



**Mercedes-EQ EQB**  
Standard Safety Equipment

2019



Adult Occupant



95%

Child Occupant



91%

Vulnerable Road Users



78%

Safety Assist



74%

## SPECIFICATION

Tested Model	Mercedes-EQ EQB, electric
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	2090kg
VIN From Which Rating Applies	- all EQBs
Class	Small Off-Road

### General comments

The Mercedes-EQ EQB is structurally comparable to the Mercedes-Benz GLB tested in 2019 and shares the same level of safety equipment. Additional tests have been done where the performance of the cars might differ but, otherwise, test results are taken from the GLB.

## 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 City	●
AEB Cyclist	●
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 36.4 Pts / 95%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 8 / 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** 15.5 / 16 Pts

Car                      Pole

 ADULT OCCUPANT

Total 36.4 Pts / 95%

 GOOD    ADEQUATE    MARGINAL    WEAK    POOR

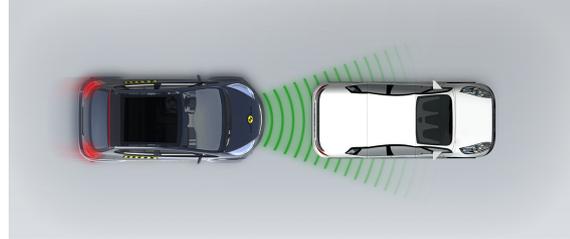
AEB City

 4.0 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





## ADULT OCCUPANT

Total 36.4 Pts / 95%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of all critical body areas of both the driver and passenger, and the car scored maximum points in this test. 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 maximum points were scored. In the more severe side pole test, dummy readings of rib compression indicated adequate 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.

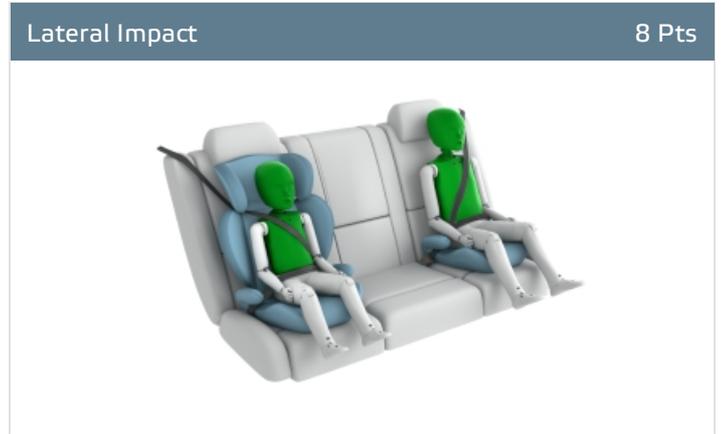
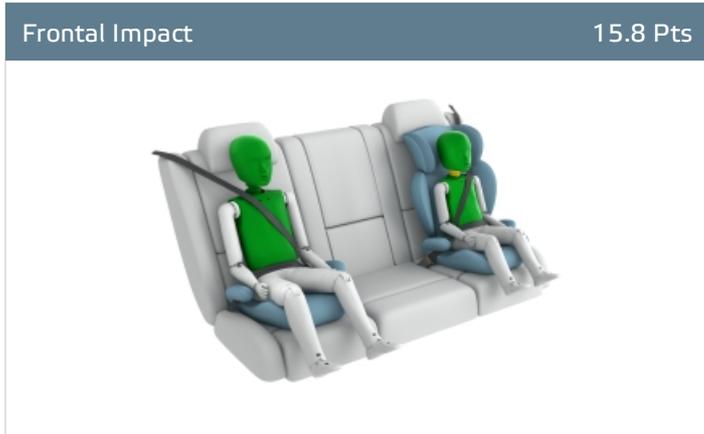
**CHILD OCCUPANT**

Total 44.8 Pts / 91%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts



Restraint for 6 year old child: *Kidfix XP*  
 Restraint for 10 year old child: *Booster cushion*

