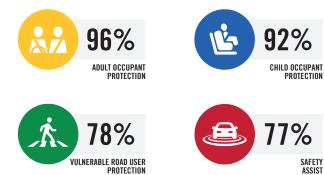
MERCEDES-BENZ B-CLASS









MERCEDES-BENZ B-CLASS

OVERVIEW -

The Mercedes-Benz B-Class was introduced in Australia and New Zealand in May 2019. This ANCAP safety rating applies to all variants.

Dual frontal airbags, side chest-protecting airbags for both the first and second row outboard seating positions, side head-protecting airbags (curtains), and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and blind spot monitor (BSM) are standard equipment.

ANCAP SAFETY RATING RATING YEAR (DATESTAMP) VEHICLE TYPE AIRBAGS ***** 2019 SMALL CAR Dual frontal, side chest (1st & 2nd row), side

head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mercedes-Benz B-Class B180	5 door hatch	1.3 litre petrol	FWD	\checkmark	\checkmark

 \checkmark covered by this rating

× NOT COVERED BY THIS RATING

TESTED VARIANT

ADULT OCCUPANT PROTECTION

The passenger compartment of the Mercedes-Benz B-Class remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver. Dummy readings for the passenger showed GOOD protection for all critical body areas.

In the full width frontal test, ADEQUATE protection was seen for the neck of both the driver and rear passenger as well as the chest of the driver. Protection offered to the chest of the rear passenger was MARGINAL.

In the side impact test, protection offered to all critical body regions was GOOD.

In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The low-speed autonomous emergency braking system (AEB -City) showed GOOD performance at low speeds typical of city driving, with collisions avoided in most test scenarios.

FRONTAL OFFSET TEST (64 KM/H)





Chest:

Deductions:

Driver Head / neck: Chest: Upper legs: Lower legs:

Deductions:

- 4.00 pts 3.43 pts 4.00 pts 3.94 pts

4.00 pts Head / neck: 4.00 pts Upper legs: Lower legs:

4.00 pts 4.00 pts Nil

SIDE IMPACT TEST (50 KM/H)

Nil



Driver

Head: Chest: Abdomen: Pelvis: Deductions: 4.00 points 4.00 points 4.00 points 4.00 points Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST





Rear Passenger 0.38 points Rear: 1.18 points Front:

Driver / Front Passenger



FRONTAL OFFSET#	7.69	(out of 8)
FULL WIDTH FRONTAL [#]	7.49	(out of 8)
SIDE IMPACT#	8.00	(out of 8)
OBLIQUE POLE [#]	7.91	(out of 8)
WHIPLASH PROTECTION	1.55	(out of 2)
AEB - City	4.00	(out of 4)

*Scaled scores. Total test scored out of 16.00 points.

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:

Neck:

Chest:

Upper legs:

Deductions:

Rear Passenger

Head:	4.00 pts
Neck:	3.97 pts
Chest:	2.50 pts
Upper legs:	4.00 pts
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)

Nil

4.00 pts

3.74 pts

3.75 pts

4.00 pts



Driver

Head: 4.00 points Chest: 3.82 points 4.00 points Abdomen: Pelvis: Deductions: Nil

4.00 points

AEB - CITY (10-50 KM/H)

Score: 4.00 points 75% **OVERLAP** 100% -50% -75% 50% PERFORMANCE GOOD ADEQUATE GOOD MARGINAL WEAK POOR

PAGE 2 OF 8

CHILD OCCUPANT PROTECTION

In the frontal offset test, protection of the neck of the 6 year and 10 year dummies was ADEQUATE. Protection offered to all other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Mercedes-Benz B-Class is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear seating positions and full points were scored for this assessment.

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old



DYNAMIC TEST (FRONT)	15.46 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	10.00 (out of 13)

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT Passenger	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	٠	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	٠	٠	-	-
Airbag disabling	•	-	-	-	-
• FITTED TO TEST CAR AS STANDARD •	NOT FITTED TO TEST CAR BUT AVAIL	ABLE AS AN OPTION	× NOT AVAILABLE	- NOT APPLICABLE	

