



Mercedes-Benz B-Class

Standard Safety Equipment

2019



Adult Occupant



96%

Child Occupant



90%

Vulnerable Road Users



78%

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	●	●	○
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 36.6 Pts / 96%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Offset Deformable Barrier

7.7 / 8 Pts



Passenger



Driver

Frontal Full Width

7.5 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact

1.6 / 2 Pts



Front seat



Rear seat

Lateral Impact

15.9 / 16 Pts



Car



Pole



ADULT OCCUPANT

Total 36.6 Pts / 96%



GOOD



ADEQUATE



MARGINAL



WEAK



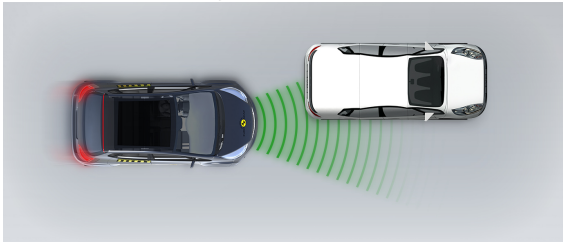
POOR

AEB City

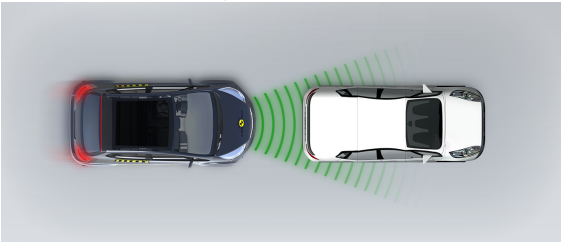


4.0 / 4 Pts

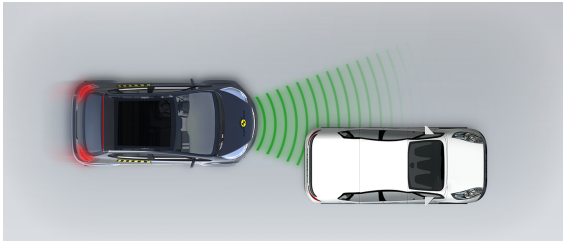
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 36.6 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.



CHILD OCCUPANT

Total 44.5 Pts / 90%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

23.5 / 24 Pts

Frontal Impact

15.5 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Mercedes-Benz Kidfix XP*Restraint for 10 year old child: *Booster Cushion*

Safety Features

9.0 / 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

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 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 44.5 Pts / 90%

■ 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 44.5 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
 — Not available

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.



VULNERABLE ROAD USERS

Total 37.7 Pts / 78%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Pedestrian

26.1 / 36 Pts



Head Impact 15.1 Pts

Pelvis Impact 5.0 Pts

Leg Impact 6.0 Pts

Vulnerable Road Users

11.6 / 12 Pts

System Name

Active Brake Assist

Type

Auto-Brake with Forward Collision Warning

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.



VULNERABLE ROAD USERS

Total 37.7 Pts / 78%

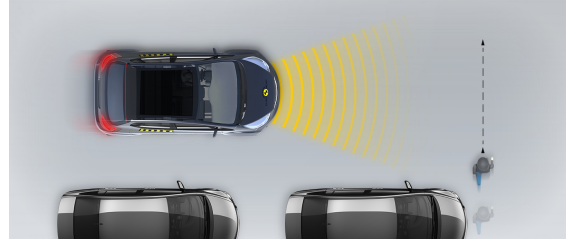
AEB Pedestrian

■ Day time

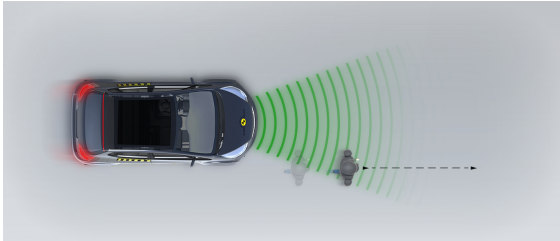
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

