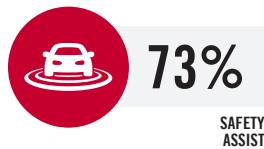


# MERCEDES-BENZ A-CLASS

AUGUST 2018 - ONWARDS  
ALL VARIANTS



TESTED  
2018



MERCEDES-BENZ A-CLASS

## OVERVIEW

The Mercedes-Benz A-Class was introduced in Australia and New Zealand in August 2018. This ANCAP safety rating applies to all variants.

Dual frontal airbags, side chest-protecting airbags for both the front and rear occupants, side head-protecting airbags (curtains) and a driver knee airbag are standard. All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and an advanced speed assistance system (SAS) are fitted as standard equipment on all variants.

**ANCAP SAFETY RATING**



**RATING YEAR (DATESTAMP)**

2018

**VEHICLE TYPE**

Small Car

**AIRBAGS**

Dual frontal, side chest (front & rear), side head, driver knee

## RATING APPLICABILITY


VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mercedes-Benz A180	5 door hatch	1.3 litre petrol	2WD	✓	✓
Mercedes-Benz A200	5 door hatch	1.3 litre petrol	2WD	✓	✓
Mercedes-Benz A250	5 door hatch	2.0 litre petrol	2WD	✓	✓
Mercedes-Benz A250 4M	5 door hatch	2.0 litre petrol	AWD	✓	✓
Mercedes-Benz A180	5 door sedan	1.3 litre petrol	2WD	✓	✓
Mercedes-Benz A200	5 door sedan	1.3 litre petrol	2WD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**96%**  
36.51 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and the lower legs of both the driver and front passenger. Protection for all other critical body regions was GOOD. In the full width frontal test, protection was ADEQUATE for the neck and chest of the rear passenger and the chest of the driver, while GOOD protection was offered for all other critical body regions.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was ACCEPTABLE 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 across all test scenarios.

<b>FRONTAL OFFSET#</b>	7.11 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.81 (out of 8)
<b>SIDE IMPACT#</b>	8.00 (out of 8)
<b>OBLIQUE POLE#</b>	7.88 (out of 8)
<b>WHIPLASH PROTECTION</b>	1.72 (out of 2)
<b>AEB - City</b>	4.00 (out of 4)

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

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck:	4.00 points
Chest:	3.01 points
Upper legs:	4.00 points
Lower legs:	3.22 points
Deductions:	Nil



**Front Passenger**

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.20 points
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



**Driver**

Head:	4.00 points
Neck:	4.00 points
Chest:	3.99 points
Upper legs:	4.00 points
Deductions:	Nil



**Rear Passenger**

Head:	4.00 points
Neck:	3.71 points
Chest:	3.53 points
Upper legs:	4.00 points
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



**Driver**

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



**Driver**

Head:	4.00 points
Chest:	3.76 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

Rear:	0.50 points
Front:	1.22 points



**Driver / Front Passenger**

## AEB - CITY (10-50 KM/H)

Score: 4.00 points

<b>OVERLAP</b>	-50%	-75%	100%	75%	50%
<b>PERFORMANCE</b>	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



91%

44.98 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of the 6 year old dummy was ADEQUATE, while the protection offered to all other critical body regions was GOOD. Protection of both child dummies in the side impact test was GOOD with maximum points scored.

The Mercedes-Benz A-Class is fitted with lower ISOFix anchorages for 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.

DYNAMIC TEST (FRONT)	15.98 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	9.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## 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	-	●	✗	-	-
Integrated child restraints	-	✗	✗	-	-
Top tether anchorage	-	●	●	-	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD   ● NOT FITTED TO TEST CAR BUT AVAILABLE 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. For more detailed information about Australian child restraints visit [www.childcarseats.com.au](http://www.childcarseats.com.au).

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

# CHILD OCCUPANT PROTECTION



91%

44.98 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> 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

**NOTE:** 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.

The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see [www.childcarseats.com.au](http://www.childcarseats.com.au).

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. For more detailed information about Australian child restraints visit [www.childcarseats.com.au](http://www.childcarseats.com.au).

# VULNERABLE ROAD USER PROTECTION



**92%**  
44.23 POINTS  
OUT OF 48

The Mercedes-Benz A-Class has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance from stiff components in the engine bay. The vehicle was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some WEAK and POOR results recorded at the base of the windscreen and on the windscreen pillars. The front edge of the bonnet and the bumper showed a GOOD level of protection in all areas tested.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance was also seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds.

<b>HEAD IMPACTS</b>	20.39 (out of 24)
<b>UPPER LEG IMPACTS</b>	6.00 (out of 6)
<b>LOWER LEG IMPACTS</b>	6.00 (out of 6)
<b>AEB - Pedestrian</b>	5.83 (out of 6)
<b>AEB - Cyclist</b>	6.00 (out of 6)

## 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:** 7-50 km/h  
**DESCRIPTION:** Defaults ON for every journey. System detects pedestrians and cyclists and functions in both day and night.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist				
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	FORWARD COLLISION WARNING Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
PERFORMANCE	GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

# SAFETY ASSIST



73%

9.61 POINTS  
OUT OF 13

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

Tests of the AEB system showed GOOD performance in highway speed scenarios, while LSS testing showed ADEQUATE results.

A standard-fit speed assistance system (SAS) is also standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seat belt reminder system is fitted to all seats.

<b>SPEED ASSISTANCE SYSTEMS</b>	2.50 (out of 3)
<b>SEAT BELT REMINDERS</b>	2.50 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	2.25 (out of 4)
<b>AEB - Interurban</b>	2.36 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Active Lane Keeping Assist  
**OPERATIONAL FROM:** 0-250 km/h

		EMERGENCY LANE KEEPING (ELK)					
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
PERFORMANCE	GOOD	-	-	-	-	-	GOOD
ADEQUATE							

		LANE KEEP ASSIST (LKA)								
TEST SCENARIO	Dashed Line				Solid Line				Road Edge	
PERFORMANCE					GOOD	GOOD	GOOD	GOOD		
MARGINAL										

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



73%

9.61 POINTS  
OUT OF 13

## 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 MACHINE INTERFACE (HMI)	
FUNCTION	Supplementary warning [NOT FITTED] Restraint activation / dynamic retractors [NOT FITTED]
FORWARD COLLISION WARNING (FCW)	
TEST SCENARIO	Driving towards a stationary car
	Driving towards a slower moving car
PERFORMANCE	GOOD
AUTONOMOUS EMERGENCY BRAKING - Interurban	
TEST SCENARIO	Toward car braking lightly
	Toward car braking heavily
PERFORMANCE	12m HEADWAY 40m HEADWAY 12m HEADWAY 40m HEADWAY
	Driving towards a slower moving car
PERFORMANCE	GOOD

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Traffic Sign Assist

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

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard)	●	●
Seat belt pre-tensioners (rear centre)	✗	✗
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	●	●
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	●	●
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	●	●
Adaptive cruise control (ACC)	○	○
Adaptive headlights	○	○
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	✗	✗
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
Roll stability system	✗	✗
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

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

● STANDARD   ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS   ○ OPTIONAL   ✗ 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):

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	Mercedes-Benz A-Class A180d LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door hatch
TESTED VEHICLE ENGINE	1.8 litre diesel
RATING PUBLISHED	24 October 2018
RATING UPDATED	n/a