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



CHILD OCCUPANT PROTECTION



CHILD RESTRAINT INSTALLATION*

		CHILD RESTRAINT (CRS) TYPE [^]	FRONT ROW Passenger	LEFT	2nd ROW CENTRE	RIGHT	LEFT	3rd ROW CENTRE	RIGHT
		Rearward facing capsule	×	•	٠	٠	-	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	•	٠	٠	_	-	_
		Rearward facing with harness - convertible (Model B)	×	٠	٠	٠	-	-	-
BELTED	TYPE B	Forward facing with harness - convertible (Model A)	×	•	٠	٠	_	_	_
8	ITPEB	Forward facing with harness - convertible (Model B)	×	٠	٠	٠	-	-	-
	TYPE E	Booster - 4 to 8 years	×	٠	٠	٠	_	-	_
	TYPE F	Booster - 4 to 10 years	×	٠	٠	٠	-	_	-
		Rearward facing capsule	×	٠	_	٠	-	_	-
×	TYPE A	Rearward facing with harness - convertible (Model A)	×	٠	-	٠	-	-	-
ISOFIX		Rearward facing with harness - convertible (Model B)	×	٠	_	•	-	_	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	٠	_	٠	-	_	-
	ITEB	Forward facing with harness - convertible (Model B)	×	٠	-	٠	_	-	_

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible. ^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

INSTALL WITHOUT PROBLEM

INSTALL WITH CARE

CANNOT BE FITTED SAFELY

× INSTALLATION NOT ALLOWED - NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION



The bonnet of the Mercedes-Benz B-Class provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some POOR results recorded on the stiff windscreen pillars and at the base of the windscreen. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations. Protection of the pelvis was mixed, with areas of GOOD and WEAK performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian test scenarios, in both daylight and low light. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios. The system's overall performance was classified as GOOD.

.5.07	(out of 24)
5.04	(out of 6)
6.00	(out of 6)
5.61	(out of 6)
6.00	(out of 6)
	5.04 6.00 5.61

PEDESTRIAN IMPACT TEST (40 KM/H)



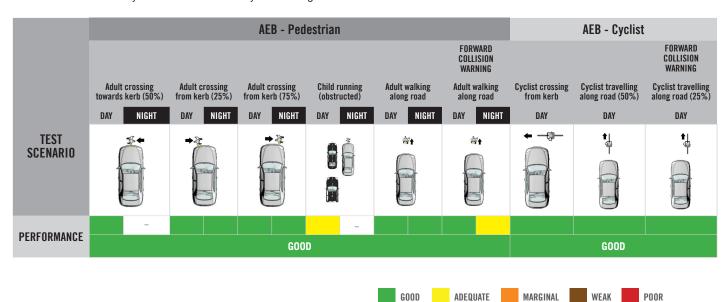
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

 SYSTEM NAME:
 Active Brake Assist

 TYPE:
 Autonomous emergency braking with forward collision warning

 OPERATIONAL FROM:
 7-200 km/h

 DESCRIPTION:
 System functions in the daytime and night



SAFETY ASSIST



The Mercedes-Benz B-Class is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD performance in highway speed scenarios with collisions avoided or mitigated in most scenarios.

Tests of LSS functionality showed ADEQUATE performance overall, with MARGINAL performance seen in lane keep assist test scenarios, while ADEQUATE performance was seen in the more critical emergency lane keeping scenarios.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

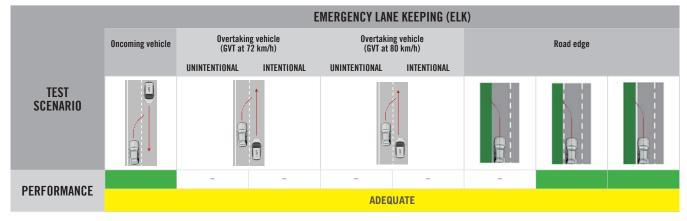
A seatbelt reminder system is fitted to all seating positions, however occupancy detection is not available on rear seats.

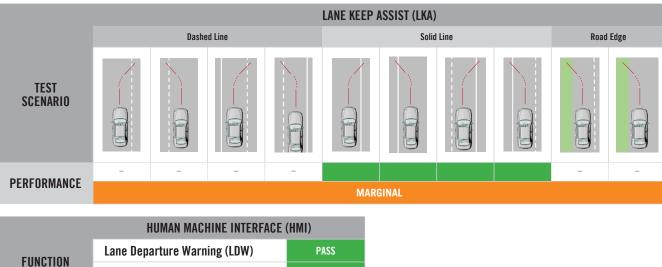
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Operational from: Active Lane Keeping Assist 60-200 km/h

Blind Spot Monitoring (BSM)

SPEED ASSISTANCE SYSTEMS	2.88	(out of 3)
SEAT BELT REMINDERS	2.50	(out of 3)
LANE SUPPORT SYSTEMS	2.25	(out of 4)
AEB - Interurban	2.41	(out of 3)





