

MERCEDES-BENZ GLA

AUGUST 2020 - DECEMBER 2025
ALL VARIANTS EXC. AMG VARIANTS



TESTED
2019



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 Mercedes-Benz GLA variants, excluding AMG 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 | ✓ | ✓ |
| Mercedes-AMG GLA 35 | 5 door SUV | 2.0 litre petrol | AWD | ✗ | ✗ |
| Mercedes-AMG GLA 45 | 5 door SUV | 2.0 litre petrol | AWD | ✗ | ✗ |

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 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

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

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear: 0.38 points
Front: 1.18 points



Driver / Front Passenger

| | |
|---------------------------------|-----------------|
| FRONTAL OFFSET [#] | 7.69 (out of 8) |
| FULL WIDTH FRONTAL [#] | 7.49 (out of 8) |
| SIDE IMPACT [#] | 8.00 (out of 8) |
| OBIQUE 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.

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

OBIQUE POLE TEST (32 KM/H)



Driver

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% |
|-------------|------|------|------|-----|------|
| PERFORMANCE | | | | | |
| | | | | | 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.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



92%

45.27 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

| CHILD RESTRAINT (CRS) TYPE [^] | | FRONT ROW | | 2nd ROW | | | 3rd ROW | | |
|-----------------------------------------|-------------------------------------------------------------|-----------|------|---------|-------|------|---------|-------|--|
| | | PASSENGER | LEFT | CENTRE | RIGHT | LEFT | CENTRE | RIGHT | |
| BELTED | Rearward facing capsule | ✗ | ● | ● | ● | — | — | — | |
| | TYPE A 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 | Rearward facing capsule | ✗ | ● | — | ● | — | — | — | |
| | TYPE A 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.

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) | | Adult walking along road | | Adult walking along road | Cyclist crossing from kerb | Cyclist travelling along road (50%) | Cyclist travelling along road (25%) |
| | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | DAY | DAY | DAY |
| TEST SCENARIO | | | | | | | | | | | | | | |
| PERFORMANCE | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD |

GOOD ADEQUATE MARGINAL WEAK POOR



77%

10.03 POINTS
OUT OF 13

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.

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 | GOOD | WEAK | WEAK | WEAK | ADEQUATE | |

| LANE KEEP ASSIST (LKA) | | | | | | | | |
|------------------------|-------------|------|------|------|------------|------|-----------|------|
| TEST SCENARIO | Dashed Line | | | | Solid Line | | Road Edge | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | | | | |
| PERFORMANCE | WEAK | WEAK | WEAK | WEAK | GOOD | GOOD | WEAK | WEAK |

| 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 | | | | | | | | | |

| 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 | | | | | | | | | | |

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 on vehicles built from December 2022.

* Standard on vehicles built from July 2023.

● 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 | August 2024 |