MERCEDES-BENZ CLA



APPLIES TO
All variants

BUILT FROM
February 2026

RATING CRITERIA
2023-2025

VEHICLE TYPE
Medium Car

ON SALE FROM
May 2026

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Battery Electric + Petrol

MODEL SERIES
C178/C174

AIRBAGS
Dual frontal, side chest, side head, centre, driver knee, front passenger knee

ANCAP SAFETY

TESTED 2025

★ ★ ★ ★ ★

The Mercedes-Benz CLA was introduced in Australia in May 2026. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags, as well as driver and front passenger knee airbags, 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 and Backover) 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.

ASSESSMENT SCORES

Adult Occupant Protection
94%
37.73 out of 40

Child Occupant Protection
88%
43.15 out of 49

Vulnerable Road User Protection
93%
58.61 out of 63

Safety Assist
85%
15.42 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Mercedes-Benz CLA 180	4 door sedan	1.5L petrol	FWD	✓	–
Mercedes-Benz CLA 200	4 door sedan	1.5L petrol	FWD	✓	–
Mercedes-Benz CLA 220 4MATIC	4 door sedan	1.5L petrol	AWD	✓	–
Mercedes-Benz CLA 200 Electric	4 door sedan	Battery Electric Vehicle (BEV)	RWD	✓	–
Mercedes-Benz CLA 350 4MATIC Electric	4 door sedan	Battery Electric Vehicle (BEV)	AWD	✓	–

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

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

Adult Occupant Protection

94%

37.73 out of 40

FRONTAL OFFSET (MPDB)#
7.51 points out of 8

OBLIQUE POLE#
5.49 points out of 6

RESCUE & EXTRICATION
3.17 points out of 4

FULL WIDTH FRONTAL#
7.99 points out of 8

WHIPLASH PROTECTION
3.58 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 CLA remained stable in the **frontal offset (MPDB)** test. Dummy readings for the driver and front passenger showed GOOD protection for all critical body regions.

The front structure of the Mercedes-Benz CLA presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.98 point penalty (out of 8.00 points) was applied.

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 the rear passenger, where protection was ADEQUATE.

In the **side impact** test, protection offered to all critical body regions of the driver was GOOD and maximum points were scored.

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

The Mercedes-Benz CLA 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 CLA would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h



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



COMPATIBILITY	
Deductions	-0.98 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	4.00 pts	3.97 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



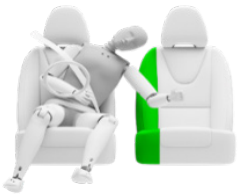
	DRIVER
Head	4.00 pts
Chest	2.64 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

94%

37.73 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	2.83 pts	0.75 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 available

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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

88%

43.15 out of **49**

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
11.43 points out of 12

DYNAMIC TEST (SIDE)
7.73 points out of 8

ON-BOARD SAFETY FEATURES
8.00 points out of 13

In the **frontal offset** test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, and maximum points were scored.

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 showed most child restraints could be accommodated in most rear seating positions, though one of the convertible seats in both forward-facing and rearward-facing mode, and one of the booster seats, could not be correctly installed in the centre rear position.

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



6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h



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 L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW 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	✕	●	●	●	–	–	–
	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	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)	✕	●	–	●	–	–	–

● 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.childcarseats.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

93%

58.61 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **14.64 points** out of 18	KNEE & TIBIA PROTECTION **8.52 points** out of 9	AEB CYCLIST **8.75 points** out of 9
PELVIS PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Forward) **6.70 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **2.00 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

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. In **pedestrian impact** tests, the Mercedes-Benz CLA was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area and windscreen, with MARGINAL and POOR results recorded on the stiff windscreen pillars and front edge of the bonnet surface.

Protection of the pelvis and femur was GOOD at all test locations, and protection of the lower legs was mostly 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 forward scenarios, and in all reverse (**AEB Backover**) and turning scenarios.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in turning scenarios. The vehicle provides information and warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

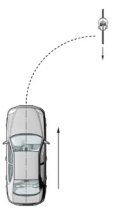
GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning and in emergency lane keeping scenarios, earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Brake Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	7-210 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
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	✕
Warning or retention (all other doors)	●

● PASS ✕ FAIL - N/A

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

Vulnerable Road User Protection

93%

58.61 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				
8km/h				
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													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Active Lane 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				

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

Safety Assist

85%

15.42 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.91 points out of 2

SPEED ASSISTANCE SYSTEMS
2.76 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
3.00 points out of 3

The Mercedes-Benz CLA is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, 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 (Car-to-Car)** system showed GOOD performance, including in **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. **AEB Head-On** system functionality was not demonstrated.

Tests of the **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF), intelligent adaptive cruise control (iACC) and intelligent speed limiter (ISL) is standard, informing the driver of the local speed limit and automatically changing the speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and all rear seating positions.

