



**Mercedes-Benz A-Class**  
Standard Safety Equipment

2018 ★★★★★



Adult Occupant



96%

Child Occupant



91%

Vulnerable Road Users



92%

Safety Assist



75%

## SPECIFICATION

Tested Model	Mercedes-Benz A 180 d, LHD
Body Type	- 5 door hatchback
Year Of Publication	2018
Kerb Weight	1445kg
VIN From Which Rating Applies	- hatchback and saloon, from WDD1770031J054450
Class	Small Family Car

## 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/i-Size	—	✘	●
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.

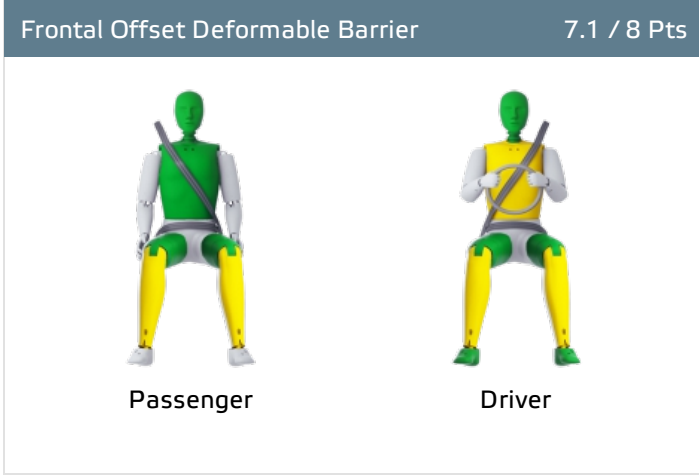
- Fitted to the vehicle as standard    ○ Fitted to the vehicle as part of the safety pack  
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack    ✘ Not available    — Not applicable

 ADULT OCCUPANT

Total 36.5 Pts / 96%

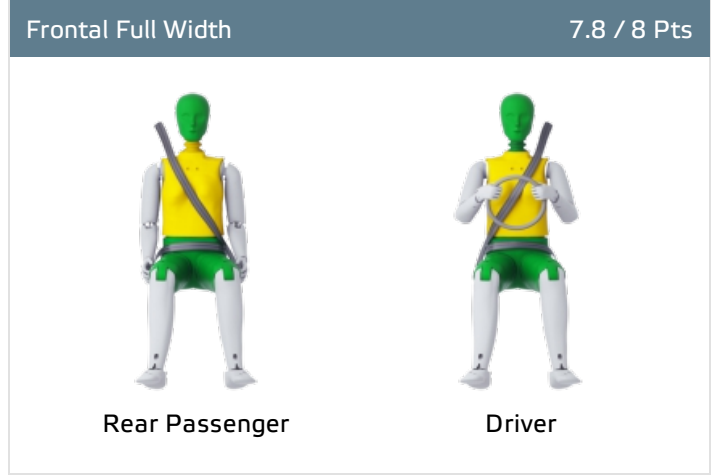
■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Offset Deformable Barrier 7.1 / 8 Pts



