



Mercedes-Benz CLA
Standard Safety Equipment

2025



Adult Occupant



94%

Child Occupant



89%

Vulnerable Road Users



93%

Safety Assist



85%

SPECIFICATION

Tested Model	Mercedes-Benz CLA 250+ AMG Line
Body Type	- 4 door saloon
Year Of Publication	2025
Kerb Weight	2056kg
VIN From Which Rating Applies	- W1KFJ*****021948
Class	Small Family Car

ADVANCED REWARDS

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

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	●	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	○
Side pelvis airbag	●	●	○
Centre Airbag	●	✗	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
Child presence detection	—	✗	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

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 37.7 Pts / 94%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

15.5 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.5 / 16 Pts



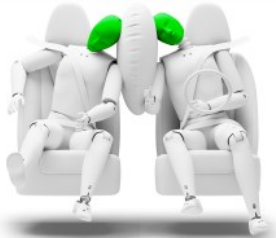
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.6 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 37.7 Pts / 94%

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 CLA remained stable in the frontal offset test. Protection was good for all critical body areas of both the driver and front passenger. Mercedes-Benz showed that good protection would also be provided to the knees and femurs of occupants of different sizes and to those sitting in different positions. 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 CLA would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions of the driver and at least adequate for the rear seat passenger. In the side barrier test, the Mercedes-Benz CLA provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, protection of the chest was rated as marginal, based on dummy readings of rib compression, but was good for all other critical body areas. 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 CLA 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 43.7 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.7 / 24 Pts

Frontal Impact

16 Pts



Lateral Impact

7.7 Pts

Restraint for 6 year old child: *Britax Römer Kidfix M i-Size*Restraint for 10 year old child: *Britax Römer Kidfix M i-Size Booster*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
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	center	Right
	—	—	●	—	●

● Easy ○ Difficult ● Safety critical ✗ Not allowed

 Airbag ON  Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 43.7 Pts / 89%

 Isofix	Seat Position				
	Front		2nd row		
			Left	center	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	center	Right
	✗	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	✗	●
	✗	●	●	✗	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 43.7 Pts / 89%

Comments

In the frontal offset test, protection of all critical parts of the body was good for both the 6 and 10 year dummies. In the side barrier test, protection of the 6 year dummy was good for all critical body areas and good or adequate for the 10 year dummy. The Mercedes-Benz CLA 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 CLA 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 CLA is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 58.6 Pts / 93%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection

32.1 / 36 Pts



Pedestrian & Cyclist Head 14.6 Pts

Pelvis 4.5 Pts

Femur 4.5 Pts

Knee & Tibia 8.5 Pts

VRU Impact Mitigation

26.5 / 27 Pts

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

AEB Pedestrian

8.7 / 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 58.6 Pts / 93%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Cyclist Dooring Prevention

 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	warning, all side doors"

AEB Motorcyclist

 6.0 / 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

 3.0 / 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 CLA 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 predominantly good, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was good at all test locations, as was that of the femur. Protection of the knee and tibia was good or adequate at all test locations. The autonomous emergency braking system of the Mercedes-Benz CLA 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 very well, including the protection of those to the rear of the car. The system also performed well in tests of its reaction to cyclists including 'dooring', where a door is opened into the path of a cyclist approaching from behind. The system's response to motorcyclists was good.

 SAFETY ASSIST

Total 15.5 Pts / 85%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Speed Assistance  2.7 / 3 Pts

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

Occupant Status Monitoring  2.0 / 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  1.0 / 2 Pts

System Name	Attention Assist
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness
Distraction	Long Distraction
Impairment	Unresponsive Driver

 SAFETY ASSIST

Total 15.5 Pts / 85%

Lane Support 3.0 / 3 Pts

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

AEB Car-to-Car 7.8 / 9 Pts

System Name	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 15.5 Pts / 85%

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 a direct driver status monitoring system as standard, detecting driver fatigue and several 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
4 door saloon * 5 door hatchback ('Shooting Brake')	Electric	CLA 200 CLA 250 CLA 250+ *	4 x 2	✓	✓
4 door saloon 5 door hatchback ('Shooting Brake')	Electric	CLA 300 4MATIC CLA350 4MATIC	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

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