Mercedes-Benz GLB

Standard Safety Equipment

2019

Adult Occupant

92%

Child Occupant

88%

Vulnerable Road Users

78%

Safety Assist

74%

SPECIFICATION

Tested Model	Mercedes-Benz GLB 200 - AMG-Line, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1555kg
VIN From Which Rating Applies	- W1N2476131W015023
Class	Small Off-Road

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	●	●	○
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

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✗ Not available — Not applicable

Version 111119

ADULT OCCUPANT

Total 35.2 Pts / 92%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier 7.4 / 8 Pts

Passenger

Driver

Frontal Full Width 7.2 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact 1.6 / 2 Pts

Front seat

Rear seat

Lateral Impact 14.9 / 16 Pts

Car

Pole

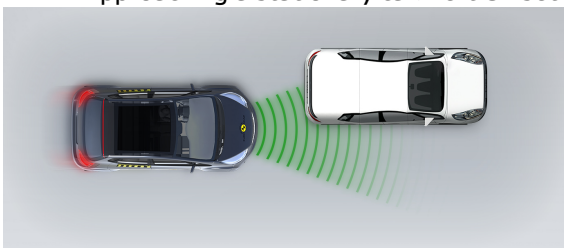
ADULT OCCUPANT

Total 35.2 Pts / 92%

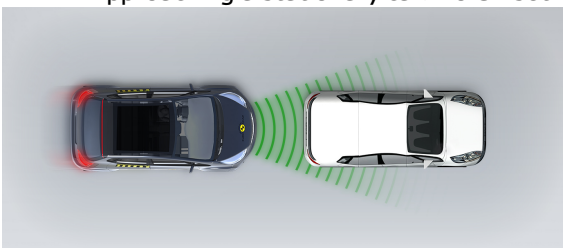
GOOD | ADEQUATE | MARGINAL | WEAK | POOR

AEB City — 4 / 4 Pts

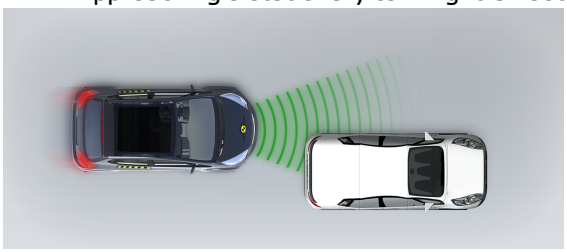
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 35.2 Pts / 92%

Comments

The passenger compartment of the GLB remained stable in the frontal offset test. 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. In the full-width rigid barrier test, protection of all critical body regions was good or adequate with the exception of the neck of the driver, for which dummy readings of tensile forces indicated a marginal level of protection. In the side barrier test, protection of all critical body areas was good and the GLB scored maximum points. In the more severe side pole test, dummy readings of rib compression indicated marginal protection for the chest, with other critical parts of the body being well protected. 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, typical of city driving at which many whiplash injuries occur.

CHILD OCCUPANT

Total 43.4 Pts / 88%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

22.4 / 24 Pts

Frontal Impact	14.5 Pts

Lateral Impact	7.9 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	3rd row outboard *
Isofix	✗	●	✗	●
i-Size	✗	●	✗	✗
Integrated CRS	✗	✗	✗	✗

* Third row seats available as option

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

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 FIT 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 43.4 Pts / 88%

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 43.4 Pts / 88%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	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 FIT 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, readings of tensile forces indicated weak protection of the neck of the 10-year dummy. Otherwise, protection of critical body areas was good for both dummies. In the side barrier test, protection of all critical body areas was good or adequate. 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 GLB is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 37.5 Pts / 78%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 26.1 / 36 Pts

Head Impact	19.8 Pts
Pelvis Impact	0.3 Pts
Leg Impact	6 Pts

Vulnerable Road Users 11.4 / 12 Pts

System Name	Active Brake Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h

Comments

The GLB has an active, deployable bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet surface to provide greater clearance to the stiff structures in the engine compartment. Mercedes-Benz showed that the system worked robustly for different pedestrian statures and across a wide range of speeds, so tests were performed with the bonnet in the raised position. Protection was good or adequate at almost all test locations on the bonnet. The bumper provided good protection to pedestrians' legs at all test positions. However, the protection provided to the pelvis area was poor and the GLB scored no points in this part of the assessment. The AEB system performed well in tests both of its pedestrian detection and its response to cyclists, with collisions avoided in nearly all test scenarios.