**Safety Features**

9.0 / 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

12.0 / 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 44.8 Pts / 91%

■ 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 44.8 Pts / 91%

	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
- Not available

Comments

In the frontal offset test, readings of tensile forces indicated adequate protection of the neck of the 6-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 and the car scored maximum points. 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 car 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						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">19.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	19.8 Pts	Pelvis Impact	0.3 Pts	Leg Impact	6.0 Pts
Head Impact	19.8 Pts						
Pelvis Impact	0.3 Pts						
Leg Impact	6.0 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 car 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 no points were scored 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%

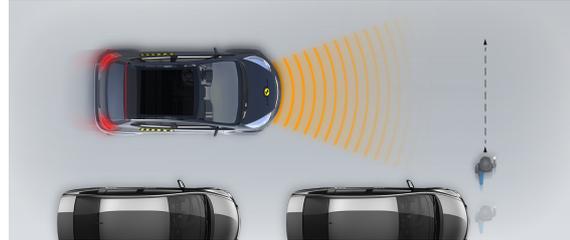
AEB Pedestrian 

■ Day time

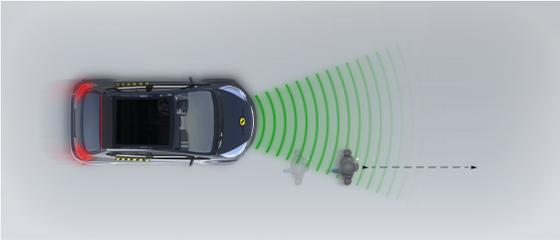
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside

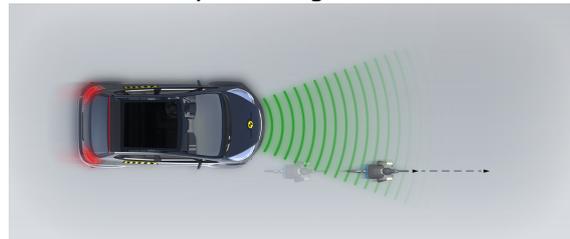


AEB Cyclist 

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)

Seatbelt Reminder

■ 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass    ● Fail    — Not available

Lane Support

■ 2.0 / 4 Pts

System Name	Active Lane Keeping Assist
Type	ELK + LKA (including LDW)
Operational From	60 km/h

PERFORMANCE	
Emergency Lane Keeping	<span style="color: yellow;">■</span> ADEQUATE
Lane Keep Assist	<span style="color: orange;">■</span> MARGINAL
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

SAFETY ASSIST

Total 9.7 Pts / 74%

AEB Inter-Urban

2.3 / 3 Pts

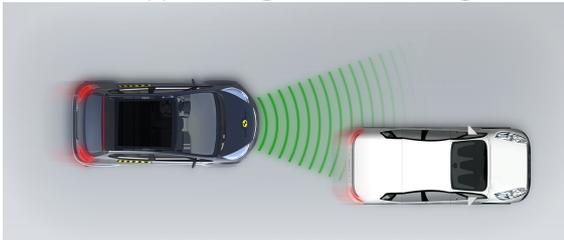
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

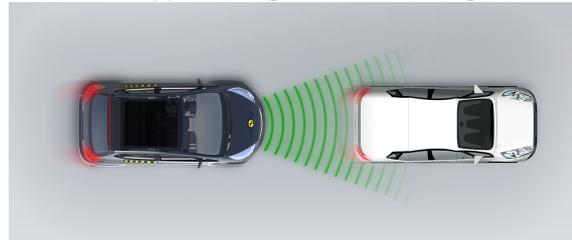
The AEB system performed well in tests of its functionality at highway speeds. A lane assistance system helps to prevent inadvertent drifting out lane by warning the driver and gently applying some corrective steering. The system also intervenes more aggressively in some more critical situations. A camera 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

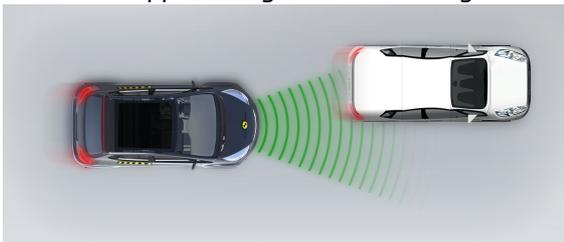
Approaching a slower moving car



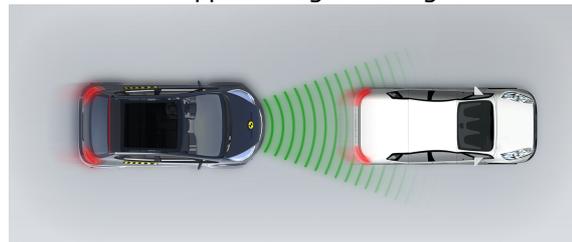
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