2249

GOOD

ADEQUATE

MARGINAL		WEAK
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POOR

SAFETY ASSIST



AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

 SYSTEM NAME:
 Active Brake Assist

 TYPE:
 Autonomous emergency braking with forward collision warning

 OPERATIONAL FROM:
 7-200 km/h

 DESCRIPTION:
 Defaults ON for every journey

		HUMAN MACH	IINE INTERFA	CE (HMI)						
FUNCTION	Supplement	ary warning		ENG	DT FITTED]					
FONGTION	Restraint ac	tivation / dyr	namic retrac	tors [NO	DT FITTED]					
		FORWARD COLLISION WARNING (FCW)								
		Driving to	wards a stationary	/ car			Driving towards a slower moving car			
TEST SCENARIO	. en	.er	(ou	.er	·en				en	·en
PERFORMANCE										
					GOOD)				
			AUT	FONOMOUS EI	MERGENCY	BRAKING ·	- Interurba	IN		
	Toward car	braking lightly	Toward car	braking heavily			Driving towar	ds a slower mov	ing car	
	12m HEADWAY	40m Headway	12m HEADWAY	40m HEADWAY			Driving towar	us a slower mor	ing car	
TEST Scenario				Luo-	119.	1	err		eu	en
						†				
PERFORMANCE										
					GOOD					

SPEED ASSISTANCE SYSTEMS (SAS) -

SYSTEM NAME:

Speed Limit Assist

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT Passenger	REAR PASSENGERS
Occupant Detection	-	٠	×
Visual	•	٠	٠
Audible	•	٠	۲
• PASS • FAIL ×	NOT AVAILA	BLE - NOT APF	PLICABLE
GOOD ADEQUATE	MARG	INAL WEA	AK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY			AVAILABILITY	
	AUS	NZ	FEATURE / TECHNOLOGY~	AUS	NZ
Seat belts (three-point) for all forward-facing seats	٠	•	Blind spot monitor (BSM)		٠
Seat belt pre-tensioners (front)			Child presence alert	×	×
Seat belt pre-tensioners (rear outboard) - 2nd row			Daytime running lights (DRL)		
Seat belt pre-tensioners (rear centre) - 2nd row	×	×	Electronic brakeforce distribution (EBD)	٠	
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-	Electronic data recorder (EDR)	×	×
Intelligent seat belt reminder (driver)			Electronic stability control (ESC)		
Intelligent seat belt reminder (front passenger)			Emergency brake assist (EBA)		
Intelligent seat belt reminder (2nd row seats)			Emergency stop signal (ESS)		
Intelligent seat belt reminder (3rd row seats)	-	-	Fatigue reminder	٠	
Airbag - frontal (driver)			Fatigue detection		
Airbag - frontal (passenger)			Forward collision warning (FCW)		
Airbags - side, chest protection (front seats)			Hill launch assist		
Airbags - side, chest protection (2nd row seats)			Integrated child seat / restraint	×	×
Airbags - side, chest protection (3rd row seats)	-	-	ISOFix		
Airbags - side, head protection (front seats)			Lane departure warning (LDW)		
Airbags - side, head protection (2nd row seats)			Lane keep assist (LKA)		
Airbags - side, head protection (3rd row seats)	-	-	Pre-crash systems		
Airbag - knee (driver)			Rear cross-traffic alert (RCTA)		
Airbag - knee (front passenger)	×	×	Reversing collision avoidance (camera)		
Airbag disabling switch - automatic (front passenger)			Reversing collision avoidance (auto brake)	×	×
Airbag disabling switch - manual (front passenger)	×	×	Roll stability system		
Head restraints for all seats			Secondary / multi-collision brake		
Active bonnet	×	×	Speed assistance - auto / intelligent speed limiter		
Adaptive cruise control (ACC)	0	0	Speed assistance - manual speed limiter		
Adaptive headlights	0	0	Speed assistance - speed sign recognition & warning		
Anti-lock braking system (ABS)			Smart (intelligent) key	×	×
Autonomous emergency braking (AEB) - City			Trailer stability control	×	×
Autonomous emergency braking (AEB) - Interurban			Tyre pressure monitoring system (TPMS)		
Autonomous emergency braking (AEB) - VRU			Vehicle-to-infrastructure communication (V2I)	×	×
Automatic emergency call (eCall)	×	×	Vehicle-to-vehicle communication (V2V)	×	×
Automatic headlights					

Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

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● STANDARD 🔶 NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS 🛛 O PTIONAL 🛛 🗙 NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

Automatic high beam

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL TESTED VEHICLE(S) BUILT TESTED BODY TYPE TESTED VEHICLE ENGINE RATING PUBLISHED RATING UPDATED Mercedes-Benz B180 Progressive LHD 2019 5 door hatch 1.3 litre petrol September 2019 n/a