MERCEDES-BENZ GLB

JUNE 2020 - ONWARDS
GLB 200 & GLB 250 VARIANTS

ANCAP SAFETY

TESTED 2019 ★★★★★

92%
ADULT OCCUPANT PROTECTION

88%
CHILD OCCUPANT PROTECTION

78%
VULNERABLE ROAD USER PROTECTION

76%
SAFETY ASSIST

MERCEDES-BENZ GLB

OVERVIEW

The Mercedes Benz GLB was introduced in Australia and New Zealand in June 2020. This ANCAP safety rating applies to GLB 200 and GLB 250 variants only.

Dual frontal airbags, side chest-protecting airbags for both the first and second row outboard seating positions, side head-protecting airbags (curtains) for all seating rows, and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and blind spot monitor (BSM) are standard equipment.

NOTE: Mercedes-Benz have advised that some safety features included in the originally-rated model are not fitted to models built from December 2020. Removal of these features does not affect the ANCAP safety rating. See the *Safety Features & Technologies* table on page 8.

ANCAP SAFETY RATING	★★★★★
RATING YEAR (DATESTAMP)	2019
VEHICLE TYPE	MEDIUM SUV
AIRBAGS	Dual frontal, driver knee, side chest (1st & 2nd row), side head (1st, 2nd & 3rd row)

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mercedes-Benz GLB 200 ◆	5 door SUV	1.3 litre petrol	2WD	✓	✓
Mercedes-Benz GLB 250 4MATIC	5 door SUV	2.0 litre petrol	AWD	✓	✓
Mercedes-AMG GLB 35 4MATIC	5 door SUV	2.0 litre petrol	AWD	✕	✕

✓ COVERED BY THIS RATING ✕ NOT COVERED BY THIS RATING ◆ TESTED VARIANT – NOT APPLICABLE

ADULT OCCUPANT PROTECTION

92%

35.17 POINTS
OUT OF 38

The passenger compartment of the Mercedes-Benz GLB remained stable in the frontal offset test. Protection was ADEQUATE for the chest of the driver and the lower legs of the passengers, with GOOD protection offered to all other critical body regions.

In the full width frontal test, protection was MARGINAL for the neck of the driver, and ADEQUATE for the neck and chest of the rear passenger. GOOD protection was provided for all other critical body regions.

In the side impact test, protection offered to all critical body regions of the driver was GOOD.

In the oblique pole test, chest protection offered to the driver was rated MARGINAL.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.38	(out of 8)
FULL WIDTH FRONTAL#	7.23	(out of 8)
SIDE IMPACT#	8.00	(out of 8)
OBLIQUE POLE#	6.92	(out of 8)
WHIPLASH PROTECTION	1.64	(out of 2)
AEB - City	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 pts
Chest:	3.15 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.60 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)

Driver

Head:	4.00 pts
Neck:	2.18 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

Rear Passenger

Head:	4.00 pts
Neck:	3.77 pts
Chest:	2.98 pts
Upper legs:	4.00 pts
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

OBLIQUE POLE TEST (32 KM/H)

Driver

Head:	4.00 points
Chest:	1.84 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST

Rear Passenger

Driver / Front Passenger

Rear:	0.44 points
Front:	1.20 points

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

88%

43.38 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was WEAK, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

In the side impact test, protection of the head of the 10 year dummy was ADEQUATE while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Mercedes-Benz GLB is fitted with lower ISOFix anchorages on the outboard seats in both the second and third rows and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though in the third row, one of the convertible seats in rearward-facing mode could not be correctly installed and care is needed to tension the ISOFix anchorages in the third row seats.

DYNAMIC TEST (FRONT)	14.50 (out of 16)
DYNAMIC TEST (SIDE)	7.91 (out of 8)
RESTRAINT INSTALLATION	10.97 (out of 12)
ON-BOARD SAFETY FEATURES	10.00 (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. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

88%

43.38 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW LEFT	2nd ROW CENTRE	2nd ROW RIGHT	3rd ROW LEFT	3rd ROW CENTRE	3rd ROW 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.

^ 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 / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

78%

37.54 POINTS
OUT OF 48

The Mercedes-Benz GLB has an 'active' bonnet. Sensors detect when a pedestrian has been struck and the bonnet lifts to provide greater clearance to the hard structures in the engine compartment. The vehicle was tested with the bonnet in the raised position with results showing GOOD or ADEQUATE protection over most of the bonnet surface, with POOR results recorded on the windscreen pillars.

The bumper provided GOOD protection to pedestrians' legs, however protection of the pelvis was POOR.