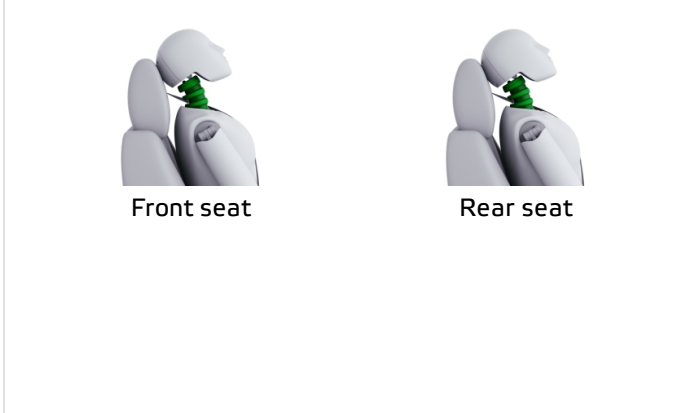
Passenger                      Driver

Frontal Full Width 7.8 / 8 Pts



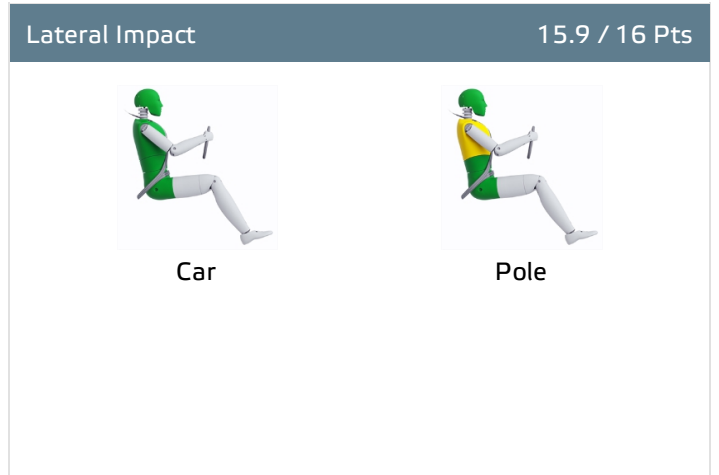
Rear Passenger                      Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat                      Rear seat

Lateral Impact 15.9 / 16 Pts



Car                      Pole

 ADULT OCCUPANT

Total 36.5 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 36.5 Pts / 96%

## Comments

The passenger compartment of the A-Class remained stable in the frontal offset test. 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. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and the rear passenger. Maximum points were scored in the side barrier impact, with good protection of all body areas. Even in the more severe side pole test, protection of the chest was adequate and that of other critical body regions 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 autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused, with collisions avoided or mitigated in all test scenarios.

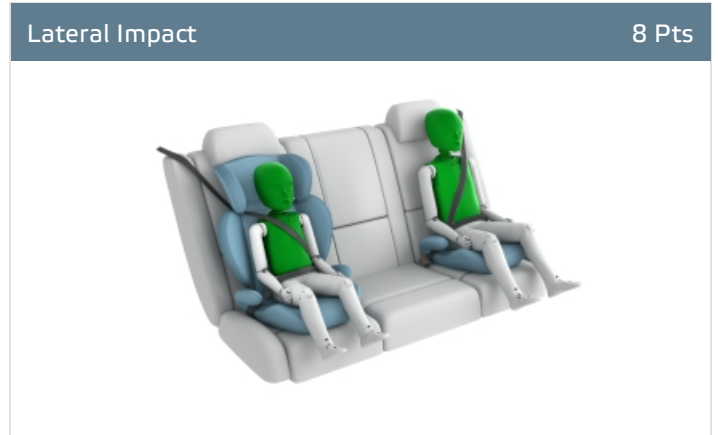
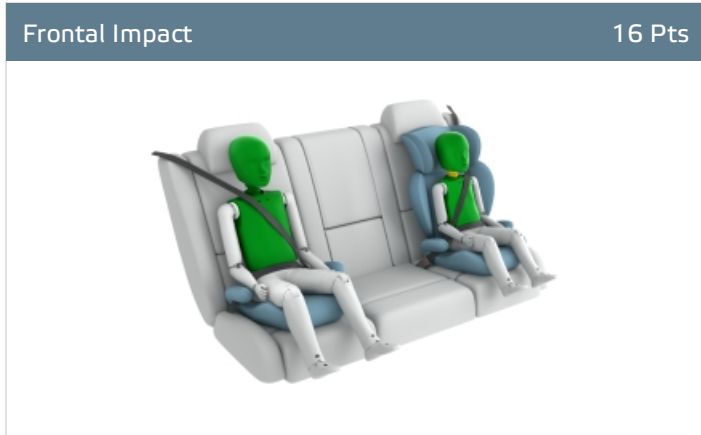
**CHILD OCCUPANT**

Total 45.0 Pts / 91%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix*  
 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)



■ 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 45.0 Pts / 91%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## Comments

In the frontal offset test, dummy readings showed good or adequate protection of all critical body areas for both the 6 and 10 year children. In the side barrier test, protection was good for all critical parts of the body, for both dummies. The A-Class has a system that automatically recognises when a child restraint has been put in the front passenger seat and deactivates the airbag for that seating position. Mercedes-Benz showed that the system worked robustly and it was rewarded. All of the restraint types for which the A-Class is designed could be properly installed and accommodated.



