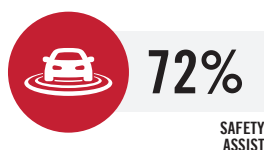
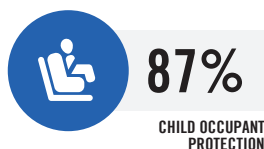


MERCEDES-BENZ X-CLASS

APRIL 2018 - ONWARDS
X220d & X250d VARIANTS



TESTED
2017



OVERVIEW

The Mercedes-Benz X-Class was introduced in Australia and New Zealand in April 2018. This ANCAP safety rating applies to X220d and X250d variants. X350d variants are currently unrated.

Dual frontal, side chest-protecting and side head-protecting airbags (curtains) and a driver knee airbag are standard. Autonomous emergency braking (AEB), lane departure warning (LDW) and a manual speed limiter are fitted as standard.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2017

VEHICLE TYPE

Utility

AIRBAGS

Dual frontal, side chest,
side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
X220d Pure	Dual cab (cab chassis)	2.3 litre diesel	4x2 (RWD)	✓	✓
X220d Pure	Dual cab	2.3 litre diesel	4x2 (RWD)	✓	✓
X220d Pure	Dual cab	2.3 litre diesel	4x4 (4MATIC)	✓	✓
X250d Pure	Dual cab (cab chassis)	2.3 litre diesel	4x4 (4MATIC)	✓	✓
X250d Pure	Dual cab	2.3 litre diesel	4x4 (4MATIC)	✓	✓
X250d Progressive	Dual cab (cab chassis)	2.3 litre diesel	4x4 (4MATIC)	✓	✓
X250d Progressive	Dual cab	2.3 litre diesel	4x4 (4MATIC)	✓	✓
X250d Power ♦	Dual cab	2.3 litre diesel	4x4 (4MATIC)	✓	✓
X350d Progressive	Dual cab	3.0 litre diesel	4x4 (4MATIC)	✗	✗
X350d Power	Dual cab	3.0 litre diesel	4x4 (4MATIC)	✗	✗

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT (LHD)

ADULT OCCUPANT PROTECTION



90%

34.45 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings showed GOOD protection of head, knees and femurs of the driver and passenger and MARGINAL protection for the chest of the driver. An ADEQUATE level of protection is provided for the chest of the front seat passenger.

Protection of the driver in the full width frontal test was GOOD for all critical body regions. GOOD scores were seen for the head and upper legs of the rear passenger with ADEQUATE protection offered to the chest and neck. In the side impact test, protection of all critical body areas was GOOD for the driver. Protection of the chest for the driver was ADEQUATE in the oblique pole test.

The standard-fit autonomous emergency braking system scored maximum points in tests of its functionality at low speeds, typical of city driving.

FRONTAL OFFSET [#]	6.27 (out of 8)
FULL WIDTH FRONTAL [#]	7.63 (out of 8)
SIDE IMPACT [#]	8.00 (out of 8)
OBLIQUE POLE [#]	7.85 (out of 8)
WHIPLASH PROTECTION	1.70 (out of 3)
AEB - City	3.00 (out of 3)

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	1.42 points
Upper legs:	4.00 points
Lower legs:	3.56 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	3.23 points
Upper legs:	4.00 points
Lower legs:	3.11 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	3.80 points
Chest:	2.71 points
Upper legs:	4.00 points
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:	3.71 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Front:	1.70 points
Rear:	0.00 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 3.00 points

PERFORMANCE

GOOD

* Scaled scores. Total test scored out of 16.00 points.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

43.04 POINTS
OUT OF 49

In the frontal offset test, protection of the chest of the 6 year dummy was MARGINAL. For all other body regions, protection of the 6 and 10 year dummies was GOOD or ADEQUATE.

In the side impact test, protection of both child dummies was GOOD for all critical body regions.

DYNAMIC TEST (FRONT)	14.54 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.50 (out of 12)
ON-BOARD SAFETY FEATURES	9.00 (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 CRS	×	×	×	-	-
Child restraint anchorage (top tether)	×	●	●	-	-
Automatic airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE

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. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

PEDESTRIAN PROTECTION



80%

33.99 POINTS
OUT OF 42

The protection provided by the bonnet to the head of a struck pedestrian was predominantly ADEQUATE or MARGINAL. Protection of pedestrians' legs was GOOD or ADEQUATE.

The pedestrian-detecting autonomous emergency braking system performed well, with collisions avoided or mitigated at most test speeds.

HEAD IMPACTS	16.66 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	5.88 (out of 6)
AEB - Vulnerable Road User	5.45 (out of 6)

PEDESTRIAN IMPACT TEST



AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

SYSTEM NAME: Active Brake Assist
TYPE: Forward collision warning with autonomous emergency braking
OPERATIONAL FROM: 10-60 km/h
DESCRIPTION: Defaults ON for every journey. Operates in low ambient light.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-25%)	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-75%)	Collision avoided up to 60 km/h	
Running child from behind parked vehicles	Collision avoided up to 35 km/h	Impact mitigated up to 45 km/h
PERFORMANCE	GOOD	

SAFETY ASSIST



72%

8.75 POINTS
OUT OF 12

The vehicle has a driver-set speed limitation system and lane departure warning (LDW) which functions above 60 km/h and recognises a variety of lane markings. An active lane keep assist (LKA) system is not available. Seat belt reminders are fitted for all seating positions.

A speed limit information function (SLIF) system is not available on X-Class variants supplied to Australia and New Zealand.

Tests of the autonomous emergency braking system at highway speeds showed GOOD performance, with collisions avoided or mitigated in all test scenarios.

SPEED ASSISTANCE SYSTEMS	1.50 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	1.70 (out of 3)
AEB - Interurban	2.55 (out of 3)

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speedtronic

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	N/A	0.00 points
Warning Function	Manually set.	0.50 points
Speed Limitation Function	Manually set.	1.00 points

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keeping Assist
OPERATIONAL FROM: 60 km/h
WARNING: Haptic

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	●
Lane Keep Assist (LKA)	✗

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Active Brake Assist
TYPE: Forward collision warning with autonomous emergency braking
OPERATIONAL FROM: 5-200 km/h (auto brake function only) and 5-200 km/h (driver reacts to warning)
DESCRIPTION: Defaults ON for every journey

TEST SCENARIO		AUTONOMOUS EMERGENCY BRAKING FUNCTION	
		AUTO BRAKE FUNCTION ONLY	DRIVER REACTS TO WARNING
FOLLOWING A CAR AT A SHORT DISTANCE	Approaching a stationary car	See AEB (City)	Crash avoided up to 70 km/h Crash speed reduced up to 80 km/h
	Approaching a slower moving car	Crash avoided up to 70 km/h	Crash avoided up to 80 km/h
	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Avoidance	Avoidance
	Car in front brakes harshly	Avoidance	Avoidance
PERFORMANCE		GOOD	

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)	●	●
Seat belt pre-tensioners (rear centre)	✗	✗
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.

● 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
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Mercedes-Benz X-Class 250d Power LHD
2017
Dual cab
2.3 litre diesel
26 February 2018
6 February 2019