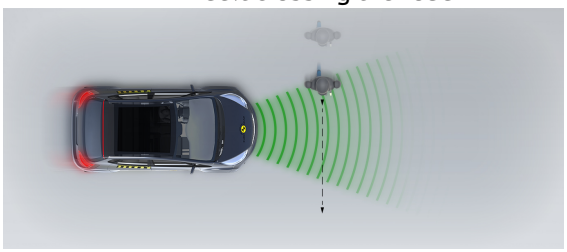
VULNERABLE ROAD USERS

Total 37.5 Pts / 78%

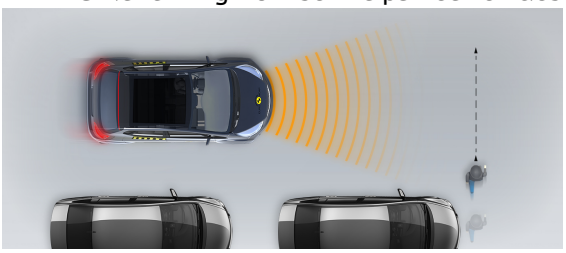
AEB Pedestrian

- **Day time**

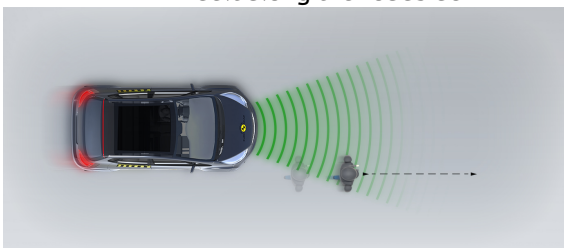
Adult crossing the road



Child running from behind parked vehicles

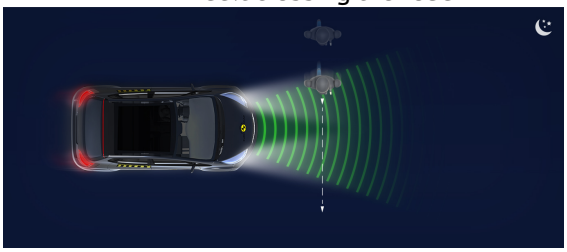


Adult along the roadside

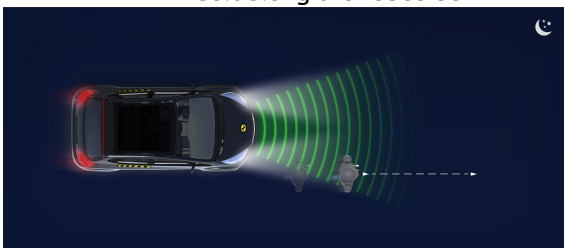


- **Night time**

Adult crossing the road

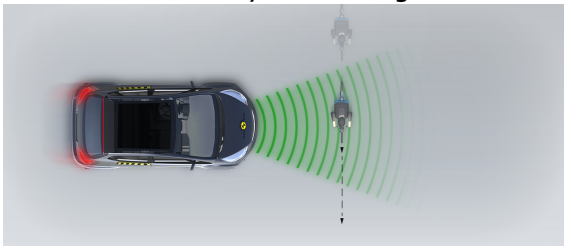


Adult along the roadside

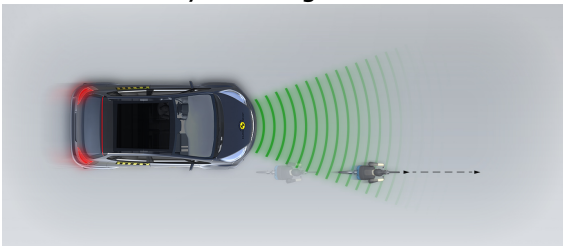


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.7 Pts / 74%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.9 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass ● Fail — Not available

Lane Support

2 / 4 Pts

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

Version 111119

SAFETY ASSIST

Total 9.7 Pts / 74%

AEB Inter-Urban

2.3 / 3 Pts

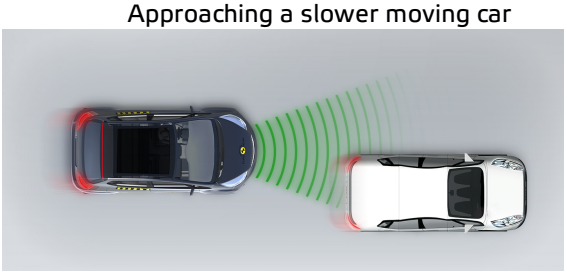
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

The AEB system performed well in tests of its functionality at highway speeds. A lane assistance system helps to prevent inadvertent drifting out lane by warning the driver and gently applying some corrective steering. The system also intervenes more aggressively in some more critical situations. A camera is used to determine the local speed limit. This information is presented to the driver who can choose to let the limiter adapt the speed accordingly. The car has a seatbelt reminder system as standard for front and rear seats.

- **Autobrake function only**

Approaching a slower moving car



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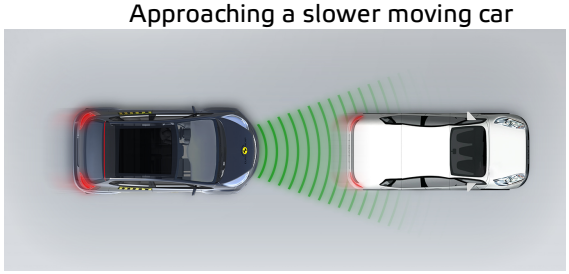