## CHILD OCCUPANT

Total 45.0 Pts / 91%

	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)	—	●	—	●
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)	●	●	●	●

● Easy   ● Difficult   ● Safety critical   ✘ Not allowed   — Not available

## Comments

In the frontal offset test, dummy readings showed good or adequate protection of all critical body areas for both the 6 and 10 year children. In the side barrier test, protection was good for all critical parts of the body, for both dummies. The A-Class has a system that automatically recognises when a child restraint has been put in the front passenger seat and deactivates the airbag for that seating position. Mercedes-Benz showed that the system worked robustly and it was rewarded. All of the restraint types for which the A-Class is designed could be properly installed and accommodated.

**VULNERABLE ROAD USERS**

Total 44.2 Pts / 92%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

VRU Impact Protection	32.4 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">20.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	20.4 Pts	Pelvis Impact	6.0 Pts	Leg Impact	6.0 Pts
Head Impact	20.4 Pts						
Pelvis Impact	6.0 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users	11.8 / 12 Pts
System Name	Active Brake Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h

**Comments**

The A-Class has an active, deployable bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet surface to provide greater clearance to the stiff structures in the engine compartment. Mercedes-Benz showed that the system worked robustly for different pedestrian statures and across a wide range of speeds, so tests were performed with the bonnet in the raised position. Protection was good at almost all test locations on the bonnet. Protection was also good for the leg and pelvis areas of a struck pedestrian. The AEB system performed well in tests both of its pedestrian detection and its response to cyclists, with collisions avoided in nearly all test scenarios.



