

MERCEDES-BENZ CLA

JULY 2019 - DECEMBER 2025

ALL VARIANTS EXCEPT AMG CLA35



TESTED
2019



96%

ADULT OCCUPANT
PROTECTION



92%

CHILD OCCUPANT
PROTECTION



91%

VULNERABLE ROAD USER
PROTECTION



76%

SAFETY
ASSIST



MERCEDES-BENZ CLA

OVERVIEW

The Mercedes-Benz CLA was introduced in Australia and New Zealand in July 2019. This ANCAP safety rating applies to all variants except the AMG CLA35 which is unrated.

Dual frontal airbags, side chest-protecting airbags for both the first and second row outboard seating positions, side head-protecting airbags (curtains), 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.

NOTE: Mercedes-Benz have advised that some safety features included in the originally-rated model are not fitted to models built from December 2020. Removal of these features does not affect the ANCAP safety rating. See the *Safety Features & Technologies* table on page 8.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

MEDIUM CAR

AIRBAGS

Dual frontal, side chest (1st & 2nd row), side head (1st & 2nd row), driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mercedes-Benz CLA 200	4 door sedan	1.3 litre petrol	FWD	✓	✓
Mercedes-Benz CLA 250 4MATIC	4 door sedan	2.0 litre petrol	AWD	✓	✓
Mercedes-Benz AMG CLA35 4MATIC	4 door sedan	2.0 litre petrol	AWD	✗	✗

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



96%

36.63 POINTS
OUT OF 38

The passenger compartment of the Mercedes-Benz CLA remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection of the driver's chest and the lower legs of both the driver and front passenger, with GOOD protection offered to all other body regions.

In the full width frontal test, protection was rated as ADEQUATE for the chest of the driver, otherwise GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

GOOD protection was provided for the driver in the side impact test and oblique pole test, however during the side impact test the rear door was found to have opened and a penalty was applied.

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

FRONTAL OFFSET#	7.42 (out of 8)
FULL WIDTH FRONTAL#	7.99 (out of 8)
SIDE IMPACT#	7.50 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	1.72 (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:	3.64 pts
Upper legs:	4.00 pts
Lower legs:	3.63 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.20 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.94 pts
Upper legs:	4.00 pts
Deductions:	Nil



Rear Passenger

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 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:	-1.00 points (door opening)



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:	0.50 points
Front:	1.22 points



Driver / Front Passenger

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%

45.38 POINTS
OUT OF 49

In the frontal offset test, protection of the 6 year and 10 year dummies was GOOD for all critical body areas.

In the side impact test, protection of the head of the 10 year dummy was ADEQUATE while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Mercedes-Benz CLA 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, though one of the selected booster seats could not be correctly installed in the outboard rear seating positions.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	7.76 (out of 8)
RESTRAINT INSTALLATION	11.62 (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%

45.38 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 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 F	Booster - 4 to 10 years	×	●	●	●	–	–

* 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



91%

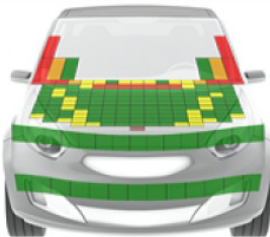
44.08 POINTS
OUT OF 48

The Mercedes-Benz CLA has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance to stiff components in the engine bay. The CLA was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some POOR results recorded around the windscreen pillars. Protection of the pelvis area was GOOD, while the bumper also showed GOOD results for leg impacts.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. Testing of this system showed GOOD performance in pedestrian test scenarios, in both daylight and low light, and in cyclist test scenarios. Overall, the system's effectiveness for vulnerable road user protection was rated as GOOD.

HEAD IMPACTS	20.25 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.83 (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 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	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



76%

9.98 POINTS
OUT OF 13

The Mercedes-Benz CLA is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality. These active safety systems are common with the A-Class tested in 2018 and as a result, active safety tests of the B-Class are based on those achieved by the A-Class.

Tests of the AEB system showed ADEQUATE and GOOD performance with collisions avoided or mitigated in most test scenarios.

Tests of LSS functionality showed ADEQUATE performance, with MARGINAL performance in LKA scenarios and ADEQUATE performance in the more-critical ELK test scenarios.

A speed assistance system (SAS) is also standard on the CLA. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats.

SPEED ASSISTANCE SYSTEMS	2.88 (out of 3)
SEAT BELT REMINDERS	2.50 (out of 3)
LANE SUPPORT SYSTEMS	2.25 (out of 4)
AEB - Interurban	2.36 (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	GOOD	-	-	-	-	GOOD
ADEQUATE						

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE	-	-	-	-	GOOD	GOOD	GOOD	GOOD	-
MARGINAL									

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

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



76%

9.98 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 Limit 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	●	●	●
Audible	●	●	●

● 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.

* Not fitted to vehicles built from December 2020.

● 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 CLA 180 AMG Line LHD
2019
4 door sedan
1.3 litre petrol
September 2019
January 2021