



Mercedes-Benz GLA
Standard Safety Equipment

2019



Adult Occupant



96%

Child Occupant



90%

Vulnerable Road Users



79%

Safety Assist



75%

SPECIFICATION

Tested Model	Mercedes-Benz B 180 - Progressive Line, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1635kg
VIN From Which Rating Applies	- all GLAs
Class	Small Off-Road

General comments

The Mercedes-Benz GLA shares much of its structure with the B-Class tested in 2019. Additional tests have been performed where necessary but some tests have been carried over, so the GLA carries a 2019 rating, as does the B-Class.

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	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
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


Frontal Offset Deformable Barrier 7.7 / 8 Pts



Passenger Driver

Detailed description: This panel shows the results for the Frontal Offset Deformable Barrier test. It features two side-view illustrations of a crash test dummy. The Passenger dummy is entirely green, indicating a 'GOOD' result. The Driver dummy is yellow and green, indicating an 'ADEQUATE' result.

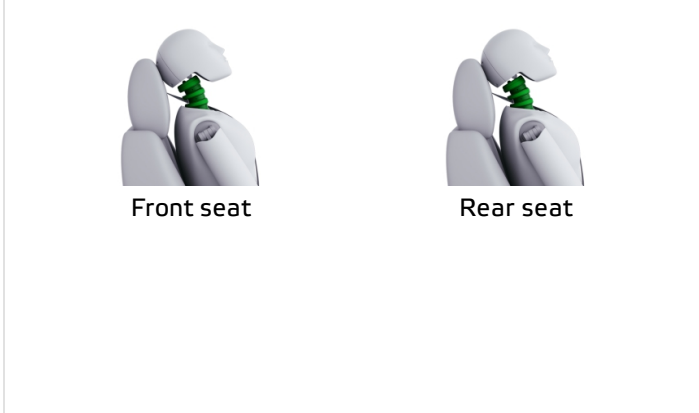
Frontal Full Width 7.5 / 8 Pts



Rear Passenger Driver

Detailed description: This panel shows the results for the Frontal Full Width test. It features two side-view illustrations of a crash test dummy. The Rear Passenger dummy is orange and green, indicating a 'MARGINAL' result. The Driver dummy is yellow and green, indicating an 'ADEQUATE' result.

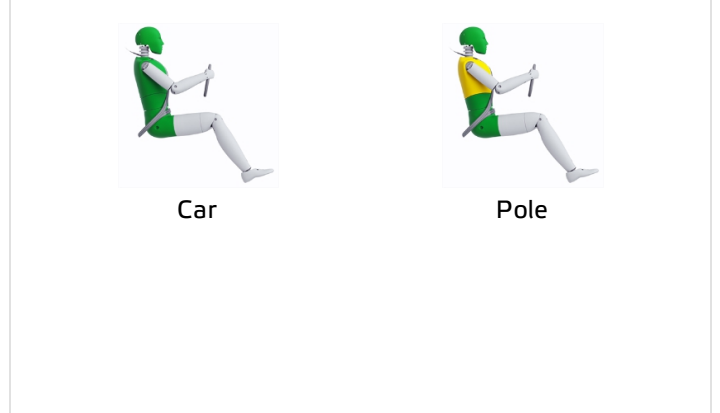
Whiplash Rear Impact 1.6 / 2 Pts



Front seat Rear seat

Detailed description: This panel shows the results for the Whiplash Rear Impact test. It features two rear-view illustrations of a crash test dummy's head and neck. The Front seat dummy is green, indicating a 'GOOD' result. The Rear seat dummy is green and yellow, indicating an 'ADEQUATE' result.

Lateral Impact 15.9 / 16 Pts



Car Pole

Detailed description: This panel shows the results for the Lateral Impact test. It features two side-view illustrations of a crash test dummy. The Car dummy is green, indicating a 'GOOD' result. The Pole dummy is yellow and green, indicating an 'ADEQUATE' result.

