

# MERCEDES-BENZ CLE COUPÉ



**APPLIES TO**  
All variants

**BUILT FROM**  
October 2023

**RATING CRITERIA**  
2023-2025

**VEHICLE TYPE**  
Medium Car

**ON SALE FROM**  
January 2024

**RATING EXPIRES**  
December 2031

**ENGINE / MOTOR TYPES**  
Petrol

**MODEL SERIES**  
C236

**AIRBAGS**  
Dual frontal, side chest, side head,  
centre, driver knee



**ANCAP**  
SAFETY

TESTED  
2025



The Mercedes-Benz CLE Coupé was introduced in Australia and New Zealand in January 2024. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags and a driver knee airbag are standard. A centre airbag, which provides added protection to front seat occupants in side impact crashes, is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with speed sign recognition are standard equipment.

## ASSESSMENT SCORES



**Adult Occupant Protection**

**93%**

37.38 out of 40



**Child Occupant Protection**

**86%**

42.43 out of 49



**Vulnerable Road User Protection**

**87%**

55.27 out of 63



**Safety Assist**

**84%**

15.24 out of 18

## RATING APPLICABILITY\*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Mercedes-Benz CLE 200	2 door coupe	2.0l petrol	RWD	✓	✓
Mercedes-Benz CLE 300 4MATIC	2 door coupe	2.0l petrol	AWD	✓	✓

\* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

93%

37.38 out of 40

**FRONTAL OFFSET (MPDB)\***  
6.33 points out of 8

**OBLIQUE POLE\***  
6.00 points out of 6

**RESCUE & EXTRICATION**  
3.17 points out of 4

**FULL WIDTH FRONTAL\***  
7.88 points out of 8

**WHIPLASH PROTECTION**  
4.00 points out of 4

**SIDE IMPACT\***  
6.00 points out of 6

**FAR SIDE IMPACT**  
4.00 points out of 4

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

The passenger compartment of the Mercedes-Benz CLE Coupé remained stable in the **frontal offset (MPDB)** test. ADEQUATE protection was seen for the chest and lower legs of the driver while protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Mercedes-Benz CLE Coupé presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.66 point penalty (out of 8.00 points) was applied.

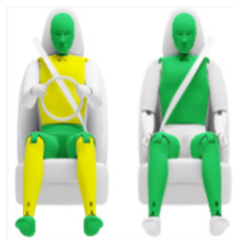
In the **full width frontal** test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection was GOOD for all critical body regions for the rear passenger.

In the **side impact** and the **oblique pole** tests, protection offered to all critical body regions was GOOD and the Mercedes-Benz CLE Coupé scored maximum points.

The Mercedes-Benz CLE Coupé is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the Mercedes-Benz CLE Coupé would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.73 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.59 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY

Deductions	-2.66 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	3.51 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h



	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h



	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

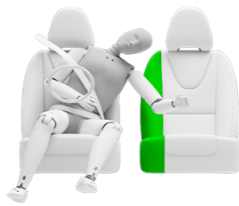


Adult Occupant Protection

93%

37.38 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✘	1.67 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✘	Not demonstrated

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✘ NOT AVAILABLE - N/A



Child Occupant Protection

86%

42.43 out of 49

DYNAMIC TEST (FRONT)  
16.00 points out of 16

RESTRAINT INSTALLATION  
9.43 points out of 12

DYNAMIC TEST (SIDE)  
8.00 points out of 8

ON-BOARD SAFETY FEATURES  
9.00 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and the Mercedes-Benz CLE Coupé scored maximum points in these tests.

The Mercedes-Benz CLE Coupé is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions using the seatbelt, however the Type A capsule could not be correctly installed using the seatbelt. None of the ISOFIX child restraints could not be correctly installed.