A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters. The system also detects an unresponsive driver, slowing the vehicle to a stop in the lane, activating eCall and unlocking all doors.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Brake Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	7-210 km/h



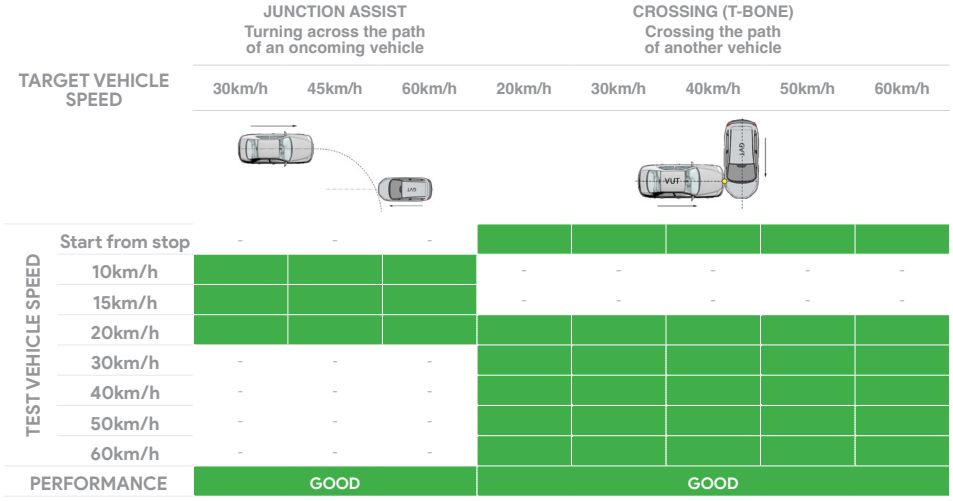
GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

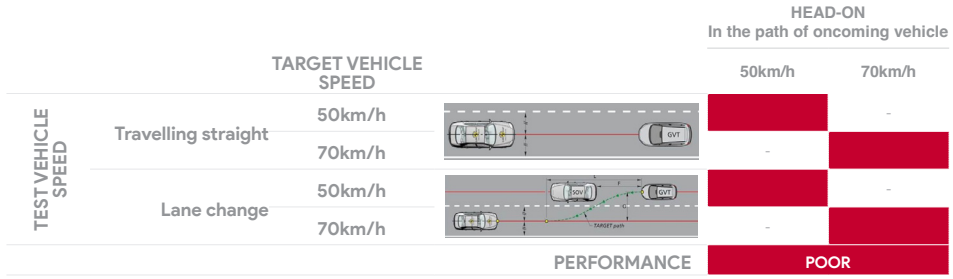
Safety Assist

85%

15.42 out of 18

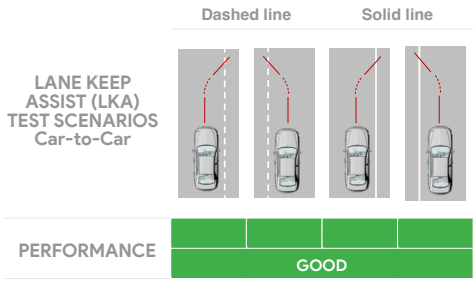
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

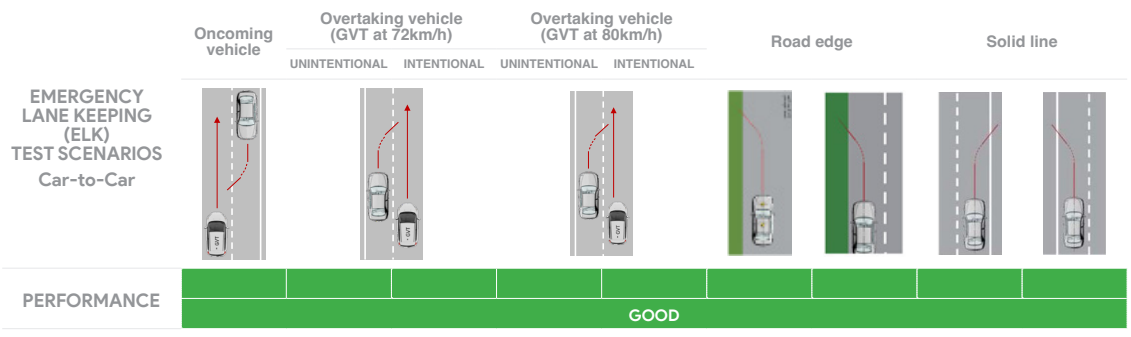




LANE SUPPORT SYSTEMS (Car-to-Car)

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





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



Safety Assist

85%

15.42 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	●
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	●

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	●

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

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 CLA 250+ AMG-Line LHD

TESTED BODY TYPE
4 door sedan

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING PUBLISHED
August 2026

RATING UPDATED
n/a