

Mercedes-Benz A-Class

Mercedes-Benz A180 1.6 petrol 'Urban', LHD

2012 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 33 pts | 93%

FRONTAL IMPACT

14,8 pts



Driver



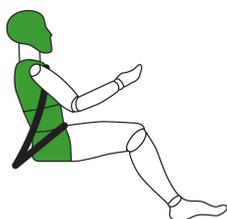
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,3 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,3 pts



FRONTAL IMPACT

HEAD

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

Head protection airbag	Yes
Chest protection airbag	Yes

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

TEST RESULTS

CHILD OCCUPANT

Total 40 pts | 81%

18 MONTH OLD CHILD

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



PERFORMANCE 10,9 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

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



PERFORMANCE 10,7 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

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

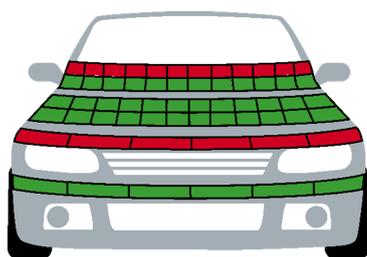
Text and pictogram permanently attached to the passenger sun visor

PEDESTRIAN

Total 24 pts | 67%

SAFETY ASSIST

Total 6 pts | 86%



GOOD
MARGINAL
POOR

HEAD 18 pts
PELVIS 0 pts
LEG 6 pts

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

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

SAFETY EQUIPMENT

Front seatbelt pretensioners	also rear outboard pre-tensioners
Front seatbelt load limiters	also rear outboard load-limiters
Driver frontal airbag	
Front passenger frontal airbag	
Side body airbags	
Side head airbags	
Driver knee airbag	
Electronic Stability Control	
Seatbelt Reminder	

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.