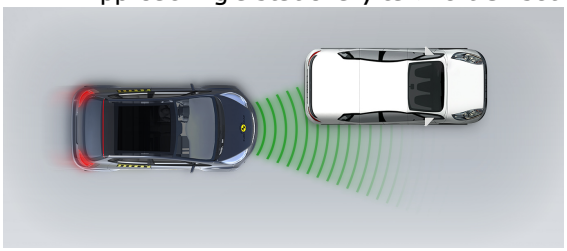
ADULT OCCUPANT

Total 34.6 Pts / 90%

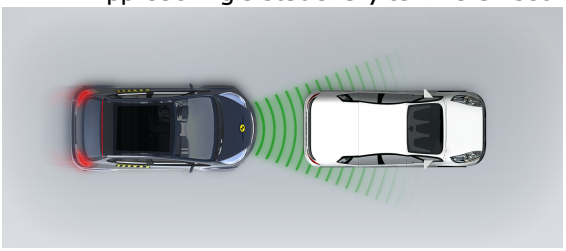
GOOD | ADEQUATE | MARGINAL | WEAK | POOR

AEB City — 4 / 4 Pts

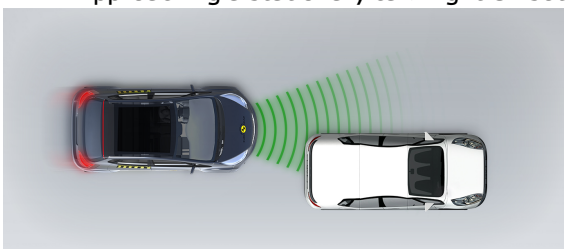
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 34.6 Pts / 90%

Comments

The passenger compartment of the G-Class 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. Chest compression in the driver dummy indicated weak protection of this body region. In the full-width rigid barrier test, chest protection was marginal for the driver's chest but was good for all other critical body areas. For the rear dummy, dummy readings of chest compression indicated marginal protection. However, a high load in the shoulder belt pointed to a risk of injury which the dummy is not able to measure, and protection of the chest was penalised and downrated to 'weak'. In both the side barrier test and the side pole impact, protection of all critical body areas was good and the G-Class scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash injury 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, typical of city driving, at which many whiplash injuries are caused.

CHILD OCCUPANT

Total 40.8 Pts / 83%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

19.8 / 24 Pts

Frontal Impact	11.8 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer 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

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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)

BeSafe iZi Flex FIX i-Size (iSize)

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

CHILD OCCUPANT

Total 40.8 Pts / 83%

- **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 40.8 Pts / 83%

	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 FIX 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, dummy readings of neck tension in the 10-year dummy indicated poor protection of this body area. Otherwise, protection was good. For the 6-year dummy, protection of the neck was marginal. In the side barrier test, protection of both child dummies was good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the G-Class is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 37.5 Pts / 78%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 27 / 36 Pts

Head Impact	15.1 Pts
Pelvis Impact	5.9 Pts
Leg Impact	6 Pts

Vulnerable Road Users 10.4 / 12 Pts

System Name	Active Brake Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

The protection provided by the bonnet to the head of a struck pedestrian was marginal or adequate over most of its surface, with areas of good and poor performance. Protection of pedestrian's legs was good or adequate, as was the protection offered to the pelvis. The AEB system can detect pedestrians and cyclists, as well as other vehicles. The system performed well when tested for its reaction to vulnerable road users such as these.