 VULNERABLE ROAD USERS

Total 44.2 Pts / 92%

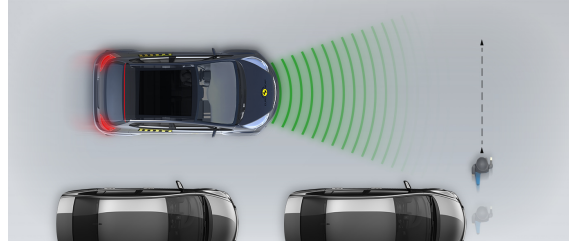
AEB Pedestrian 

■ Day time

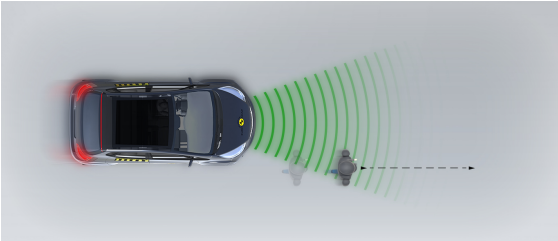
Adult crossing the road



Child running from behind parked vehicles

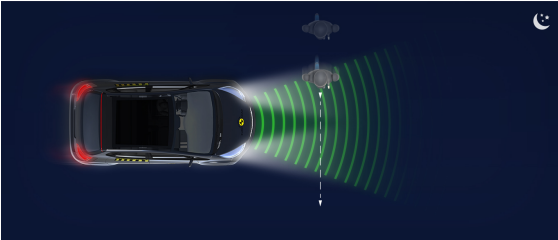


Adult along the roadside

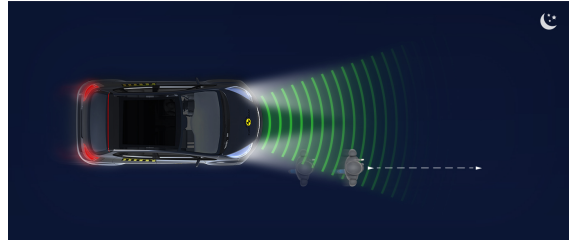


■ Night time

Adult crossing the road

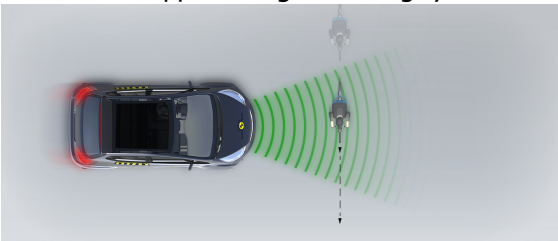


Adult along the roadside

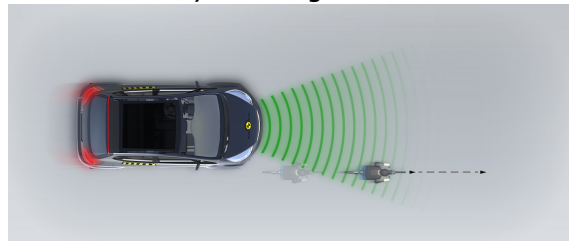


AEB Cyclist 

Approaching a crossing cyclist



Cyclist along the roadside



SAFETY ASSIST

Total 9.8 Pts / 75%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance ■ 3.0 / 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	Not available		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass   
 ● Fail   
 — Not available


Lane Support ■ 2.0 / 4 Pts

System Name	Active Lane Keeping Assist
Type	LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	<span style="color: yellow;">■</span> ADEQUATE
Lane Keep Assist	<span style="color: orange;">■</span> MARGINAL
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

 SAFETY ASSIST

Total 9.8 Pts / 75%

AEB Inter-Urban

 2.4 / 3 Pts

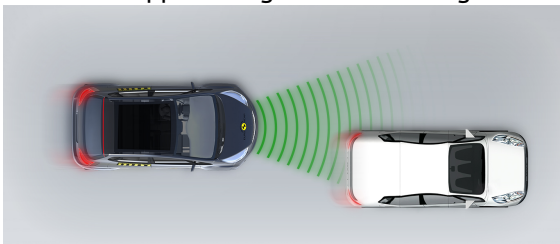
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

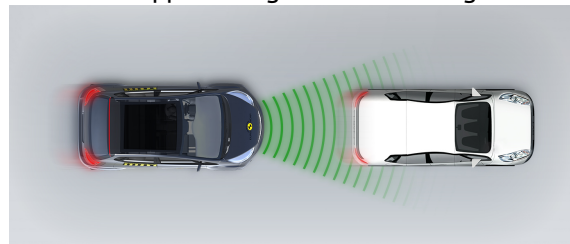
The AEB system performed well in tests of its functionality at highway speeds. The lane assistance system performed marginally, with adequate performance for lane keeping assistance and emergency lane keeping but lacking a blind-spot monitoring system. The speed assistance system, comprising a camera-based speed limit detection system and driver-set speed limiter, was rated as good. The car has a seatbelt reminder system as standard for front and rear seats.

■ Autobrake function only

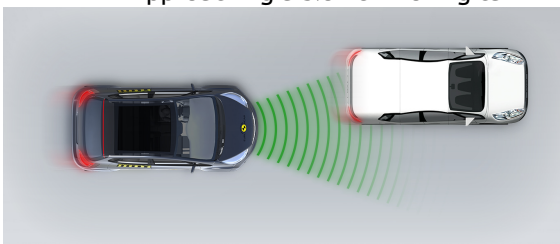
Approaching a slower moving car



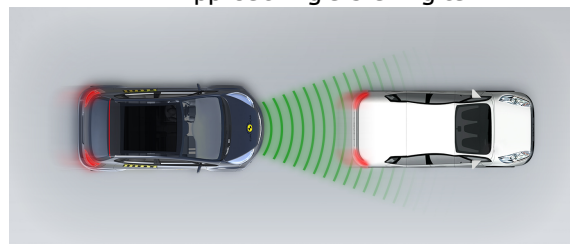
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

