# MERCEDES-BENZ GLE

JUNE 2019 - DECEMBER 2025
ALL VARIANTS EXC. AMG VARIANTS

ANCAP SAFETY

TESTED 2019 ★★★★★

91%
ADULT OCCUPANT PROTECTION

92%
CHILD OCCUPANT PROTECTION

78%
VULNERABLE ROAD USER PROTECTION

79%
SAFETY ASSIST

MERCEDES-BENZ GLE

## OVERVIEW

The tested model of the Mercedes-Benz GLE was introduced in Australia and New Zealand in June 2019. This ANCAP safety rating applies to all variants except AMG.

Dual frontal, side chest-protecting airbags for front and second row outboard positions, side head-protecting airbags (curtains) for the front, second and optional third rows, and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and blind spot monitoring (BSM) are standard.

| | |
|---|---|
| ANCAP SAFETY RATING | ★★★★★ |
| RATING YEAR (DATESTAMP) | 2019 |
| VEHICLE TYPE | LARGE SUV |
| AIRBAGS | Dual frontal, side chest (front & second rows), side head (front, second & third rows), driver knee |

## RATING APPLICABILITY

| VARIANT | BODY TYPE | ENGINE | DRIVETRAIN | AUS | NZ |
|---|---|---|---|---|---|
| Mercedes-Benz GLE 300d | 5 door SUV | 2.0 litre diesel | AWD | ✓ | ✓ |
| Mercedes-Benz GLE 450 | 5 door SUV | 3.0 litre petrol | AWD | ✓ | ✓ |
| Mercedes-Benz GLE 400d | 5 door SUV | 2.9 litre diesel | AWD | ✓ | ✓ |
| Mercedes-Benz GLE 450d | 5 door SUV | 2.9 litre diesel | AWD | ✓ | ✓ |
| Mercedes-AMG GLE 53 | 5 door SUV | 3.0 litre petrol | AWD | ✗ | ✗ |
| Mercedes-AMG GLE 63 | 5 door SUV | 4.0 litre petrol | AWD | ✗ | ✗ |

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION

**91%**

**34.93 POINTS**
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and the lower legs of both the driver and front passenger. Protection for all other critical body regions was GOOD.

In the full width frontal test, GOOD protection was offered to all critical body regions of both the driver and rear passenger except the chest of rear passenger, protection of which was ADEQUATE.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions.

The autonomous emergency braking (AEB) system showed GOOD performance in low-speed test scenarios typical of city driving.

| | | |
|---|---|---|
| FRONTAL OFFSET# | 7.32 | (out of 8) |
| FULL WIDTH FRONTAL# | 7.71 | (out of 8) |
| SIDE IMPACT# | 8.00 | (out of 8) |
| OBLIQUE POLE# | 6.93 | (out of 8) |
| WHIPLASH PROTECTION | 1.76 | (out of 2) |
| AEB - City | 3.21 | (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: | 3.18 pts |
| Upper legs: | 4.00 pts |
| Lower legs: | 3.47 pts |
| Deductions: | Nil |

### Front Passenger

| | |
|---|---|
| Head / neck: | 4.00 pts |
| Chest: | 3.82 pts |
| Upper legs: | 4.00 pts |
| Lower legs: | 3.76 pts |
| Deductions: | Nil |

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

### Driver

| | |
|---|---|
| Head: | 4.00 pts |
| Neck: | 4.00 pts |
| Chest: | 4.00 pts |
| Upper legs: | 4.00 pts |
| Deductions: | Nil |

### Rear Passenger

| | |
|---|---|
| Head: | 4.00 pts |
| Neck: | 4.00 pts |
| Chest: | 2.85 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)

### Driver

| | |
|---|---|
| Head: | 4.00 points |
| Chest: | 1.85 points |
| Abdomen: | 4.00 points |
| Pelvis: | 4.00 points |
| Deductions: | Nil |

## WHIPLASH (REAR IMPACT) PROTECTION TEST

### Rear Passenger

### Driver / Front Passenger

| | |
|---|---|
| Rear: | 0.50 points |
| Front: | 1.26 points |

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

Score: 3.21 points

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

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION

92%

45.24 POINTS
OUT OF 49

In the frontal offset test, readings of neck tension in the 10 year dummy indicated MARGINAL protection. Otherwise, protection of both the 6 year and 10 year child dummies was GOOD.

In the side impact test, protection was GOOD for both child dummies and maximum points were scored.

The Mercedes-Benz GLE is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Top tethers are not available in the optional third row. Installation of child restraints in the third row is therefore not recommended.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the second row seating positions and full points were scored for this assessment.

| | | |
|---|---|---|
| DYNAMIC TEST (FRONT) | 15.24 | (out of 16) |
| DYNAMIC TEST (SIDE) | 8.00 | (out of 8) |
| RESTRAINT INSTALLATION | 12.00 | (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

* Third row seats optional.

**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%

45.24 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 | 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 | ✕ | ● | ● | ● | ✕ | – | ✕ |
| | TYPE F | Booster - 4 to 10 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) | ✕ | ● | – | ● | ✕ | – | ✕ |

* 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.

~ Third row seats optional.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION

**78%**

**37.85 POINTS**
OUT OF 48

The protection provided by the bonnet to the head of a struck pedestrian ranged from GOOD to ADEQUATE, with MARGINAL and WEAK protection around the windscreen. The leading edge of the bonnet showed mixed results of GOOD to POOR, while the bumper provided GOOD protection to pedestrians' legs.

