# **MERCEDES-BENZ GLA**

**AUGUST 2020 - ONWARDS ALL VARIANTS** 







CHILD OCCUPANT PROTECTION







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) **VEHICLE TYPE AIRBAGS** 

\*\*\*\*

2019

SMALL SUV

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	$\checkmark$	$\checkmark$
Mercedes-Benz GLA 250 4MATIC	5 door SUV	2.0 litre petrol	AWD	$\checkmark$	$\checkmark$

### ADULT OCCUPANT PROTECTION



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.

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.

<sup>\*</sup>Scaled scores. Total test scored out of 16.00 points.

#### FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck: 4.00 pts 3.43 pts Chest: 4.00 pts Upper leas: Lower legs: 3.94 pts Deductions: Nil



**Front Passenger** 

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

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



Driver

Head: 4.00 pts 3.74 pts Neck: 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

#### OBLIQUE POLE TEST (32 KM/H)



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

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

Score: 4.00 points

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

#### Rear: 0.38 points Front: 1.18 points

Rear Passenger

WHIPLASH (REAR IMPACT) PROTECTION TEST

**Driver / Front Passenger** 

# CHILD OCCUPANT PROTECTION



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	<ul><li>NOT FITTI</li></ul>	ED TO TEST CAR BUT AVAILA	ABLE 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.

# CHILD OCCUPANT PROTECTION



### CHILD RESTRAINT INSTALLATION\*

		CHILD RESTRAINT (CRS) TYPE^	FRONT ROW		2nd ROW			3rd ROW	
		UIILD RESTRAINT (URS) TTT E	PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
		Rearward facing capsule	×	•	•		-	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	•	•	•	-	-	-
		Rearward facing with harness - convertible (Model B)	×	•	•	•	-	_	-
BELTED	TVDF D	Forward facing with harness - convertible (Model A)	×	•	•	•	-	_	_
8	TYPE B	Forward facing with harness - convertible (Model B)	×	•	•	•	-	-	-
	TYPE E	Booster - 4 to 8 years	×	•	•	•	-	_	-
	TYPE F	Booster - 4 to 10 years	×	•	•	•	-	_	-
		Rearward facing capsule	×	•	-	•	-	_	-
J	TYPE A	Rearward facing with harness - convertible (Model A)	×	•	-	•	-	-	-
ISOFIX		Rearward facing with harness - convertible (Model B)	×	•	-	•	-	-	-
	TVDF D	Forward facing with harness - convertible (Model A)	×	•	-	•	-	_	_
	TYPE B	Forward facing with harness - convertible (Model B)	×	•	-	•	_	_	_

<sup>\*</sup> Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

INSTALL WITHOUT PROBLEM

INSTALL WITH CARE

CANNOT BE FITTED SAFELY

▼ INSTALLATION NOT ALLOWED - NOT APPLICABLE / NOT ASSESSED

<sup>^</sup> 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.

### **VULNERABLE ROAD USER PROTECTION**



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 (01	ut of 24)
UPPER LEG IMPACTS	0.00 (0	out of 6)
LOWER LEG IMPACTS	6.00 (0	out of 6)
AEB - Pedestrian	5.61 (0	out of 6)
AEB - Cyclist	6.00 (0	out of 6)

#### PEDESTRIAN IMPACT TEST (40 KM/H)



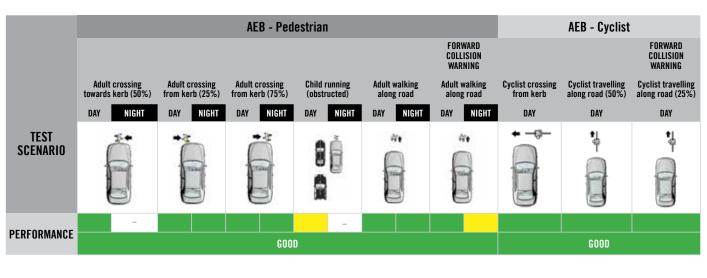
#### AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

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



GOOD

ADEQUATE

MARGINAL

WEAK

# **SAFETY ASSIST**



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.

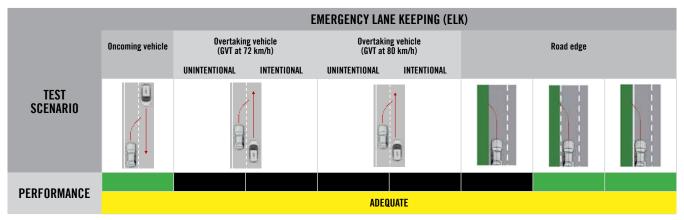
A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger position only.

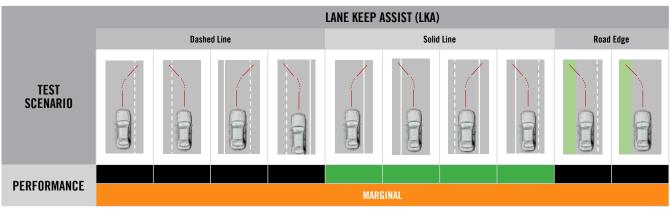
SPEED ASSISTANCE SYSTEMS SEAT BELT REMINDERS	(out of 3) (out of 3)
LANE SUPPORT SYSTEMS AEB - Interurban	(out of 4) (out of 3)

#### LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Active Lane Keeping Assist

**OPERATIONAL FROM:** 60-200 km/h





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

# **SAFETY ASSIST**



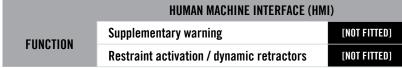
### **AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)**

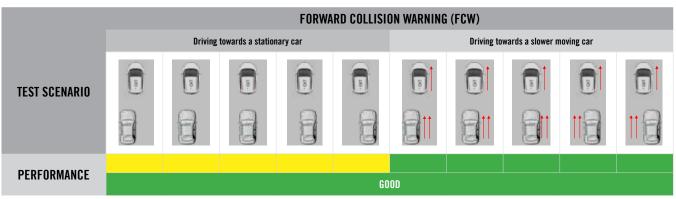
**SYSTEM NAME:** Active Brake Assist

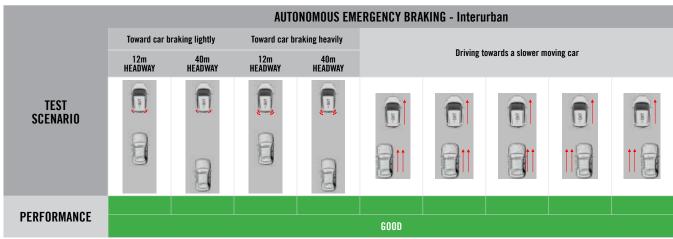
TYPE: Autonomous emergency braking with forward collision warning

**OPERATIONAL FROM:** 7-200 km/h

**DESCRIPTION:** Defaults ON for every journey







### 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	•	•	•
<b>Audible Warning</b>	•	•	•
● PASS ● FAIL ×	NOT AVAILAE	BLE - NOT APP	LICABLE
GOOD ADEQUATE	MARG	INAL WEAR	POOR

# **SAFETY FEATURES & TECHNOLOGIES**

FFATURE / TECHNOLOGY~	AVAILABILITY		
FEATURE / TECHNOLOGY~	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)	0	0	
Adaptive headlights	0	0	
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	0	0	

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)	×	×

<sup>~</sup> 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 Mercedes-Benz B-Class & GLA
TESTED VEHICLE(S) BUILT 2019
TESTED BODY TYPE 5 door SUV
TESTED VEHICLE ENGINE 1.3 litre petrol
RATING PUBLISHED July 2021
RATING UPDATED N/A