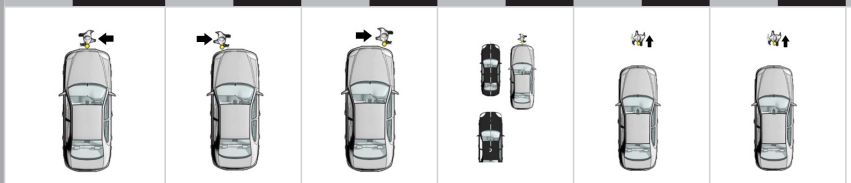
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance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

HEAD IMPACTS	19.77	(out of 24)
UPPER LEG IMPACTS	0.33	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian	5.55	(out of 6)
AEB - Cyclist	5.88	(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: 7-200 km/h
DESCRIPTION: System functions in the daytime and night

	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	
TEST SCENARIO																
PERFORMANCE		-						-								
	GOOD												GOOD			

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

76%

9.95 POINTS
OUT OF 13

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

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated as GOOD.

Tests of LSS functionality showed MARGINAL performance in LKA scenarios, and ADEQUATE performance in the more critical ELK scenarios. Overall performance of the LSS system was classified as ADEQUATE.

A speed assistance system (SAS) is standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

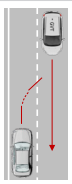
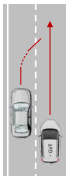
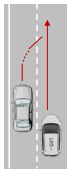
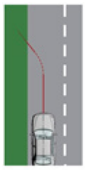
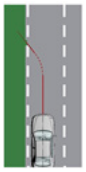
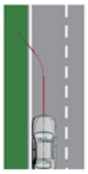
A seatbelt reminder system is fitted to all seating positions, however occupancy detection is not available on rear seats.

SPEED ASSISTANCE SYSTEMS	2.88	(out of 3)
SEAT BELT REMINDERS	2.50	(out of 3)
LANE SUPPORT SYSTEMS	2.25	(out of 4)
AEB - Interurban	2.32	(out of 3)

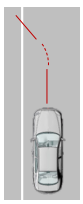
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Active Lane Keeping Assist
OPERATIONAL FROM: 60-200 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		–	–	–	–	–		
	ADEQUATE							

LANE KEEP ASSIST (LKA)

TEST SCENARIO	Dashed Line				Solid Line				Road Edge	
										
PERFORMANCE	–	–	–	–					–	–
	MARGINAL									

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

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

76%

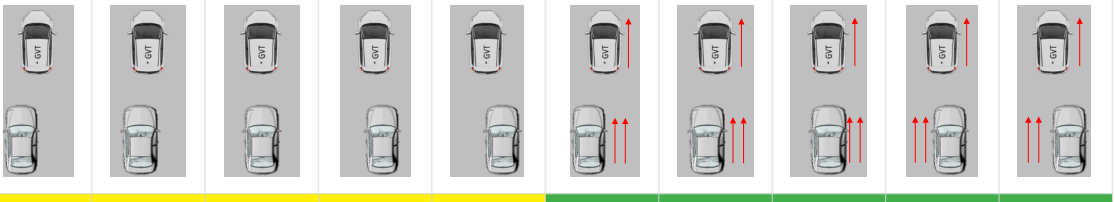
9.95 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

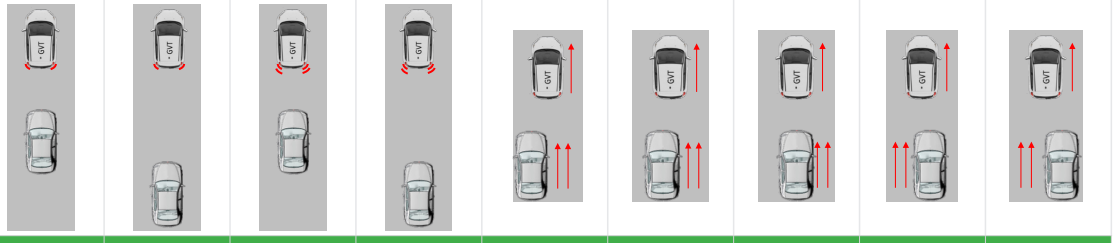
SYSTEM NAME: Active Brake Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 7-200 km/h
DESCRIPTION: Defaults ON for every journey

	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		Driving towards a slower moving car
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY	
PERFORMANCE	GOOD				



SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limit Assist

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

SEAT BELT REMINDERS (SBR)

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

● 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) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard) - 3rd row	●	●
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.

* Not fitted to vehicles built from December 2020.

● 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 GLB AMG Line LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.3L petrol
RATING PUBLISHED	June 2020
RATING UPDATED	January 2021