


Mercedes-Benz CLA
 Standard Safety Equipment

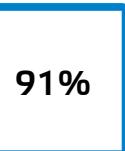
2019



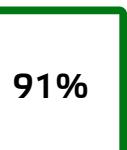
Adult Occupant



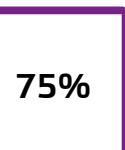
Child Occupant



Vulnerable Road Users



Safety Assist

**SPECIFICATION**

Tested Model	Mercedes-Benz CLA 180, AMG Line, LHD
Body Type	- 4 door saloon
Year Of Publication	2019
Kerb Weight	1395kg
VIN From Which Rating Applies	- all CLAs
Class	Small Family Car

 Rating Expired
General comments

The Mercedes-Benz CLA shares its active safety technology with the A-Class, assessed by Euro NCAP in 2018. Hardware is the same and the two cars' systems perform equivalently. Accordingly, active safety results are based on those of the A-Class. As the front seats and head restraints are also identical, the results of the A-Class have also been used for rear-end whiplash protection. All full-scale crash tests have been repeated.

 **ADVANCED REWARDS**

- 2011 - Mercedes-Benz Attention Assist
- 2010 - Mercedes-Benz PRE-SAFE®

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	✗
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

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 36.6 Pts / 96%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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Frontal Offset Deformable Barrier 7.4 / 8 Pts



Passenger



Driver

Frontal Full Width



Rear Passenger



Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat



Rear seat

Lateral Impact



Car



Pole

 ADULT OCCUPANT

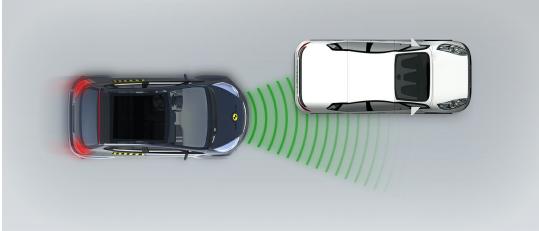
Total 36.6 Pts / 96%

 GOOD ADEQUATE MARGINAL WEAK POOR

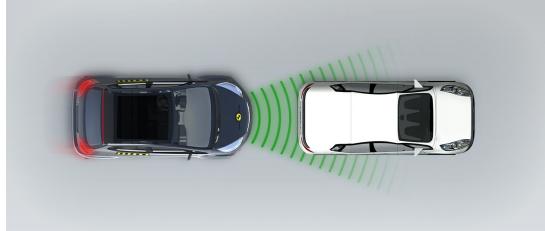
AEB City

 4.0 / 4 Pts

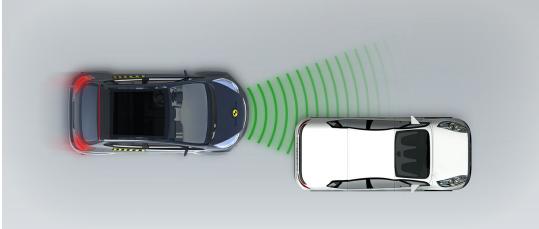
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 36.6 Pts / 96%

Comments

The passenger compartment of the CLA remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and 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. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both the driver and the rear passenger. In the side barrier impact, dummy readings showed good protection of all body areas. However, the rear door on the impacted side of the car opened during the test and the score was penalised for the risk of occupant ejection. In the more severe side pole test, protection of the chest was adequate and that of other critical body regions was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused, with collisions avoided or mitigated in all test scenarios.

 CHILD OCCUPANT

Total 44.8 Pts / 91%



Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts

Frontal Impact	16 Pts	Lateral Impact	7.8 Pts
			

Restraint for 6 year old child: *Mercedes-Benz Kidfix XP*Restraint for 10 year old child: *Booster Cushion*

Safety Features

9.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

 Fitted to test car as standard

 Not on test car but available as option

 Not available

CRS Installation Check

12.0 / 12 Pts

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 **CHILD OCCUPANT**

Total 44.8 Pts / 91%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)


Comments

In the frontal offset test, dummy readings showed good or adequate protection of all critical body areas for both the 6 and 10 year children. In the side barrier test, protection was good for all critical parts of the body, except for the head of the 10 year child, which was rated as adequate, based on readings of head acceleration. The CLA has a system that automatically recognises when a rearward-facing child restraint has been put in the front passenger seat and deactivates the airbag for that seating position. Mercedes-Benz showed that the system worked robustly and it was rewarded. All of the restraint types for which the CLA is designed could be properly installed and accommodated.

