

# MERCEDES-BENZ GLA

AUGUST 2020 - ONWARDS  
ALL VARIANTS



TESTED  
2019



96%

ADULT OCCUPANT  
PROTECTION



92%

CHILD OCCUPANT  
PROTECTION



79%

VULNERABLE ROAD USER  
PROTECTION



77%

SAFETY  
ASSIST



MERCEDES-BENZ GLA

## OVERVIEW

The Mercedes-Benz GLA was introduced in Australia and New Zealand in August 2020. The ANCAP safety rating for the Mercedes-Benz GLA is based on testing of its partner model, the Mercedes-Benz B-Class conducted in 2019. ANCAP was provided with technical information and additional test results which showed that the test results of the B-Class also apply to the GLA. This ANCAP safety rating applies to all GLA variants.

Dual frontal, side chest (first and second row), side head 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.

### ANCAP SAFETY RATING

★★★★★

### RATING YEAR (DATESTAMP)

2019

### VEHICLE TYPE

SMALL SUV

### AIRBAGS

Dual frontal, side chest,  
side head, driver knee

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mercedes-Benz GLA 200	5 door SUV	1.3 litre petrol	2WD	✓	✓
Mercedes-Benz GLA 250 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



**96%**

36.64 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver. Dummy readings for the passenger showed GOOD protection for all critical body areas.

In the full width frontal test, ADEQUATE protection was seen for the neck of both the driver and rear passenger as well as the chest of the driver. Protection offered to the chest of the rear passenger was MARGINAL.

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

In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The low-speed autonomous emergency braking system (AEB - City) showed GOOD performance at low speeds typical of city driving, with collisions avoided in most test scenarios.

FRONTAL OFFSET#	7.69 (out of 8)
FULL WIDTH FRONTAL#	7.49 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.91 (out of 8)
WHIPLASH PROTECTION	1.55 (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:	3.43 pts
Upper legs:	4.00 pts
Lower legs:	3.94 pts
Deductions:	Nil



### Front Passenger

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

## FULL WIDTH FRONTAL TEST (50 KM/H)



### Driver

Head:	4.00 pts
Neck:	3.74 pts
Chest:	3.75 pts
Upper legs:	4.00 pts
Deductions:	Nil



### Rear Passenger

Head:	4.00 pts
Neck:	3.97 pts
Chest:	2.50 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



### Driver

Head:	4.00 points
Chest:	3.82 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## OBLIQUE POLE TEST (32 KM/H)

## WHIPLASH (REAR IMPACT) PROTECTION TEST



### Rear Passenger

Rear:	0.38 points
Front:	1.18 points



### Driver / Front Passenger

## AEB - CITY (10-50 KM/H)

Score: 4.00 points

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

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



92%

45.27 POINTS  
OUT OF 49

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

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

The Mercedes-Benz GLA is fitted with lower ISOFix anchorages on the rear outboard seats 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, however the Type A capsule could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	15.46 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (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](http://www.childcarseats.com.au).

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



92%

45.27 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	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	×	●	●	●	–	–
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–
	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



79%

37.93 POINTS  
OUT OF 48

The Mercedes-Benz GLA has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance from stiff components in the engine bay. The vehicle was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of its surface, with MARGINAL to POOR results recorded on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' lower legs, with GOOD results at all test locations, while protection of the pelvis (upper legs) 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 showed GOOD performance in pedestrian test scenarios, in both daylight and low light. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios. The system's overall performance was classified as GOOD.

HEAD IMPACTS	20.32 (out of 24)
UPPER LEG IMPACTS	0.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.61 (out of 6)
AEB - Cyclist	6.00 (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

TEST SCENARIO	AEB - Pedestrian												AEB - Cyclist		
	Adult crossing towards kerb (50%)				Adult crossing from kerb (25%)				Adult crossing from kerb (75%)				Child running (obstructed)		
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
	GOOD												GOOD		

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



77%

10.03 POINTS  
OUT OF 13

The Mercedes-Benz GLA 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 in highway speed scenarios with collisions avoided or mitigated in most scenarios.

Tests of LSS functionality showed ADEQUATE performance overall, with MARGINAL performance seen in lane keep assist test scenarios, while ADEQUATE performance was seen in the more critical emergency lane keeping scenarios.

A speed assistance system (SAS) is also 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 with occupancy detection available for the front passenger position only.

<b>SPEED ASSISTANCE SYSTEMS</b>	2.88 (out of 3)
<b>SEAT BELT REMINDERS</b>	2.50 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	2.25 (out of 4)
<b>AEB - Interurban</b>	2.41 (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									

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

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST













77%

10.03 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 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.

● 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 B-Class & GLA  
2019  
5 door SUV  
1.3 litre petrol  
July 2021  
N/A