



Mercedes-Benz CLE Coupé
Standard Safety Equipment

2025



Adult Occupant



93%

Child Occupant



89%

Vulnerable Road Users



87%

Safety Assist



83%

SPECIFICATION

Tested Model	Mercedes-Benz CLE 220 d - Coupé, LHD
Body Type	- 2 door coupe
Year Of Publication	2025
Kerb Weight	1870kg
VIN From Which Rating Applies	- all CLE Coupes
Class	Small Family Car

ADVANCED REWARDS

- 2022 - Mercedes-Benz Car-to-X Communication
- 2010 - Mercedes-Benz PRE-SAFE®

SAFETY EQUIPMENT

OTHER SYSTEMS		
Active Bonnet		●
AEB Vulnerable Road Users		●
AEB Pedestrian - Reverse		●
Cyclist Dooring Prevention		○
AEB Motorcyclist		●
AEB Car-to-Car		●
Speed Assistance		●
Lane Assist System		●
Fatigue / Distraction Detection		●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
- Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack
- ✗ Not available
- Not applicable

 ADULT OCCUPANT

Total 37.4 Pts / 93%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

14.2 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

16.0 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

4.0 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 37.4 Pts / 93%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication		3.2 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Partially Compliant	

Comments

The passenger compartment of the Mercedes-Benz CLE Coupé remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. Mercedes-Benz showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the front passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Mercedes-Benz CLE Coupé would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions of the rear passenger and at least adequate for the driver. In both the side barrier test and the more severe side pole impact, good protection was provided to all critical body areas and the Mercedes-Benz CLE Coupé scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Mercedes-Benz CLE Coupé has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Mercedes-Benz demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.



CHILD OCCUPANT

Total 44.0 Pts / 89%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact

16 Pts



Lateral Impact

8 Pts



Restraint for 6 year old child: Mercedes-Benz KIDFIX M i-Size
Restraint for 10 year old child: Mercedes-Benz KIDFIX M i-Size

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard
Isofix	✗	✗
i-Size	✗	●
Integrated CRS	✗	✗
Top tether	✗	●
Child Presence Detection	✗	●

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position			
	Front		2nd row	
			Left	Right
	—	—	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed
 Airbag ON Rearward facing restraint installation not allowed Airbag OFF

 CHILD OCCUPANT

Total 44.0 Pts / 89%

 Isofix	Seat Position			
	Front		2nd row	
			Left	Right
	—	—	●	●
	—	—	●	●
	—	—	●	●
	—	—	●	●
	—	—	●	●
	—	—	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

Seatbelt Attached	Seat Position			
	Front		2nd row	
			Left	Right
	✗	●	●	●
	●	●	●	●
	●	●	●	●
	●	●	●	●
	●	●	●	●
	✗	●	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 44.0 Pts / 89%

Comments

In both the frontal offset and the side barrier tests, protection of all critical body areas was good for both the 6 and 10 year dummies, and the Mercedes-Benz CLE Coupé scored maximum points in this part of the assessment. The Mercedes-Benz CLE Coupé senses when a child restraint has been put in the front passenger seat and automatically disables the airbag. The system works robustly for various occupant and restraint system types, and was rewarded. The Mercedes-Benz CLE Coupé is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. Indirect systems are no longer rewarded by Euro NCAP. All of the child restraint types for which the Mercedes-Benz CLE Coupé is designed could be properly installed and accommodated in the car.

 VULNERABLE ROAD USERS

Total 55.3 Pts / 87%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection 32.0 / 36 Pts



Pedestrian & Cyclist Head	14.0 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation 23.4 / 27 Pts

System Name	Brake Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h
PERFORMANCE	

AEB Pedestrian 7.7 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist 8.0 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



VULNERABLE ROAD USERS

Total 55.3 Pts / 87%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist

5.7 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

The Mercedes-Benz CLE Coupé has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet surface to provide more space to the hard structures underneath. Mercedes-Benz showed that the system worked robustly over a range of speeds and for different statures. Accordingly, the car was tested with the bonnet in the raised, deployed position. Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded only on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis, the femur and the knee and tibia was good at all test locations, and the CLE Coupé scored maximum points in these areas of the assessment. The autonomous emergency braking system of the Mercedes-Benz CLE Coupé responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians the system performed well, including protection for those to the rear of the car. The system also performed well in tests of its reaction to cyclists. A system to protect against 'dooring', where a door is opened into the path of a cyclist approaching from behind, is available as an option and is not included in this assessment. The system's response to motorcyclists was good.

 SAFETY ASSIST

Total 15.0 Pts / 83%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance 2.5 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring 1.4 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass ● Fail — Not available

> Driver Monitoring 0.4 / 2 Pts

System Name	Attention Assist
Type	Indirect monitoring
Operational From	60 km/h
Fatigue	Drowsiness

 SAFETY ASSIST

Total 15.0 Pts / 83%

Lane Support 2.3 / 3 Pts

System Name	Active Lane Keeping Assist
Type	LKA and ELK
Operational From	45 km/h
PERFORMANCE	
Emergency Lane Keeping	 ADEQUATE
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 9.0 / 9 Pts

System Name	Active Brake Assist
Type	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 15.0 Pts / 83%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue and some types of distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY



Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
2 door Coupé	Petrol	CLE 180	4 x 2	✓	✓
2 door Coupé	Petrol	CLE 200	4 x 2	✓	✓
2 door Coupé	Petrol	CLE 200 4MATIC	4 x 4	✓	✓
2 door Coupé	Petrol	CLE 300 4MATIC	4 x 4	✓	✓
2 door Coupé	Petrol	CLE 450 4MATIC	4 x 4	✓	✓
2 door Coupé	Diesel	CLE 220 d *	4 x 2	✓	✓
2 door Coupé	PHEV	CLE 300 e	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2025	Rating Published	2025 ★★★★★	✓