 ADULT OCCUPANT

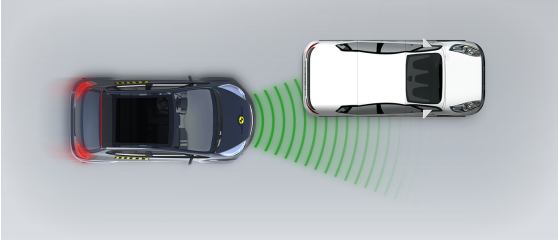
Total 36.6 Pts / 96%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

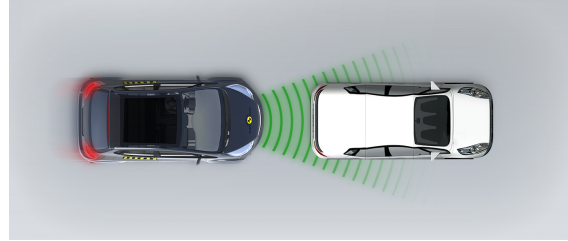
AEB City

 4.0 / 4 Pts

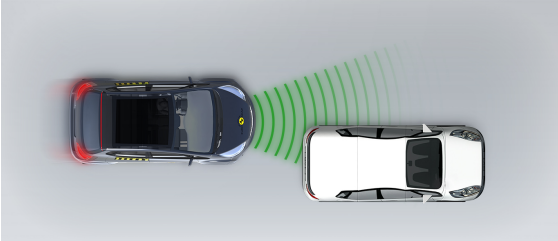
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.6 Pts / 96%

Comments

In the frontal offset test, the passenger compartment of the GLA remained stable. 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. Protection of the front passenger was good for all critical body areas. In the full-width rigid barrier test, protection of the driver was good or adequate for all critical body areas. For the rear passenger, dummy readings of chest compression indicated marginal protection for that body area but protection was otherwise good or adequate. In the side barrier impact, protection was good for all body areas and the car scored maximum points. In the more severe side pole test, protection of the chest was adequate and that of other critical body areas 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 standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur.

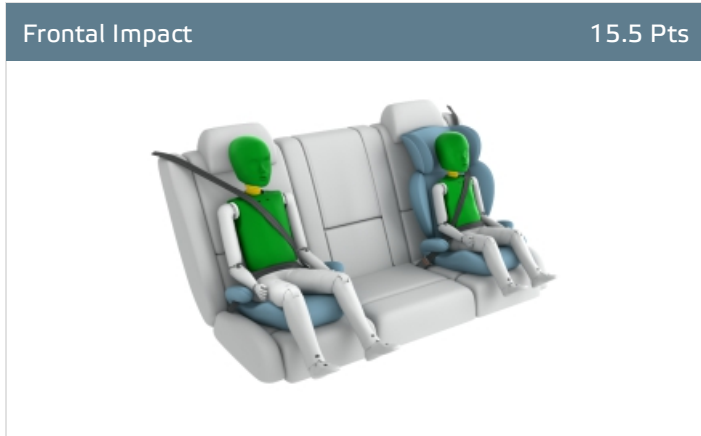
CHILD OCCUPANT

Total 44.5 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.5 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

9.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
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)



■ 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 44.5 Pts / 90%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 44.5 Pts / 90%

	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)	—	●	—	●
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)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available

Comments

In the frontal offset test, protection of both the 6 and 10 year dummies was good or adequate for all critical body areas. In the side barrier test, protection was good for both dummies and the car scored maximum points for this part of the assessment. The front passenger airbag is automatically disabled when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and the system was rewarded. All of the child restraint types for which the GLA is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 37.9 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	26.3 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">20.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	20.3 Pts	Pelvis Impact	0.0 Pts	Leg Impact	6.0 Pts
Head Impact	20.3 Pts						
Pelvis Impact	0.0 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users	11.6 / 12 Pts
System Name	Active Brake Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h

Comments

Unlike the B-Class, the GLA has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to create more space to the stiff structures in the engine compartment. Mercedes-Benz demonstrated that the system worked robustly for different pedestrian statures and over a range of speeds. Accordingly, tests were performed with the bonnet in the raised 'deployed' position. Test results demonstrate good or adequate protection to the head of a struck pedestrian over almost all of the bonnet surface. Protection of pedestrians' legs was good at all test locations but protection of the pelvis was poor. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well other cars. Tests of the system's response to pedestrian demonstrated good performance. The GLA scored maximum points in tests of its detection of cyclists.