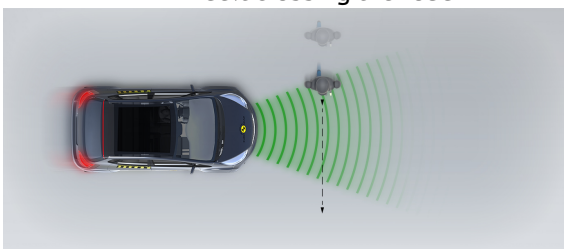
VULNERABLE ROAD USERS

Total 37.5 Pts / 78%

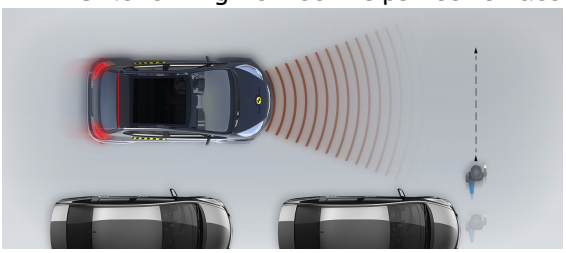
AEB Pedestrian

- **Day time**

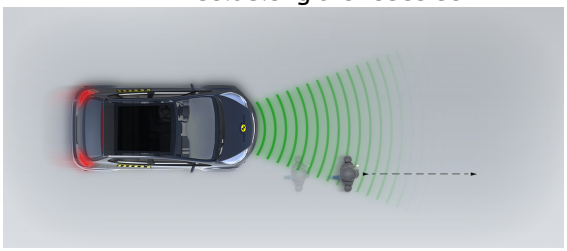
Adult crossing the road



Child running from behind parked vehicles

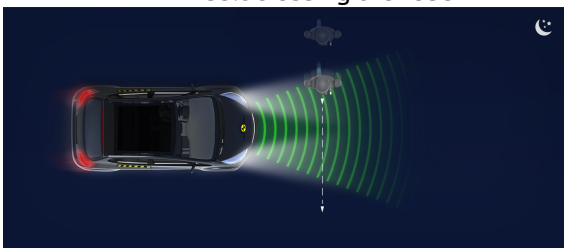


Adult along the roadside

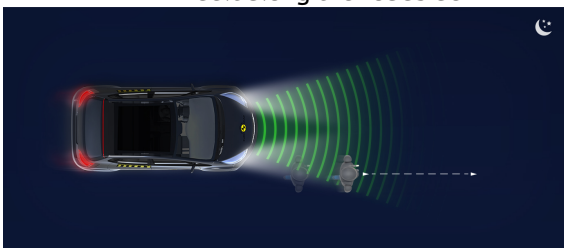


- **Night time**

Adult crossing the road

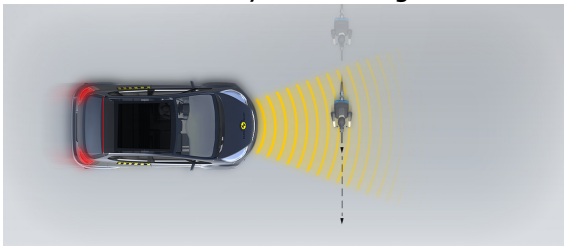


Adult along the roadside

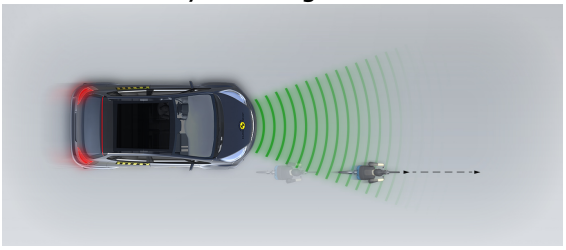


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.4 Pts / 72%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.7 / 3 Pts

System Name	Speed Limit 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	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass ● Fail — Not available

Lane Support

1.8 / 4 Pts

System Name	Active Lane Keeping Assist
Type	LKA (including LDW) and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	MARGINAL
Human Machine Interface	ADEQUATE

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SAFETY ASSIST

Total 9.4 Pts / 72%

AEB Inter-Urban

2.5 / 3 Pts

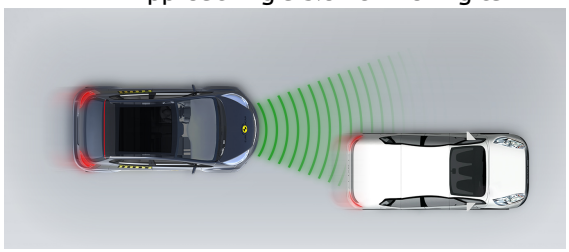
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h
Additional Information	Restraint activation

Comments

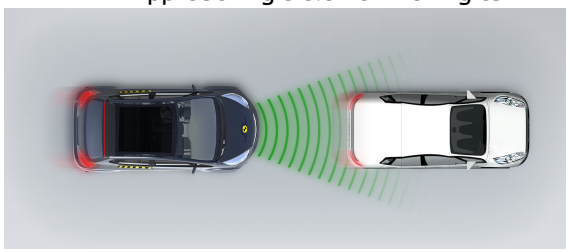
The AEB system gave generally good results in tests of its functionality at highway speeds. The car has a lane assistance system which helps prevent inadvertent drifting out of lane but can also intervene in some more critical situations. The speed control system uses digital mapping combined with a camera to identify what the local speed limit is and to inform the driver, who can then set the limiter to the appropriate speed. A seatbelt reminder is standard for front and rear seats.

