Mercedes-Benz A-Class
Mercedes-Benz A180 1.6 petrol 'Urban', LHD

Total 33 pts | 93%

ADULT OCCUPANT

FRONTAL IMPACT
14.8 pts

- Driver airbag contact: stable
- Passenger airbag contact: stable

CHEST
- Passenger compartment: stable
- Windscreen Pillar rearward: 1mm
- Steering wheel rearward: none
- Steering wheel upward: none
- Chest contact with steering wheel: none

UPPER LEGS, KNEES AND PELVIS
- Stiff structures in dashboard: none
- Concentrated loads on knees: none

LOWER LEGS AND FEET
- Footwell Collapse: none
- Rearward pedal movement: clutch - 16mm
- Upward pedal movement: none

SIDE IMPACT

Car
- Head protection airbag: Yes
- Chest protection airbag: Yes

SIDE IMPACT POLE
Pole

SIDE IMPACT CAR
8 pts

SIDE IMPACT POLE
7.3 pts

REAR IMPACT (WHIPLASH)
3.3 pts

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

WHIPLASH
- Seat description: Standard textile 6 way manual
- Head restraint type: Passive
- Geometric assessment: 1 pts

TESTS
- High severity: 2.3 pts
- Medium severity: 2.4 pts
- Low severity: 2.5 pts
CHILD OCCUPANT

18 MONTH OLD CHILD

Restraint  Britax-Römer Baby Safe Plus
Group     0, 0+
Facing    rearward
Installation Adult seatbelt

FRONTAL IMPACT

Head forward movement protected
Head acceleration  good
Chest load  good

SIDE IMPACT

Head containment  protected
Head acceleration  good

3 YEAR OLD CHILD

Restraint  Britax-Römer Duo Plus
Group     1
Facing    forward
Installation ISOFIX anchorages and top tether

FRONTAL IMPACT

Head forward movement protected
Head acceleration  good
Chest load  fair

SIDE IMPACT

Head containment  protected
Head acceleration  good

VEHICLE BASED ASSESSMENT

6 pts

Airbag warning Label
Text and pictogram permanently attached to the passenger sun visor

PEDESTRIAN

Total 24 pts | 67%

SAFETY ASSIST

Total 6 pts | 86%

SPEED LIMITATION ASSISTANCE

0 pts
Not assessed

ELECTRONIC STABILITY CONTROL (ESC)

3 pts
- ESP  Pass
- Yaw rate ratio (1.00s)  7.38 %
- Yaw rate ratio (1.75s)  7.13 %
- Lateral displacement (1.07s)  3.14 m

SEATBELT REMINDER

3 pts
- driver  Pass
- passenger  Pass
- rear  Pass
**DETAILS OF TESTED CAR**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Tested model</th>
<th>Mercedes-Benz A180 1.6 petrol 'Urban', LHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Body type</td>
<td>5 door hatchback</td>
</tr>
<tr>
<td>Year of publication</td>
<td>2012</td>
</tr>
<tr>
<td>Kerb weight</td>
<td>1320kg</td>
</tr>
<tr>
<td>VIN from which rating applies</td>
<td>applies to all A-Class of the specification tested</td>
</tr>
</tbody>
</table>

**SAFETY EQUIPMENT**

<table>
<thead>
<tr>
<th>Front seatbelt pretensioners</th>
<th>also rear outboard pre-tensioners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front seatbelt load limiters</td>
<td>also rear outboard load-limiters</td>
</tr>
<tr>
<td>Driver frontal airbag</td>
<td></td>
</tr>
<tr>
<td>Front passenger frontal airbag</td>
<td></td>
</tr>
<tr>
<td>Side body airbags</td>
<td></td>
</tr>
<tr>
<td>Side head airbags</td>
<td></td>
</tr>
<tr>
<td>Driver knee airbag</td>
<td></td>
</tr>
<tr>
<td>Electronic Stability Control</td>
<td></td>
</tr>
<tr>
<td>Seatbelt Reminder</td>
<td></td>
</tr>
</tbody>
</table>

**COMMENTS**

**Adult occupant**

The passenger compartment remained stable in the frontal impact. The A-Class is fitted as an option with Mercedes-Benz's 'PRE-SAFE'® system which primes the restraint and protection systems in readiness for a collision. The tested cars were not fitted with this system. Dummy readings showed good protection of most body regions, including the knees and femurs, of both front seat occupants. Mercedes-Benz showed that a similar level of protection would be available to occupants of different sizes and to those sat in different seating positions. In the side barrier test, the A-Class scored maximum points, with good protection of all body areas. In the more severe side pole test, protection of the head and pelvis was good and that of the chest and abdomen was adequate. The seat and head restraint provided good protection against whiplash injuries in the event of a rear-end impact. Mercedes-Benz's 'Collision Prevention Assist' (CPA) is standard equipment and is designed to help drivers avoid or mitigate longitudinal accidents where whiplash injuries might occur.

**Child occupant**

Forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive in the frontal impact. In the side impact, both the 3 year and the 18 month dummy were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the car's interior. Mercedes-Benz's 'CPOD' system is available as an option. The system automatically deactivates the front passenger airbag to allow suitably equipped Mercedes-Benz child seats to be used rearward-facing in that seating position. The system does not work with other child restraints and was not rewarded by Euro NCAP. The dangers of using a rearward-facing restraint in that seating position without first disabling the airbag were clearly explained in the vehicle.

**Pedestrian**

The A-Class is equipped with an 'active' bonnet. Sensors detect when a pedestrian has been struck and raise the bonnet to provide greater clearance to the hard structures which lie beneath. Mercedes-Benz showed that the system worked reliably over a range of speeds and for different statures of pedestrian so the tests were done with the bonnet in the deployed position. In all areas likely to be struck by the head of a child, protection was good and the A-Class scored maximum points in this area. In those areas on the bonnet surface where an adult's head would strike, protection was also good but poor protection was provided in areas where the head would strike the windscreen, for example. The front edge of the bonnet offered poor protection but the bumper provided good protection in all areas tested, and scored maximum points.

**Safety assist**

Electronic stability control is standard equipment and met Euro NCAP's test requirements. A seatbelt reminder is standard for both front and rear seats. A driver-set speed-limitation device is available as an option but did not meet Euro NCAP's fitment requirements for assessment in 2012.