

# ANCAP Safety Rating

## MERCEDES-BENZ A-CLASS (From 2013)



<b>Test Variant:</b>	Mercedes-Benz A-Class A180 Urban
<b>Variant Applicability*:</b>	Applies to all variants
<b>Kerb Mass:</b>	1320 kg
<b>Vehicles Built:</b>	2012
<b>Engine:</b>	1.6 petrol
<b>Category:</b>	Small Car

**Note:** The left-hand-drive European model was tested by Euro NCAP. Australasian models might provide slightly different occupant protection.



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head + Knee	Standard	<b>14.80</b> (out of 16)	<b>16.00</b> (out of 16)	<b>2</b> (out of 2)	<b>GOOD</b>	<b>ACCEPTABLE</b>	<b>3</b> (out of 3)	<b>35.80</b> (out of 37)	<b>★★★★★</b>

The tested model of Mercedes-Benz A-Class was introduced in Australia and New Zealand in 2013. This ANCAP safety rating applies to all variants.

Dual frontal, side chest and side head airbags (curtains) and a driver knee airbag are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Autonomous emergency braking (AEB) is optional. Advanced seat belt reminders are fitted to all seats.

In the frontal offset crash test driver and passenger leg protection was acceptable. All other injury results were good in this test and in the side impact test. Head protection in the side pole test was good.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	2.80 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

### Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

### Pole Test.

Scored out of 2 points

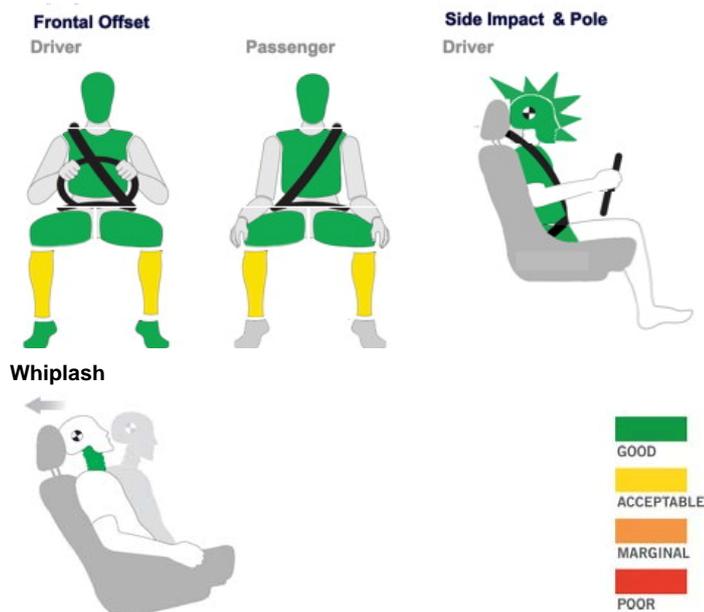
The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

### Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	GOOD
Dynamic test:	GOOD

### Injury Outcomes.



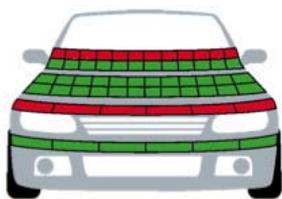
## PEDESTRIAN PROTECTION

### Pedestrian Test.

Scored out of 36 points

Child head impacts:	12.00 points
Adult head impacts:	6.00 points
Upper leg impacts:	0.00 points
Lower leg impacts:	6.00 points

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. In those areas where an adult's head would strike protection was mixed. The front edge of the bonnet offered poor protection but the bumper provided good protection in all areas tested.



Mercedes-Benz A-Class

(Tested by Euro NCAP v5.3)

## SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	S
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	O
Autonomous emergency braking (AEB)	O
Lane support system	O
Blind Spot Warning	O
Daytime Running Lights	S
Tyre Pressure Monitoring	S

S = Standard on all variants.

O = Optional on base variant. May be standard on higher variants.

V = Not available on base variant but standard or optional on higher variants.

X = Not available on any variant.

## INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	286.00	409.00	50.00
Acceleration (g for 3ms)	41.40	48.30	21.10
<b>Neck</b>			
Shear (kN)	0.72	0.60	-
Tension (kN)	0.94	0.42	-
Extension (Nm)	12.70	5.20	-
<b>Chest</b>			
Acceleration (g for 3ms)			-
Compression (mm)	18.45	17.81	18.66
Viscous criterion (m/s)	0.04	0.03	0.09
<b>Abdomen</b>			
Force (kN)	-	-	0.73
<b>Pelvis</b>			
Force (kN)	-	-	1.05
<b>Upper legs</b>			
Force left (kN)	0.53	0.20	
Force right (kN)	0.38	0.20	
Knee displacement left (mm)	0.00	0.00	
Knee displacement right (mm)	0.30	0.00	
<b>Lower legs</b>			
Force left (kN)	2.08	2.44	
Force right (kN)	2.10	2.44	
Index (upper / lower) left	0.30 / 0.14	0.67 / 0.24	
Index (upper / lower) right	0.61 / 0.34	0.35 / 0.20	

## INTRUSION MEASUREMENTS

### Steering Column

Forwards:	89mm
Downwards:	18mm
Sideways:	2mm

### Pedals

Clutch (rearwards):	16mm
Clutch (upwards):	3mm
A-Pillar (rearwards):	1mm

## SCORE DEDUCTIONS

### Deductions from frontal offset test scores

No deductions for frontal offset test.

### Deductions from side impact test score

No deductions for side impact test.

### Deductions from pole test score

No deductions for pole test.

\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, 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 extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).

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