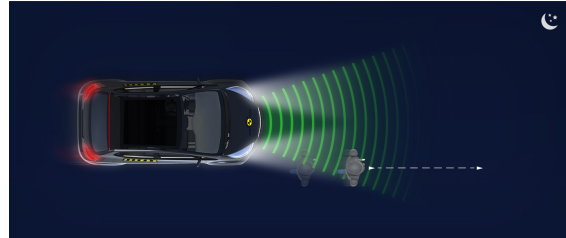


■ Night time

Adult crossing the road

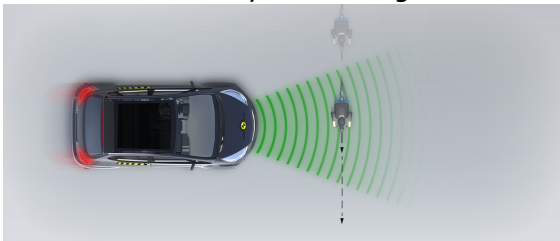


Adult along the roadside

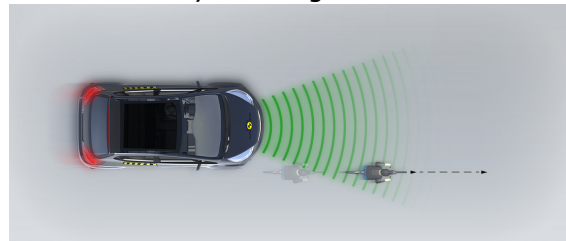


AEB Cyclist

Cyclist crossing



Cyclist along the roadside





SAFETY ASSIST

Total 9.8 Pts / 75%

 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		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
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	 ADEQUATE
Lane Keep Assist	 MARGINAL
Human Machine Interface	 ADEQUATE



SAFETY ASSIST

Total 9.8 Pts / 75%

AEB Inter-Urban

2.4 / 3 Pts

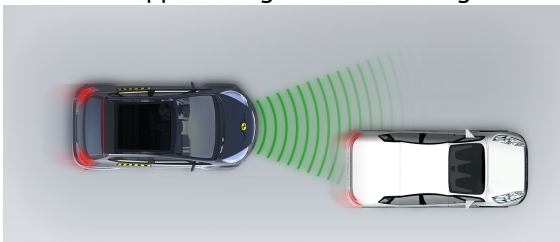
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

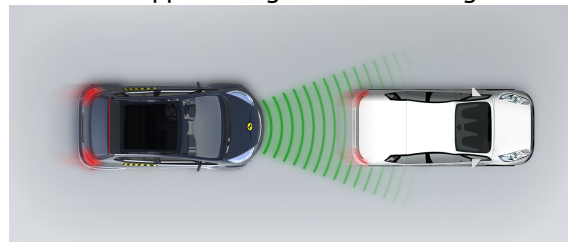
The B-Class has a seatbelt reminder for the front and rear seats. The standard-fit AEB system performed well in tests of its response to other vehicles at highway speeds. A camera-based speed limit recognition system advises the driver of the local limit, and allows easy activation of the speed limiter. 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

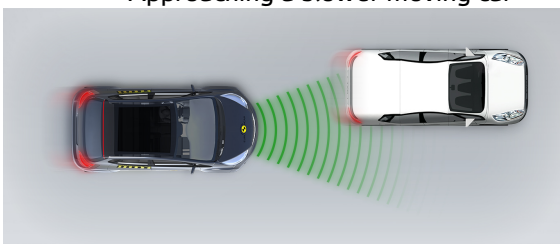
Approaching a slower moving car



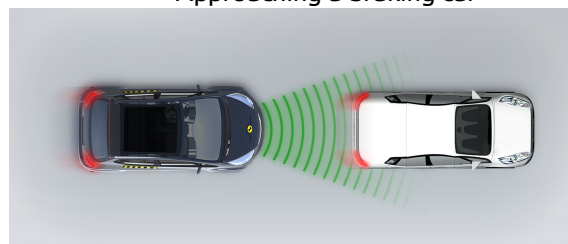
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