- **Autobrake function only**

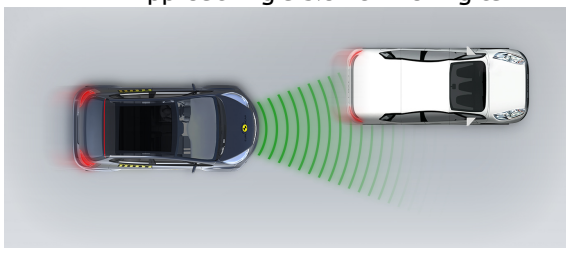
Approaching a slower moving car



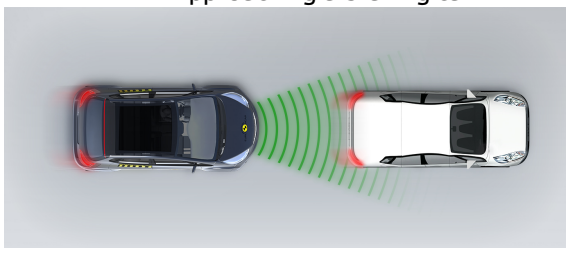
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

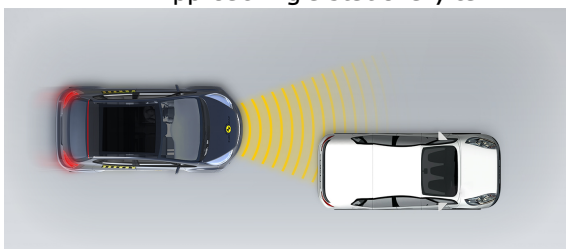


SAFETY ASSIST

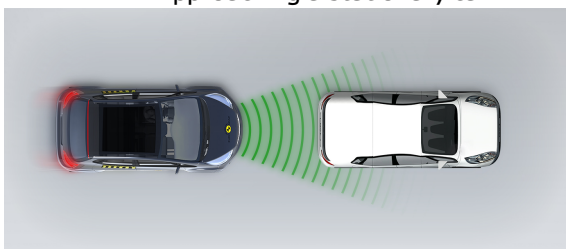
Total 9.4 Pts / 72%

- **Driver reacts to warning**

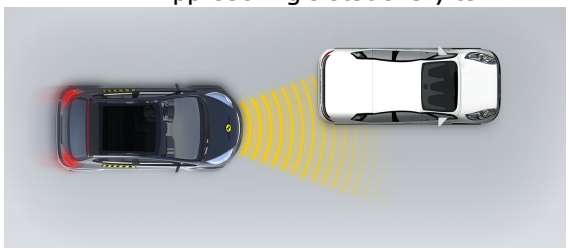
Approaching a stationary car



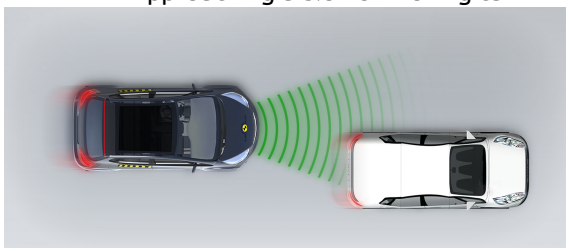
Approaching a stationary car



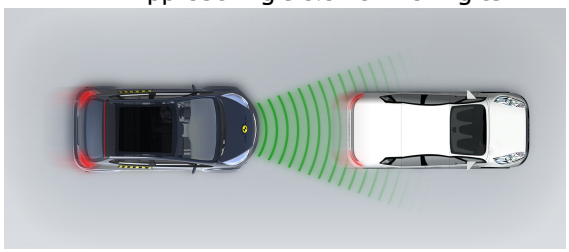
Approaching a stationary car



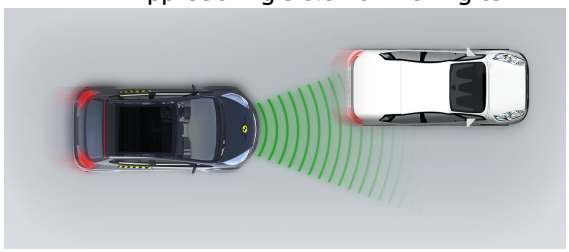
Approaching a slower moving car



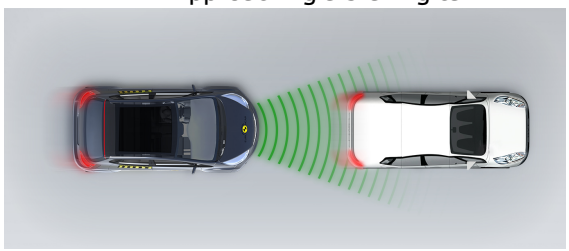
Approaching a slower moving car



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	3.0 diesel	G350d*	4 x 4	✓	✓
5 door SUV	4.0 petrol	G500	4 x 4	✓	✓
5 door SUV	4.0 petrol	G63	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

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