 CHILD OCCUPANT

Total 44.8 Pts / 91%

	Seat Position			
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
BeSafe iZi Flex FIT i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed — Not available

Comments

In the frontal offset test, dummy readings showed good or adequate protection of all critical body areas for both the 6 and 10 year children. In the side barrier test, protection was good for all critical parts of the body, except for the head of the 10 year child, which was rated as adequate, based on readings of head acceleration. The CLA has a system that automatically recognises when a rearward-facing child restraint has been put in the front passenger seat and deactivates the airbag for that seating position. Mercedes-Benz showed that the system worked robustly and it was rewarded. All of the restraint types for which the CLA is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 44.1 Pts / 91%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection

32.3 / 36 Pts



Head Impact

20.3 Pts

Pelvis Impact

6.0 Pts

Leg Impact

6.0 Pts

Vulnerable Road Users

11.8 / 12 Pts

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

Comments

The CLA has an active, deployable bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet surface to provide greater clearance to the stiff structures in the engine compartment. Mercedes-Benz showed that the system worked robustly for different pedestrian statures and across a wide range of speeds, so tests were performed with the bonnet in the raised position. Protection was good at almost all test locations on the bonnet. Protection was also good for the leg and pelvis areas of a struck pedestrian. The AEB system performed well in tests both of its pedestrian detection and its response to cyclists, with collisions avoided in nearly all test scenarios.



VULNERABLE ROAD USERS

Total 44.1 Pts / 91%

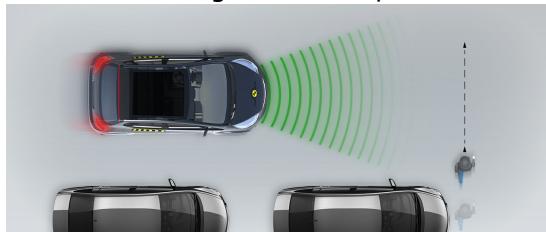
AEB Pedestrian

■ Day time

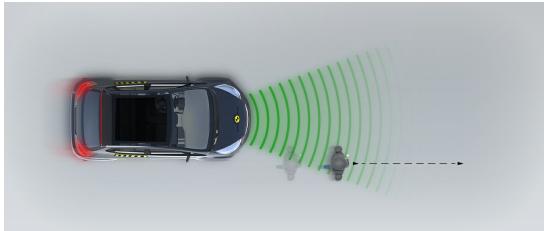
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside

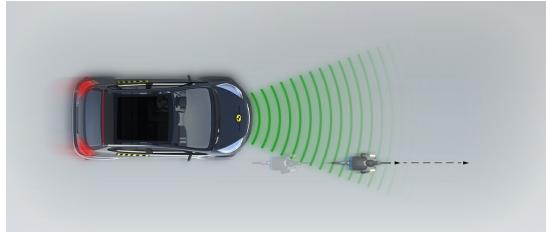


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 **SAFETY ASSIST**

Total 9.8 Pts / 75%


Speed Assistance
 3.0 / 3 Pts

System Name	Speed Limit Assist
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder
 2.5 / 3 Pts

Applies To	All Seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

 Pass
  Fail
  Not available
Lane Support
 2.0 / 4 Pts

System Name	Active Lane Keeping Assist
Type	ELK + LKA (including LDW)
Operational From	60 km/h

PERFORMANCE

Emergency Lane Keeping	 ADEQUATE
Lane Keep Assist	 MARGINAL
Human Machine Interface	 ADEQUATE

 SAFETY ASSIST

Total 9.8 Pts / 75%

AEB Inter-Urban

 2.4 / 3 Pts

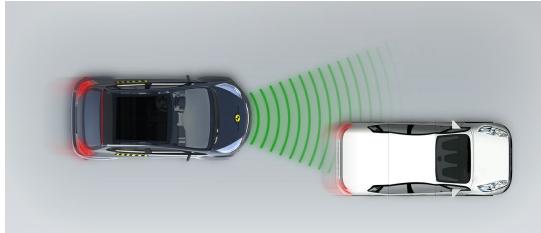
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

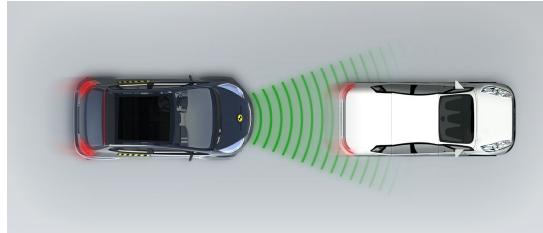
The AEB system performed well in tests of its functionality at highway speeds. The lane assistance system performed marginally, with adequate performance for lane keeping assistance and emergency lane keeping but lacking a blind-spot monitoring system. The speed assistance system, comprising a camera-based speed limit detection system and driver-set speed limiter, was rated as good. The car has a seatbelt reminder system as standard for front and rear seats.