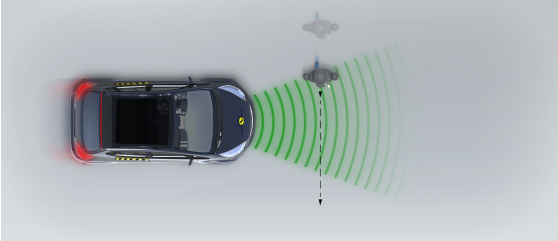
 VULNERABLE ROAD USERS

Total 37.9 Pts / 79%

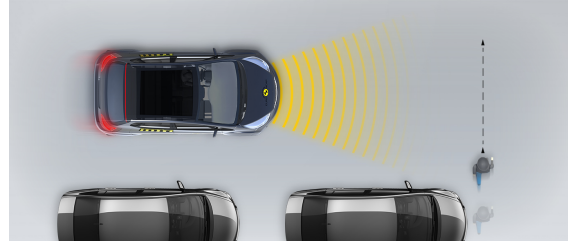
AEB Pedestrian 

■ Day time

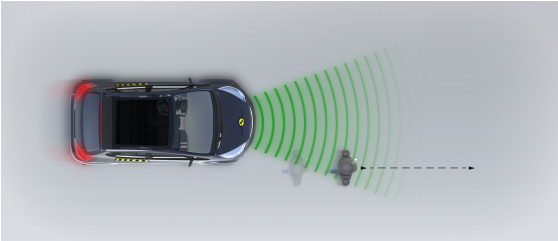
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

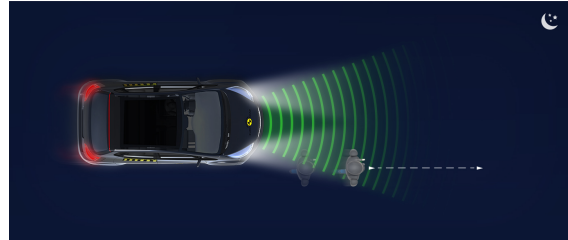


■ Night time

Adult crossing the road

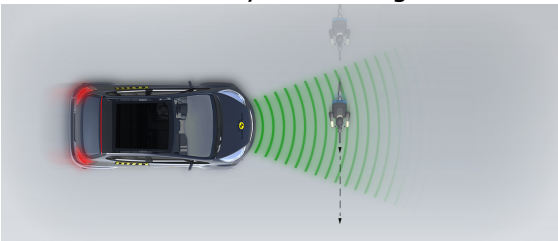


Adult along the roadside

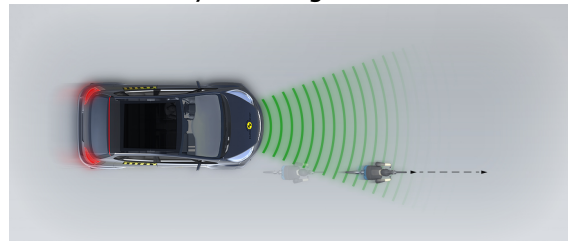


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.8 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.9 / 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
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

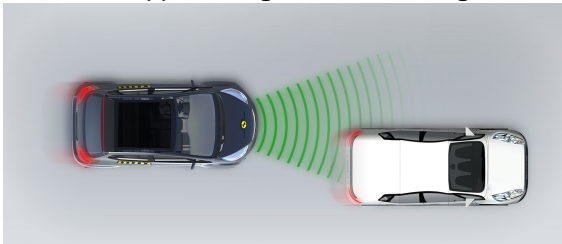
System Name	Active Brake Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

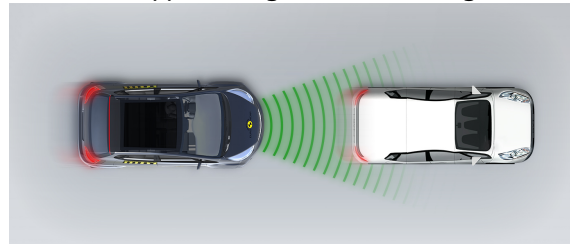
The GLA has a seatbelt reminder for the front and rear seats. The standard-fit AEB system performed well in tests of its response to other vehicles at highway speeds. A camera-based speed limit recognition system advises the driver of the local limit, and allows easy activation of the speed limiter. A lane support system helps the driver to avoid inadvertent drifting out of lane and also intervenes in some more critical situations.

