


Mercedes-Benz G-Class
Standard Safety Equipment

2019



Adult Occupant



90%

Child Occupant



83%

Vulnerable Road Users



78%

Safety Assist



72%

SPECIFICATION

| | |
|-------------------------------|--------------------------|
| Tested Model | Mercedes-Benz G350d, LHD |
| Body Type | - 5 door SUV |
| Year Of Publication | 2019 |
| Kerb Weight | 2451kg |
| VIN From Which Rating Applies | - all G-Class |
| Class | Large SUV |

 Rating Expired

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 | ● | ● | ✗ |

| | Driver | Passenger | Rear |
|-------------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix/i-Size | — | ✗ | ● |
| Integrated CRS | — | ✗ | ✗ |
| Airbag cut-off switch | — | ✗ | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-------------------------|--------|-----------|------|
| 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 34.6 Pts / 90%

| | | | | |
|--|--|--|--|--|
|  GOOD |  ADEQUATE |  MARGINAL |  WEAK |  POOR |
|--|--|--|--|--|

Frontal Offset Deformable Barrier 6.4 / 8 Pts



Passenger



Driver

Frontal Full Width



Rear Passenger



Driver

Whiplash Rear Impact 1.5 / 2 Pts



Front seat



Rear seat

Lateral Impact



Car



Pole

 ADULT OCCUPANT

Total 34.6 Pts / 90%

 GOOD ADEQUATE MARGINAL WEAK POOR

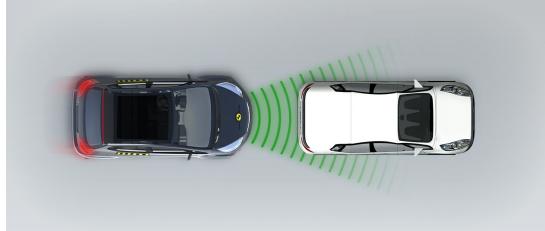
AEB City

 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 34.6 Pts / 90%

Comments

The passenger compartment of the G-Class remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of 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. Chest compression in the driver dummy indicated weak protection of this body region. In the full-width rigid barrier test, chest protection was marginal for the driver's chest but was good for all other critical body areas. For the rear dummy, dummy readings of chest compression indicated marginal protection. However, a high load in the shoulder belt pointed to a risk of injury which the dummy is not able to measure, and protection of the chest was penalised and downrated to 'weak'. In both the side barrier test and the side pole impact, protection of all critical body areas was good and the G-Class scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests at the low speeds, typical of city driving, at which many whiplash injuries are caused.

 **CHILD OCCUPANT**

Total 40.8 Pts / 83%



Crash Test Performance based on 6 & 10 year old children

19.8 / 24 Pts

| Frontal Impact | 11.8 Pts | Lateral Impact | 8 Pts |
|---|----------|----------------|-------|
|  | | | |

Restraint for 6 year old child: *Britax Römer 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 40.8 Pts / 83%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)


Comments

In the frontal offset test, dummy readings of neck tension in the 10-year dummy indicated poor protection of this body area. Otherwise, protection was good. For the 6-year dummy, protection of the neck was marginal. In the side barrier test, protection of both child dummies was good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the G-Class is designed could be properly installed and accommodated.

 CHILD OCCUPANT

Total 40.8 Pts / 83%

| | 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) | ● | ● | ● | ● |

 Easy

 Difficult

 Safety critical

 Not allowed

 Not available

Comments

In the frontal offset test, dummy readings of neck tension in the 10-year dummy indicated poor protection of this body area. Otherwise, protection was good. For the 6-year dummy, protection of the neck was marginal. In the side barrier test, protection of both child dummies was good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the G-Class is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 37.5 Pts / 78%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection

27.0 / 36 Pts



Head Impact

15.1 Pts

Pelvis Impact

5.9 Pts

Leg Impact

6.0 Pts

Vulnerable Road Users

10.4 / 12 Pts

| | |
|------------------|---|
| System Name | Active Brake Assist |
| Type | Auto-Brake with Forward Collision Warning |
| Operational From | 10 km/h |

Comments

The protection provided by the bonnet to the head of a struck pedestrian was marginal or adequate over most of its surface, with areas of good and poor performance. Protection of pedestrian's legs was good or adequate, as was the protection offered to the pelvis. The AEB system can detect pedestrians and cyclists, as well as other vehicles. The system performed well when tested for its reaction to vulnerable road users such as these.