■ Autobrake function only

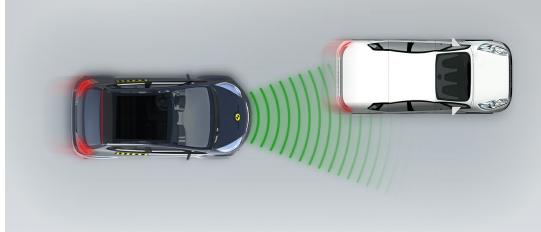
Approaching a slower moving car



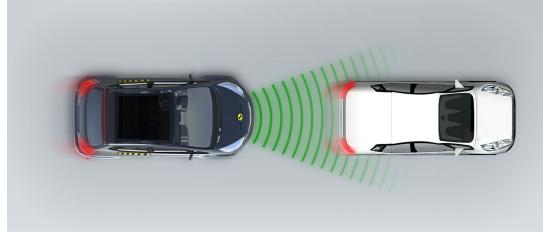
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

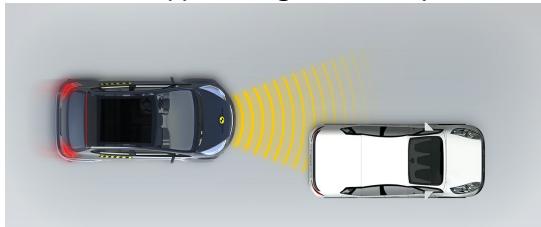


 SAFETY ASSIST

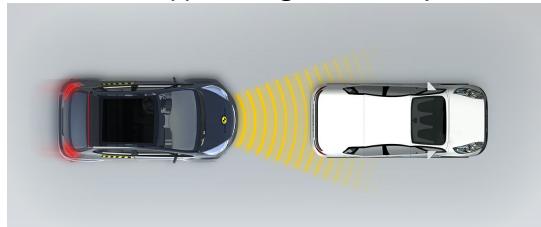
Total 9.8 Pts / 75%

■ Driver reacts to warning

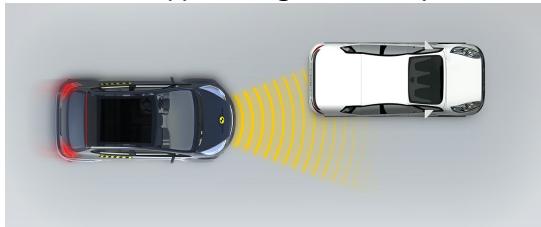
Approaching a stationary car



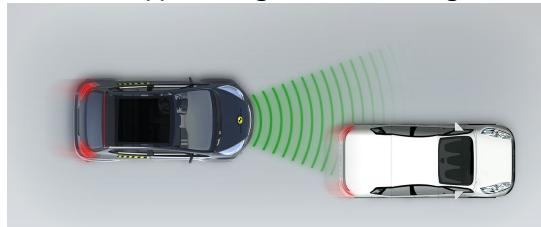
Approaching a stationary car



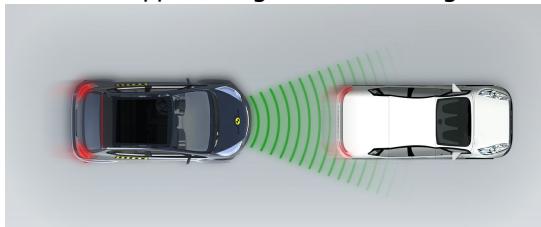
Approaching a stationary car



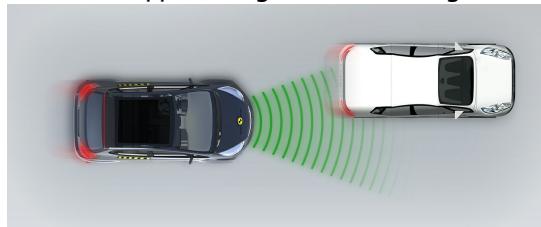
Approaching a slower moving car



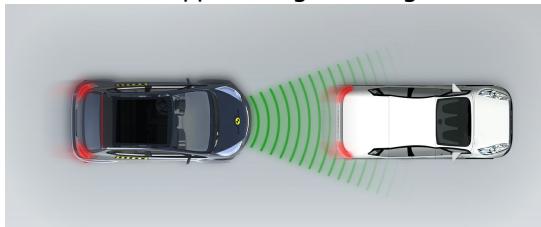
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
4 door saloon	1.46 diesel	CLA 180 d	4 X 2	✓	✓
4 door saloon	1.95 diesel	CLA 200 d / CLA 220 d	4 X 2	✓	✓
4 door saloon	1.95 diesel	CLA 220d 4MATIC	4 X 4	✓	✓
4 door saloon	1.33 petrol	CLA 180* / CLA 200	4 X 2	✓	✓
4 door saloon	1.99 petrol	CLA 220 / CLA 250	4 X 2	✓	✓
4 door saloon	1.99 petrol	CLA 220 4MATIC / CLA 250 4 MATIC	4 X 4	✓	✓

* Tested variant

Table applies to Shooting Brake variants

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2019	Rating Published	2019 	✓
September 2020	Annual Review	2019 	✓
September 2021	Annual Review	2019 	✓