■ Autobrake function only

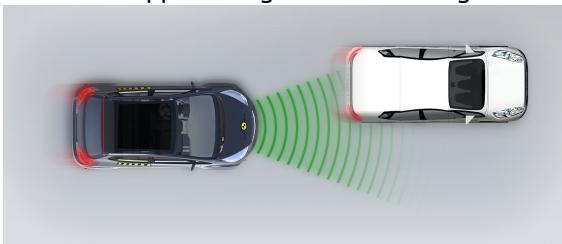
Approaching a slower moving car



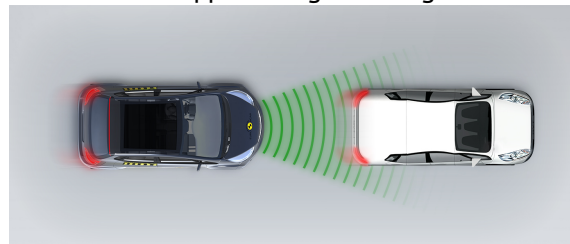
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

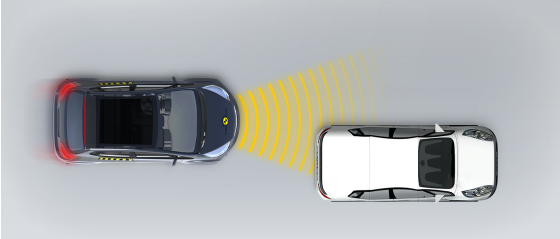


 SAFETY ASSIST

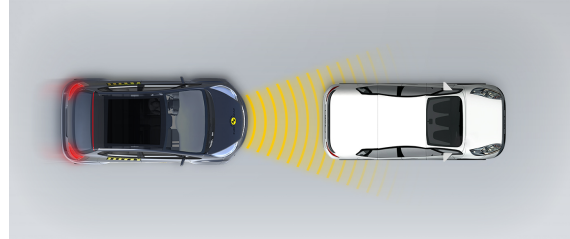
Total 9.8 Pts / 75%

■ Driver reacts to warning

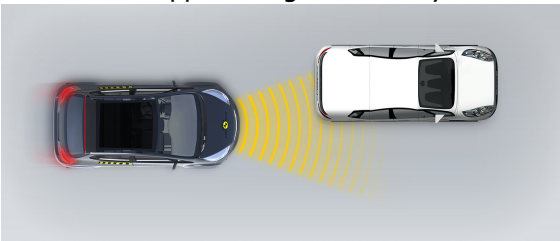
Approaching a stationary car



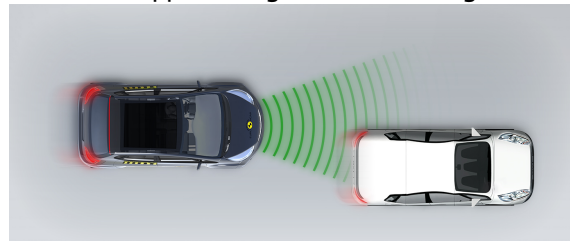
Approaching a stationary car



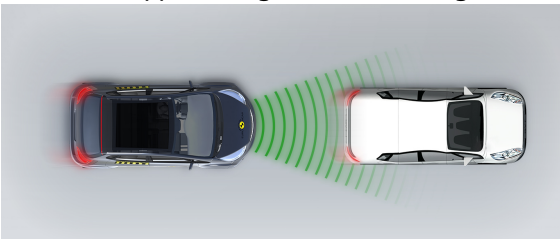
Approaching a stationary car



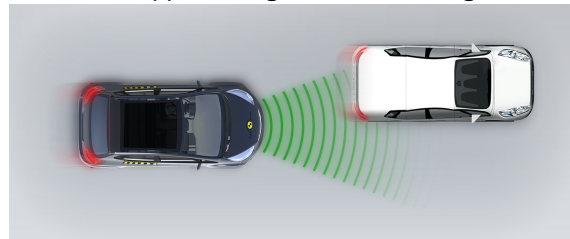
Approaching a slower moving car



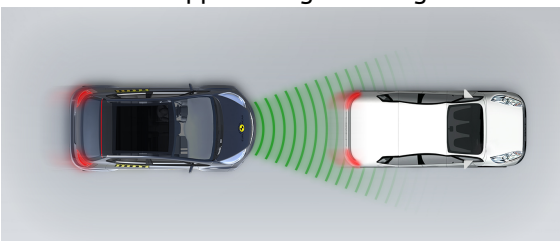
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
July 2021	Rating Published	2019 ★ ★ ★ ★ ★ 