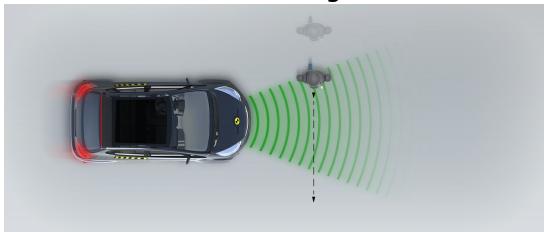
VULNERABLE ROAD USERS

Total 37.5 Pts / 78%

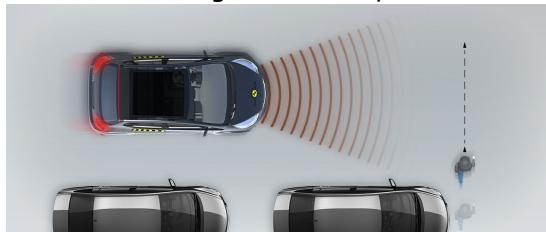
AEB Pedestrian

■ Day time

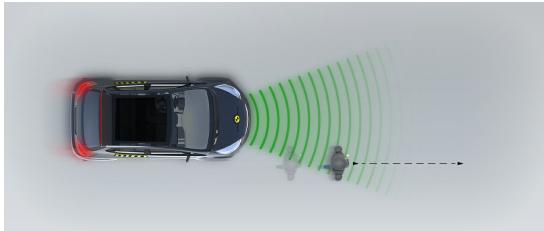
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road

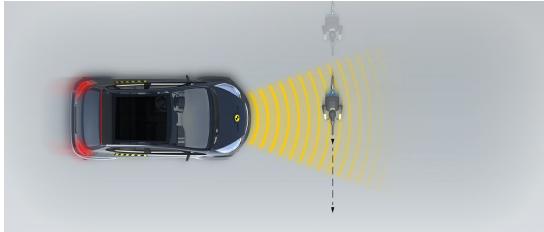


Adult along the roadside

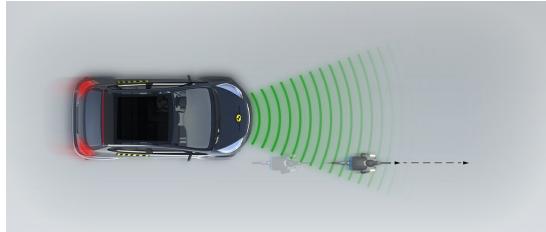


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 **SAFETY ASSIST**

Total 9.4 Pts / 72%

 GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR
Speed Assistance
 2.7 / 3 Pts

| | |
|----------------------------------|------------------------------------|
| System Name | Speed Limit Assist |
| Speed Limit Information Function | Camera & Map |
| Speed Limitation Function | System advised (accurate to 5km/h) |

Seatbelt Reminder
 2.5 / 3 Pts

| Applies To | Not available | | |
|--------------------|---------------|--------------------|-------------------|
| Warning | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |
| Occupant Detection | — | ● | — |

● Pass
 ● Fail
 — Not available
Lane Support
 1.8 / 4 Pts

| | |
|------------------|-----------------------------|
| System Name | Active Lane Keeping Assist |
| Type | LKA (including LDW) and ELK |
| Operational From | 60 km/h |

PERFORMANCE

| | |
|-------------------------|---|
| Emergency Lane Keeping | ADEQUATE |
| Lane Keep Assist | MARGINAL |
| Human Machine Interface | ADEQUATE |

 SAFETY ASSIST

Total 9.4 Pts / 72%

AEB Inter-Urban

2.5 / 3 Pts

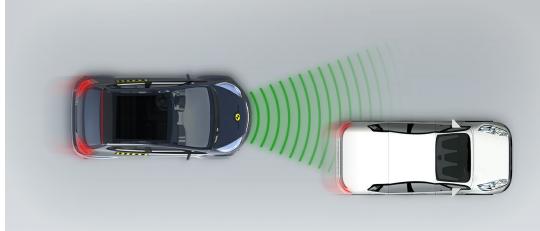
| | |
|------------------------|--|
| System Name | Active Brake Assist |
| Type | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 7 km/h |
| Additional Information | Restraint activation |

Comments

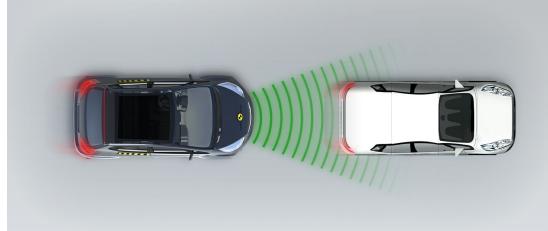
The AEB system gave generally good results in tests of its functionality at highway speeds. The car has a lane assistance system which helps prevent inadvertent drifting out of lane but can also intervene in some more critical situations. The speed control system uses digital mapping combined with a camera to identify what the local speed limit is and to inform the driver, who can then set the limiter to the appropriate speed. A seatbelt reminder is standard for front and rear seats.