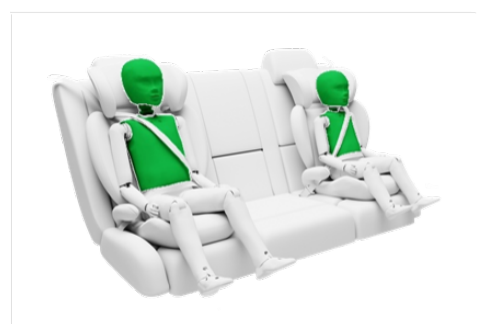
An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard. However, the system did not meet ANCAP's requirements and was not rewarded.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD 10 YEAR OLD



10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗	●	-	-	-
Top Tether Anchorage	✗	●	-	-	-
Airbag Disabling	●	-	-	-	-
Child Presence Detection 0.00 pts (out of 4.00pts)	✗	✗	-	-	-

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

	CHILD RESTRAINT TYPE**	FRONT ROW PASSENGER			2nd ROW			3rd ROW		
		L	C	R	L	C	R	L	C	R
BELTED	Rearward-facing capsule	✗	●	-	●	-	-	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-	-	-
	Booster - 4 to 8 years	✗	●	-	●	-	-	-	-	-
ISOFIX	Booster - 4 to 10 years	✗	●	-	●	-	-	-	-	-
	Rearward-facing capsule	✗	●	-	●	-	-	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.childrestraints.com.au. \* 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 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

87%

55.27 out of 63

<b>HEAD PROTECTION (Adult, Child, Cyclist)</b> 13.99 points out of 18	<b>KNEE &amp; TIBIA PROTECTION</b> 9.00 points out of 9	<b>AEB CYCLIST</b> 7.95 points out of 9
<b>PELVIS PROTECTION</b> 4.50 points out of 4.5	<b>AEB PEDESTRIAN (Forward)</b> 5.66 points out of 7	<b>AEB MOTORCYCLE</b> 5.67 points out of 6
<b>FEMUR PROTECTION</b> 4.50 points out of 4.5	<b>AEB PEDESTRIAN (Backover)</b> 2.00 points out of 2	<b>LSS MOTORCYCLE</b> 2.00 points out of 3

The Mercedes-Benz CLE Coupé 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. In **pedestrian impact** tests, the vehicle was tested with the bonnet in the raised position and GOOD results were recorded over most of the bonnet and windscreen area with some WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis, femurs and lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in most tests, including in reverse (**AEB Backover**) and some turning scenarios.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including turning scenarios. The vehicle provides a warning when a bicycle is approaching from behind (**cyclist anti-dooring**) but this system was not standard on the tested vehicle and tests of this function were therefore not conducted.

GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning scenarios, though performance in **emergency lane keeping** scenarios was ADEQUATE.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

<b>System Name</b>	Brake Assist
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	7-80 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
<b>AEB CYCLIST TEST SCENARIOS (forward)</b>							
<b>PERFORMANCE</b>	GOOD						

CYCLIST DOORING

<b>Information (driver door)</b>	✗
<b>Warning (driver door)</b>	✗
<b>Retention (driver door)</b>	✗
<b>Warning or retention (all other doors)</b>	✗

● PASS ✗ FAIL - N/A

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED   
 ■ NOT TESTED



Vulnerable Road User Protection

87%

55.27 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h	GOOD	GOOD	GOOD	GOOD
8km/h	GOOD	GOOD	GOOD	GOOD
PERFORMANCE	GOOD			

AEB PEDESTRIAN TEST SCENARIOS (forward)	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL	MARGINAL	MARGINAL	MARGINAL

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET	12m HEADWAY	40m HEADWAY	100% OFFSET	12m HEADWAY	40m HEADWAY	TARGET MOTORCYCLE SPEED		
AEB (10-50km/h)	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
FCW (30-80km/h)	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
PERFORMANCE	GOOD						GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Active Lane Keeping Assist
Operational From	45-200 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD	MARGINAL	MARGINAL	MARGINAL	MARGINAL

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED   
 ■ NOT TESTED



Safety Assist

**84%**

15.24 out of 18

**SEAT BELT REMINDERS**  
1.00 points out of 1

**AEB / AES (Car-to-Car)**  
3.97 points out of 4

**LANE SUPPORT SYSTEMS**  
2.25 points out of 3

**DRIVER MONITORING**  
0.35 points out of 2

**AEB / AES (Junction & Crossing)**  
4.00 points out of 4

**SPEED ASSISTANCE SYSTEMS**  
2.66 points out of 3

**AEB / AES (Head-On)**  
1.00 points out of 1

The Mercedes-Benz CLE Coupé is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including all **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or crossing the path of an oncoming vehicle. **AEB Head-On** system functionality showed GOOD performance.

