



Mercedes-Benz B-Class

Standard Safety Equipment

2019





Adult Occupant







Child Occupant

90%

Vulnerable Road Users







Safety Assist

75%

SPECIFICATION

Tested Model	Mercedes-Benz B 180 - Progressive Line, LHD
Body Type	- 5 door MPV
Year Of Publication	2019
Kerb Weight	1405kg
VIN From Which Rating Applies	- WDD2470122J053058
Class	Small MPV



ADVANCED REWARDS

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



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	•	•	0
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
- O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available Not applicable



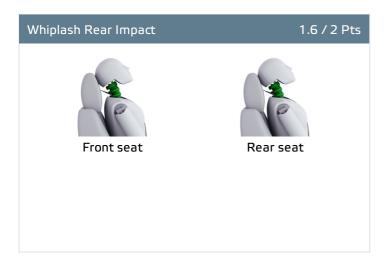


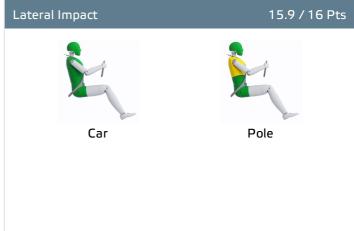
Total 36.6 Pts / 96%













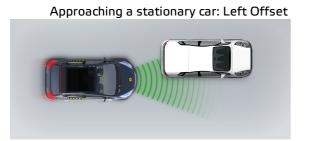


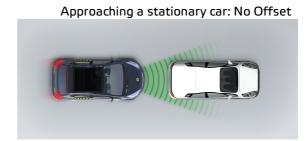
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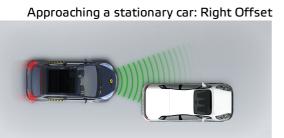


AEB City

4 / 4 Pts







ersion 291019





Total 36.6 Pts / 96%

Comments

In the frontal offset test, the passenger compartment of the B-Class remained stable. Dummy readings indicated good protection of the knees and femurs of both 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. Protection of the front passenger was good for all critical body areas. In the full-width rigid barrier test, protection of the driver was good or adequate for all critical body areas. For the rear passenger, dummy readings of chest compression indicated marginal protection for that body area but protection was otherwise good or adequate. In the side barrier impact, protection was good for all body areas and the car scored maximum points. In the more severe side pole test, protection of the chest was adequate and that of other critical body areas was good. 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.



Total 44.5 Pts / 90%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.5 / 24 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	×	×	×

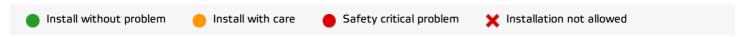
Fitted to test car as standard

O Not on test car but available as option

🗶 Not available



CRS Installation Check 12 / 12 Pts



i-Size CRS









ISOFIX CRS

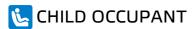






Britax Römer KidFix XP (ISOFIX)





Total 44.5 Pts / 90%

Universal Belted CRS











Total 44.5 Pts / 90%

	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

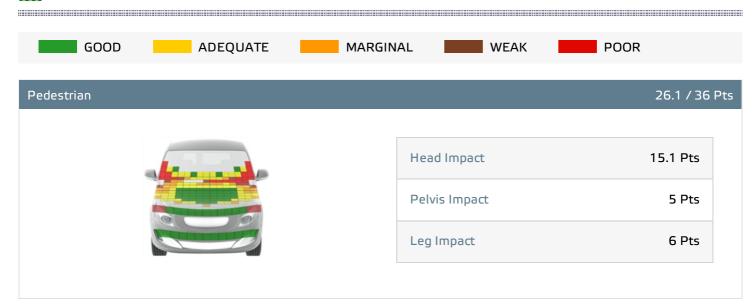
Comments

In the frontal offset test, protection of both the 6 and 10 year dummies was good or adequate for all critical body areas. In the side barrier test, protection was good for both dummies and the car scored maximum points for this part of the assessment. The front passenger airbag is automatically disabled when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and the system was rewarded. All of the child restraint types for which the B-Class is designed could be properly installed and accommodated.





Total 37.7 Pts / 78%



Vulnerable Road Users	11.6 / 12 Pts
System Name	Active Brake Assist
Туре	Auto-Brake with Forward Collision Warning
Operational From	7 km/h
Operational From	7 km/h

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some areas of poor protection only on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also predominantly good. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well other cars. Tests of the system's response to pedestrian demonstrated good performance. The B-Class scored maximum points in tests of its detection of cyclists.