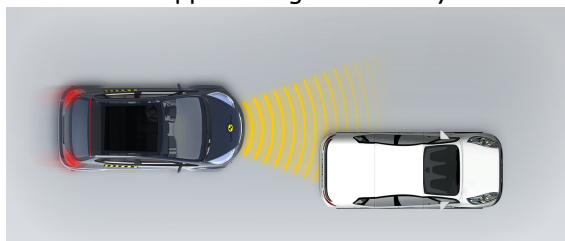


SAFETY ASSIST

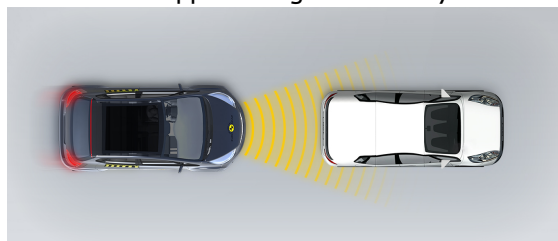
Total 9.8 Pts / 75%

■ Driver reacts to warning

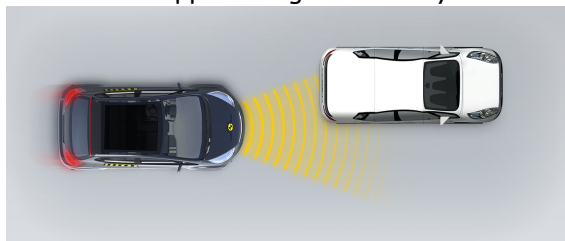
Approaching a stationary car



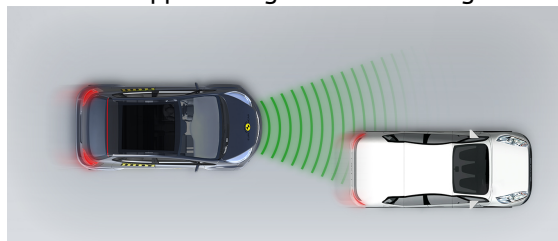
Approaching a stationary car



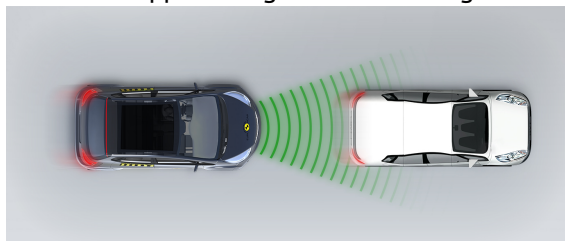
Approaching a stationary car



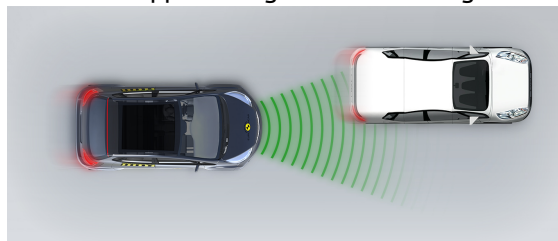
Approaching a slower moving car



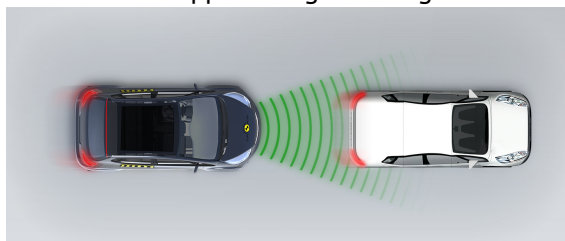
Approaching a slower moving car



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 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 ★ ★ ★ ★ ★	✓
July 2020	Annual Review	2019 ★ ★ ★ ★ ★	✓
July 2021	Annual Review	2019 ★ ★ ★ ★ ★	✓