■ Autobrake function only

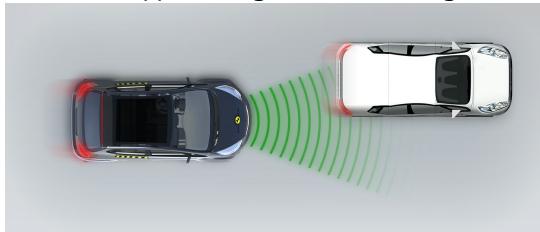
Approaching a slower moving car



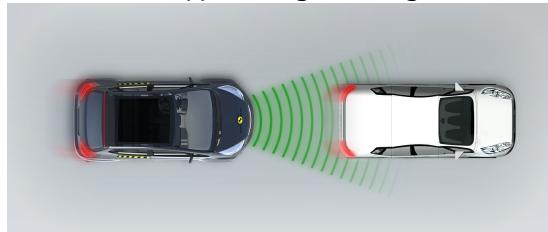
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

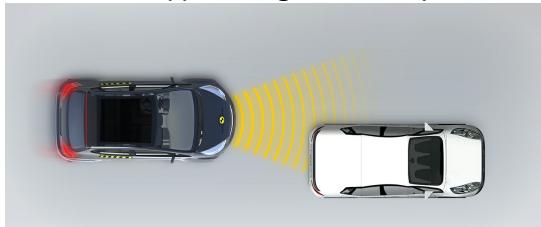


 SAFETY ASSIST

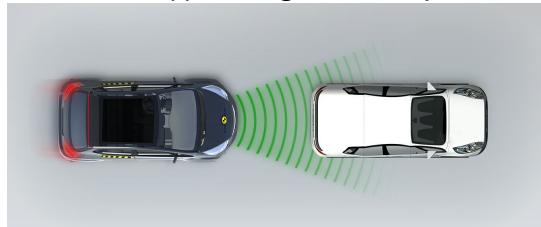
Total 9.4 Pts / 72%

■ Driver reacts to warning

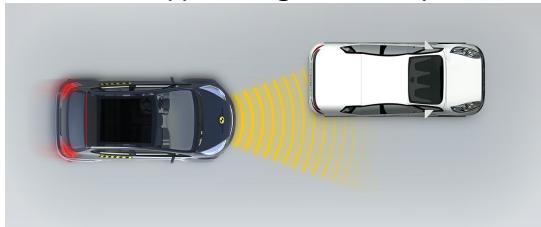
Approaching a stationary car



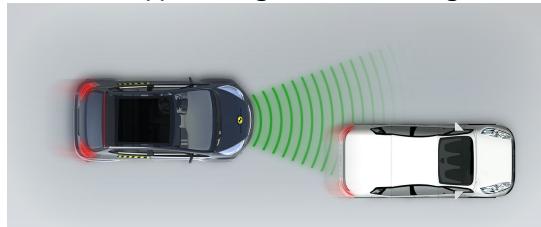
Approaching a stationary car



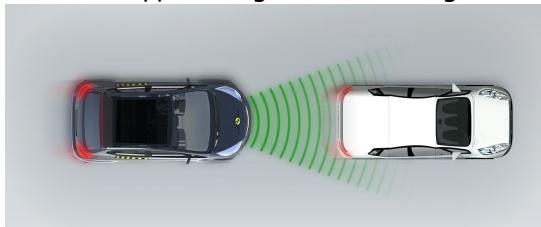
Approaching a stationary car



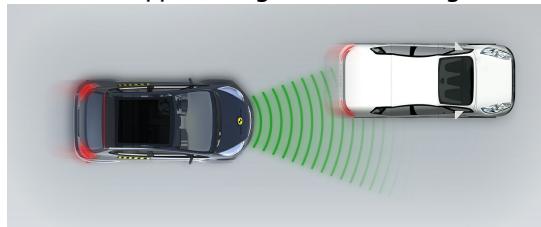
Approaching a slower moving car



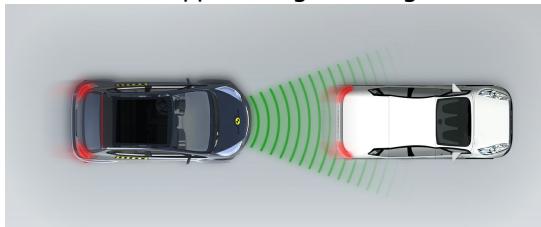
Approaching a slower moving car



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 SUV | 3.0 diesel | G350d* | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 4.0 petrol | G500 | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 4.0 petrol | G63 | 4 x 4 | ✓ | ✓ |
| 5 door SUV | Electric | G580 with EQ Technology ** | 4 x 4 | ✓ | ✓ |

* Tested variant

** Additional tests 2024

Annual Reviews and Facelifts

| Date | Event | Outcome |
|---------------|------------------------------|--|
| February 2019 | Rating Published | 2019  ✓ |
| February 2020 | Annual Review | 2019  ✓ |
| February 2021 | Annual Review | 2019  ✓ |
| February 2022 | Annual Review | 2019  ✓ |
| February 2023 | Annual Review | 2019  ✓ |
| July 2024 | Addition of electric variant | 2019  ✓ |