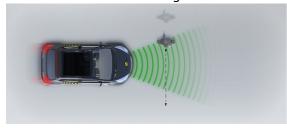


Total 37.7 Pts / 78%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

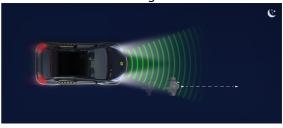


Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

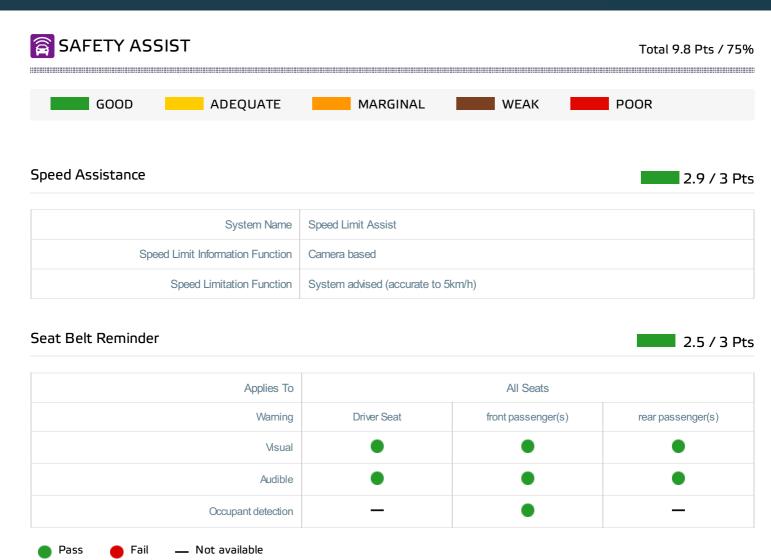
Cyclist crossing



Cyclist along the roadside







Lane Support	2 / 4 Pts
System Name	Active Lane Keeping Assist

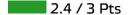
System Name	Active Lane Keeping Assist
Туре	ELK + LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	MARGINAL
Human Machine Interface	ADEQUATE





Total 9.8 Pts / 75%

AEB Inter-Urban



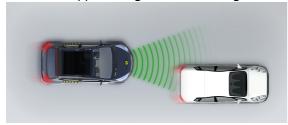
System Name	Active Brake Assist
Туре	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

The B-Class has a seatbelt reminder for the front and rear seats. The standard-fit AEB system performed well in tests of its response to other vehicles at highway speeds. A camera-based speed limit recognition system advises the driver of the local limit, and allows easy activation of the speed limiter. A lane support system helps the driver to avoid inadvertent drifting out of lane and also intervenes in some more critical situations.

Autobrake function only

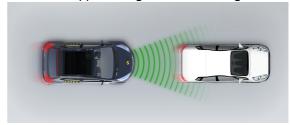
Approaching a slower moving car



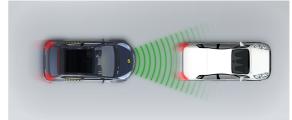
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

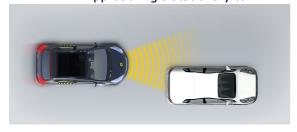




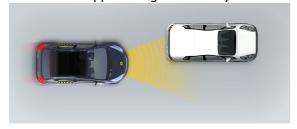
Total 9.8 Pts / 75%

Driver reacts to warning

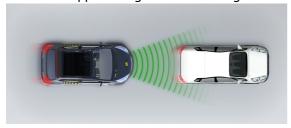
Approaching a stationary car



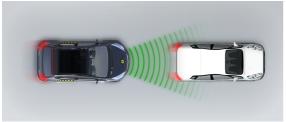
Approaching a stationary car



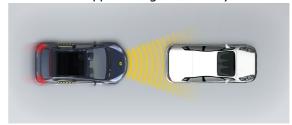
Approaching a slower moving car



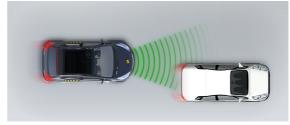
Approaching a braking car



Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	1.46 litre diesel	B 180 d	4 x 2	✓	✓
5 door MPV	1.95 litre diesel	B 200 d / B 220 d	4 x 2	✓	✓
5 door MPV	1.33 litre petrol	B 180 / B180 7G-DCT*	4 x 2	✓	✓
5 door MPV	1.33 litre petrol	B 200	4 x 2	✓	✓
5 door MPV	1.99 litre petrol	B 220 4MATIC	4 x 4	✓	✓
5 door MPV	1.99 litre petrol	B 250	4 x 2	✓	✓
5 door MPV	1.99 litre petrol	B 250 4MATIC	4 x 4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2019	Rating Published	2019 🖈 🖈 🛧 🛧	✓