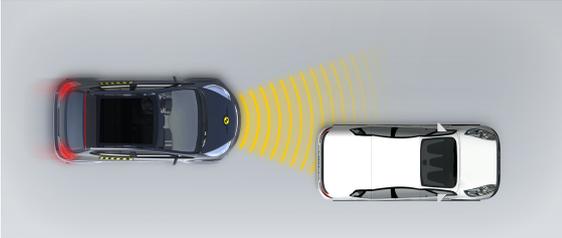


 SAFETY ASSIST

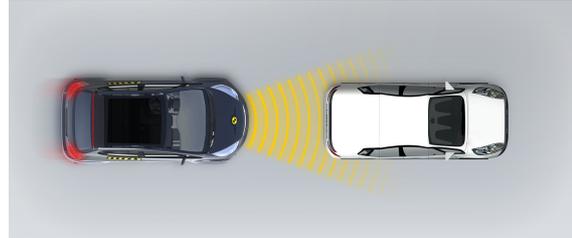
Total 9.7 Pts / 74%

■ Driver reacts to warning

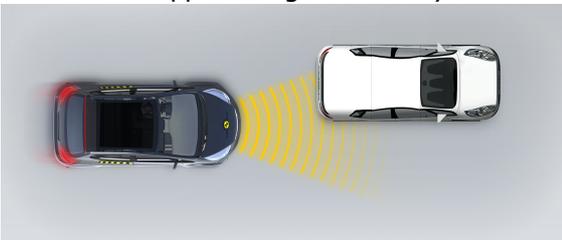
Approaching a stationary car



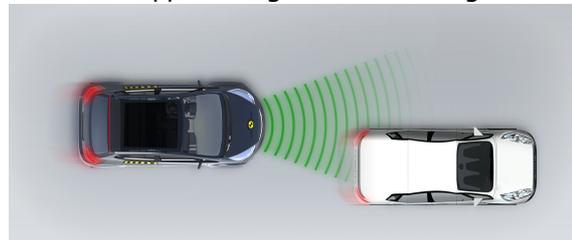
Approaching a stationary car



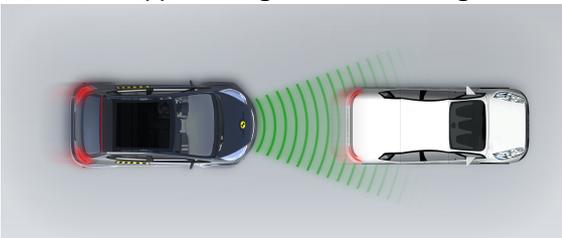
Approaching a stationary car



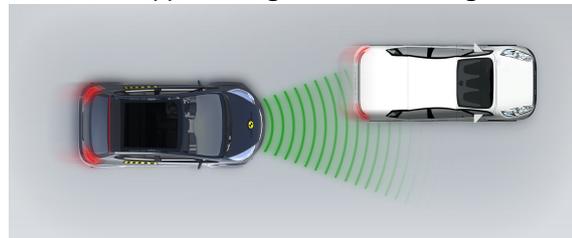
Approaching a slower moving car



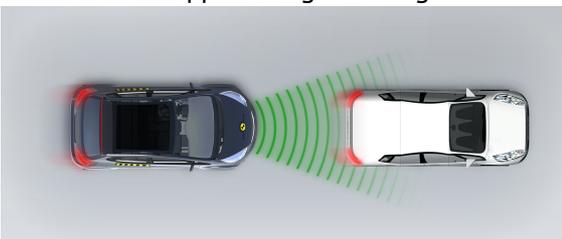
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

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### Variants of Model Range

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### Annual Reviews and Facelifts

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Date	Event	Outcome	
December 2021	Rating Published	2019 ★ ★ ★ ★ ★	✓