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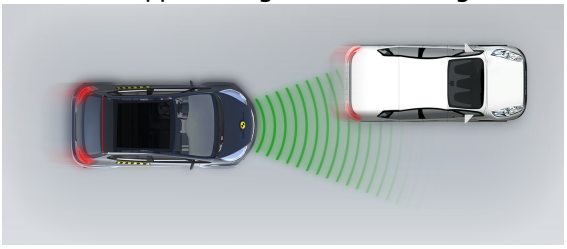
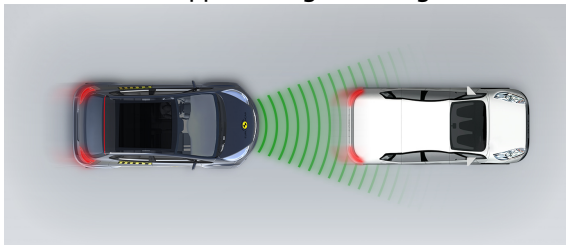


Approaching a braking car

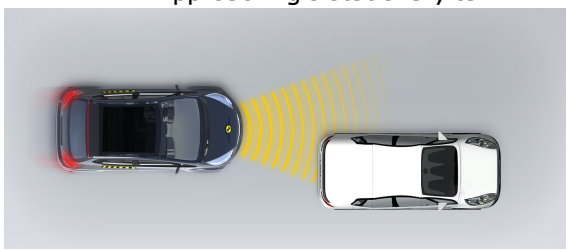


SAFETY ASSIST

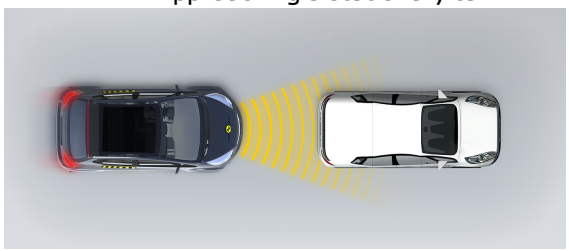
Total 9.7 Pts / 74%

- **Driver reacts to warning**

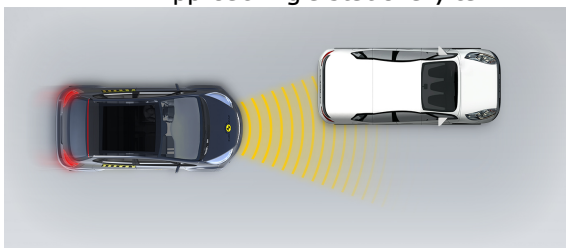
Approaching a stationary car



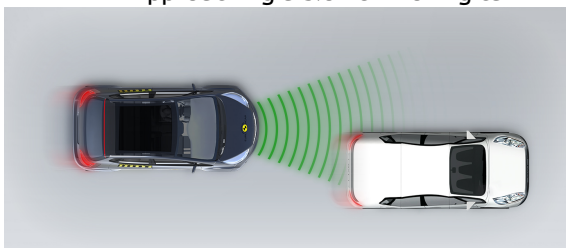
Approaching a stationary car



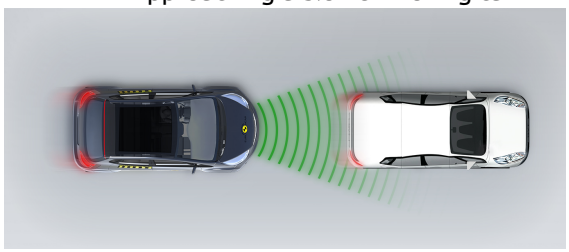
Approaching a stationary car



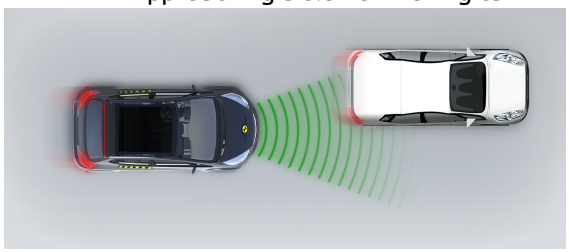
Approaching a slower moving car



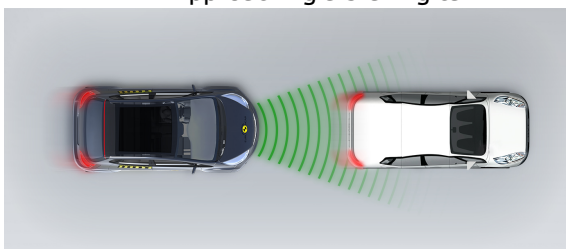
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.95 litre diesel	GLB 200 d	4 x 2	✓	✓
5 door SUV	1.95 litre diesel	GLB 180 d	4 x 2	✓	✓
5 door SUV	1.95 litre diesel	GLB 200 d 4MATIC	4 x 2	✓	✓
5 door SUV	1.95 litre diesel	GLB 220 d 4MATIC	4 x 4	✓	✓
5 door SUV	1.33 litre petrol	GLB 200*	4 x 2	✓	✓
5 door SUV	1.33 litre petrol	GLB 180	4 x 2	✓	✓
5 door SUV	1.99 litre petrol	GLB 250 4MATIC	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

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