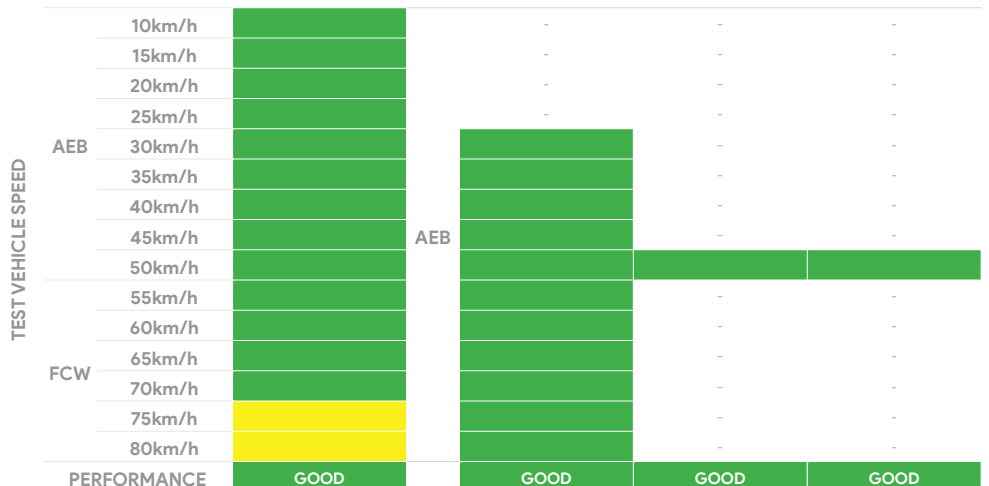
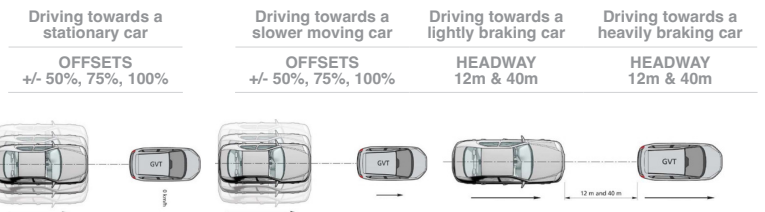
Tests of the **lane support system** functionality showed GOOD performance in LKA scenarios, with ADEQUATE performance in the more critical ELK scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. An indirect driver monitoring system (DMS) that can detect driver drowsiness is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

**AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)**

<b>System Name</b>	Active Brake Assist
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	7-250 km/h



■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED   
 ■ NOT TESTED



Safety Assist

84%

15.24 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
TEST VEHICLE SPEED	Start from stop	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
	10km/h	GOOD	GOOD	GOOD	-	-	-	-	-
	15km/h	GOOD	GOOD	GOOD	-	-	-	-	-
	20km/h	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
	30km/h	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
	40km/h	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
	50km/h	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
	60km/h	-	-	-	GOOD	GOOD	GOOD	GOOD	GOOD
PERFORMANCE		GOOD			GOOD				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle	
		50km/h	70km/h	50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h		GOOD	-
		70km/h		-	GOOD
	Lane change	50km/h		GOOD	-
		70km/h		-	GOOD
PERFORMANCE		GOOD			

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name Active Lane Keeping Assist  
Operational From 45-200 km/h

		Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car					
PERFORMANCE		GOOD			

		Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge	Solid line	
			UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE		GOOD	ADEQUATE	ADEQUATE	ADEQUATE	ADEQUATE	GOOD	GOOD	GOOD

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED   
 ■ NOT TESTED



Safety Assist

**84%**

15.24 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✗	✗
Fatigue	●	●
Unresponsive Driver	-	✗

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	[NOT TESTED]
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	[NOT TESTED]

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	●
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	[NOT ASSESSED]

## SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	-	-
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - centre	●	●
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	●	●
Airbag - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	●	●
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●	●
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	✗	✗
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

\* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL  
Mercedes-Benz CLE 220 d  
Coupe LHD

TESTED VEHICLE ENGINE  
Diesel

RATING UPDATED  
n/a

TESTED BODY TYPE  
2 door coupe

RATING PUBLISHED  
February 2026