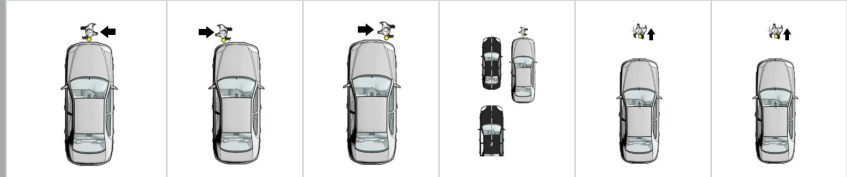
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian test scenarios, in both daylight and low light, with collisions avoided or mitigated in most scenarios. GOOD performance was also seen in cyclist test scenarios, earning full points.

| | | |
|---|---|---|
| HEAD IMPACTS | 18.07 | (out of 24) |
| UPPER LEG IMPACTS | 2.64 | (out of 6) |
| LOWER LEG IMPACTS | 6.00 | (out of 6) |
| AEB - Pedestrian | 5.14 | (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:** 7-80 km/h
**DESCRIPTION:** System functions in the daytime and night

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

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST

79%

10.39 POINTS
OUT OF 13

The Mercedes-Benz GLE 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 at highway speeds, with collisions avoided or mitigated in most test scenarios.

Tests of LSS functionality showed MARGINAL performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios. Overall performance of the LSS system was classified as ADEQUATE.

A speed assistance system (SAS) is also standard equipment on the Mercedes-Benz GLE. This system identifies the local speed limit and allows the driver to set the speed accordingly.

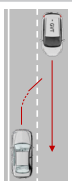
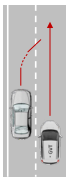
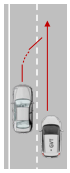
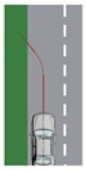
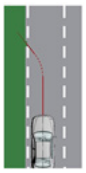
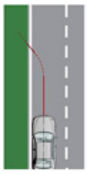
A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for the second and third row seats.

| | | |
|---|---|---|
| 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 | 2.77 | (out of 3) |

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Active Lane Keeping Assist
**OPERATIONAL FROM:** 60-200 km/h

### EMERGENCY LANE KEEPING (ELK)

| | Oncoming vehicle | Overtaking vehicle (GVT at 72 km/h) | | Overtaking vehicle (GVT at 80 km/h) | | Road edge | | |
|---|---|---|---|---|---|---|---|---|
| | | UNINTENTIONAL | INTENTIONAL | UNINTENTIONAL | INTENTIONAL | | | |
| TEST SCENARIO |  |  | |  | |  |  |  |
| PERFORMANCE | | - | - | - | - | - | | |
| | ADEQUATE | | | | | | | |

### LANE KEEP ASSIST (LKA)

| | Dashed Line | | | | Solid Line | | | | Road Edge | |
|---|---|---|---|---|---|---|---|---|---|---|
| TEST SCENARIO |  |  |  |  |  |  |  |  |  |  |
| PERFORMANCE | - | - | - | - | | | | | - | - |
| | MARGINAL | | | | | | | | | |

### HUMAN MACHINE INTERFACE (HMI)

| FUNCTION | |
|---|---|
| Lane Departure Warning (LDW) | PASS |
| Blind Spot Monitoring (BSM) | PASS |

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST

79%

10.39 POINTS
OUT OF 13

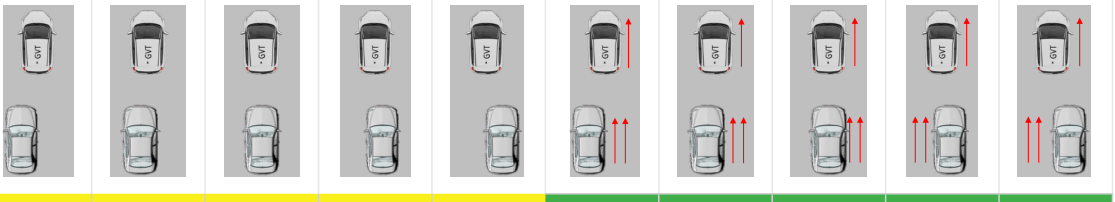
## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**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 | PASS |
| | Restraint activation / dynamic retractors | PASS |

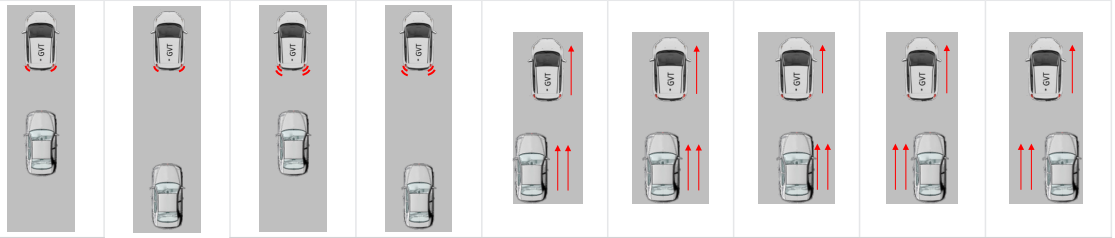
**FORWARD COLLISION WARNING (FCW)**

| 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.

* Third row seats optional.

^ Standard on vehicles built from July 2023.

# Not available on vehicles built from July 2024.

● 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 GLE350d 4MATIC LHD |
| **TESTED VEHICLE(S) BUILT** | 2019 |
| **TESTED BODY TYPE** | 5 door SUV |
| **TESTED VEHICLE ENGINE** | 3.0 litre diesel |
| **RATING PUBLISHED** | July 2019 |
| **RATING UPDATED** | August 2024 |