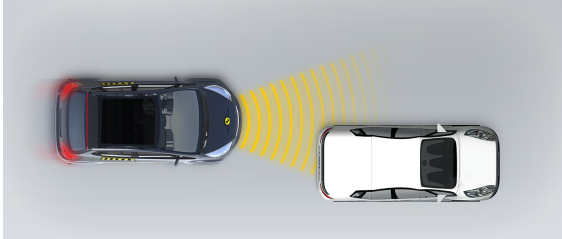


 SAFETY ASSIST

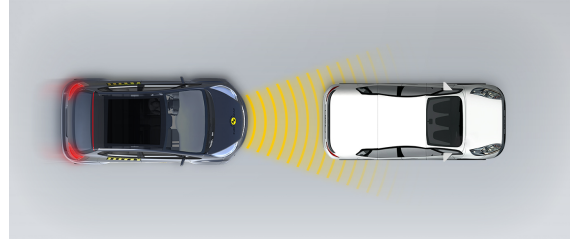
Total 9.8 Pts / 75%

■ Driver reacts to warning

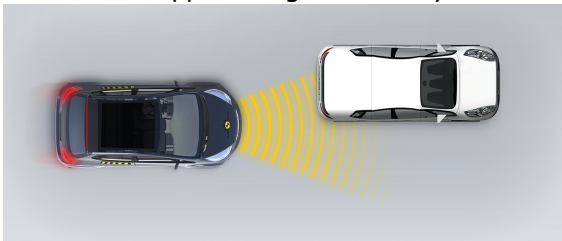
Approaching a stationary car



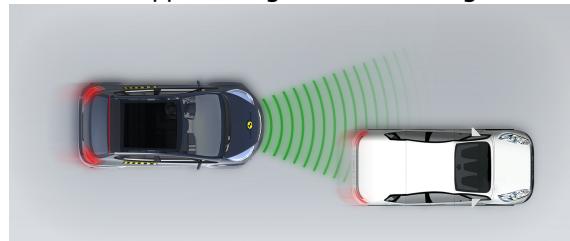
Approaching a stationary car



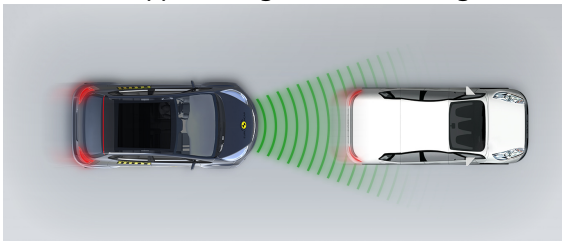
Approaching a stationary car



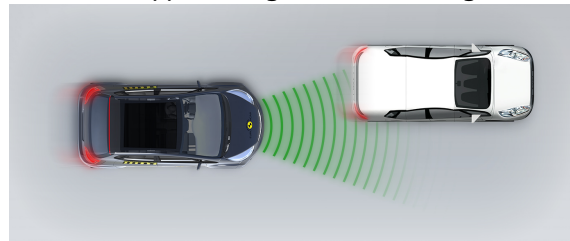
Approaching a slower moving car



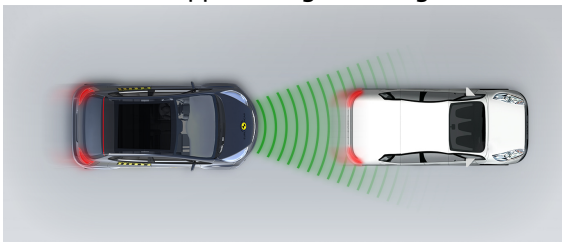
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

### Variants of Model Range

Body Type	Model Name/Code	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	A 160 d	4 x 2	✓	✓
5 door hatchback	A 180 d*	4 x 2	✓	✓
5 door hatchback	A 160	4 x 2	✓	✓
5 door hatchback	A 180	4 x 2	✓	✓
5 door hatchback	A 200	4 x 2	✓	✓
5 door hatchback	A 200 4MATIC	4 x 4	✓	✓
5 door hatchback	A 220	4 x 2	✓	✓
5 door hatchback	A 220 4MATIC	4 x 4	✓	✓
5 door hatchback	A 250	4 x 2	✓	✓
5 door hatchback	A 250 4MATIC	4 x 4	✓	✓

\*Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
October 2018	Rating Published	2018 ★★★★★ ✓
October 2019	Annual Review	2018 ★★★★★ ✓
October 2020	Annual Review	2018 ★★★★★ ✓
October 2021	Annual Review	2018 ★★★★★ ✓
October 2021	Annual Review	2018 ★★★★★ ✓
April 2023	Facelift Review	2018 ★★★★★ ✓