Mercedes-Benz

Press Information

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The new Mercedes-Benz GLA

More character, more space, more safety

Contents

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Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Guide to Fuel Consumption, CO_2 Emissions and Electricity Consumption" for new passenger cars, which is available free of charge at all sales outlets and from Deutsche Automobil Treuhand GmbH at www.dat.de.

Suspension and 4MATIC

Comfortable and agile

Powertrain

Powerful and efficient

The bodyshell

Strong and safe

The compact car family

Versatile and successful

The descriptions and data in this press kit apply to the international model range of Mercedes-Benz.
They may vary from country to country.

The main points at a glance

More character:
The new GLA is the entry-level model in the successful Mercedes-Benz SUV range, and the eighth model in the global compact-car family. Hallmark off-road design features include the upright front section, short overhangs at the front and rear and protective cladding all round. 4MATIC models feature the Off-Road Engineering Package as standard, which comprises an additional driving program, a downhill driving assist function and an off-road animation in the media display.

More space:
With a height of 63.6 inches (1616 millimeters), the new GLA is more than three inches higher than its predecessor. The higher seating position typical of an SUV makes more headroom available on the front seats. Legroom in the rear is likewise much more generous even though the GLA is now 0.5 inches shorter. The rear seats can be optionally adjusted by 5.5 inches and the rear seat backrest set to a steeper rake, making room for such items as bulky boxes.

More safety:
The new GLA makes a further step in terms of safety courtesy of its driver assistance systems with cooperative driver support. The enhanced functions of the Driver Assistance Package include, for example, the turning maneuver function and the exit warning function alerting the driver to approaching cyclists or vehicles, and a warning when pedestrians are detected near crosswalks. The GLA is able to react when the driver doesn't. In many situations the function of Active Brake Assist is to apply autonomous braking to avoid a collision or to reduce its severity. At typical city speeds the system is also able to brake for stationary vehicles and crossing pedestrians, and avoid collisions depending on the situation.

More family virtues:
With a powerful and efficient four-cylinder engine, the latest driver assistance systems with cooperative driver support, the MBUX infotainment system with intuitive operation, the GLA has all the strengths of the current generation of compacts from Mercedes-Benz.

More character, more space, more safety

Stuttgart. The new GLA, the eighth model to join the line-up globally, rounds off the current compact-car generation from Mercedes-Benz. At the same time it is the entry-level model in the brand's successful SUV range. The character has been significantly reinforced compared with the previous model: With a height of 63.6 inches (1616 mm), the new GLA is more than three inches higher than its predecessor. The correspondingly higher and characteristic SUV seating position also comes with more headroom in the first row. Legroom in the rear is likewise much more generous – even though the GLA is now 0.5 inches shorter. Hallmark off-road design features include the upright front section, short overhangs at the front and rear, and protective cladding all round. 4MATIC models feature the Off-Road Engineering Package as standard. This comprises an additional driving program, a downhill driving assist function and an off-road animation in the media display.

The new GLA makes a further step in terms of safety courtesy of its driver assistance systems with cooperative driver support. The enhanced functions of the Driving Assistance Package include, for example, the turning maneuver function, the emergency corridor function, the exit warning function alerting the driver to approaching cyclists or vehicles, and a warning when pedestrians are detected near crosswalks. The GLA is able to react when the driver doesn't. Active Brake Assist is charged in many situations with applying autonomous braking to avoid a collision or to reduce its severity. At typical city speeds the system is also able to brake for stationary vehicles and crossing pedestrians, and avoid collisions depending on the situation.

"The launch of the new GLA marks the culmination of a complete renewal of our family of compact cars," says Britta Seeger, Member of the Board of Management of Daimler AG and Mercedes-Benz AG, responsible for Mercedes-Benz Cars Marketing & Sales. "The high demand for our SUVs shows that we can offer the right model for all of our customers in this segment. To meet their wishes, the range includes the GLB and GLA, two off-roaders that ideally complement each other: the GLB is the most functional and most spacious representative of our compact-class family, while the new GLA is positioned as its sporty brother and as a lifestyle-oriented SUV."

"The new GLA embodies the perfect synergy between sheer beauty and robust off-road elements," according to Gorden Wagener, Chief Design Officer Daimler Group. "With it, we are carrying the dynamic SUV forward into the future of modern luxury."

Self-assured and dynamic: the exterior design

The GLA features powerful overall proportions with short overhangs at the front and rear. The front section flows over the A-pillar into the visually compact greenhouse. Suggested powerdomes in the hood, along with wheels up to 20 inches in size and mounted flush with the outer edge of the body, reinforce the self-assured appearance. Typical of the GLA are the powerful shoulders of the bodywork and the coupe-like lines of the side windows. This contoured side profile gives the car its dynamically elegant flair and offers an interesting play of light and shadows.

As in the case of the other Mercedes-Benz SUV models, the radiator grille features distinctive openings along with a single louvre and a central star. In hallmark brand style, the inside of the headlamps is finished to a high level of quality, detail and precision.

The side and rear views are characterized by the muscular shoulders of the vehicle. The doors reach over the sills, thereby on the one hand improving ease of access, while at the same time keeping the door frames free of dirt and improving impact protection in the event of a side collision. Protective cladding adds structure to the overall proportions and emphasizes the vehicle's off-road character, as does the simulated underride guard at the front and rear.

The taillamps are in two parts, with the reflectors positioned separately in the bumper. The makes it possible to open the load compartment wider, thus also making loading easier. It has the added effect of making the rear end appear wider. Further practical details, which may be optional depending on the equipment line, include the integrated roof rails and the chrome-plated load sill protection.

Contemporary and high-quality: the interior

The instrument panel consists of a basic volume, which features optical "cut-outs" in the driver and front passenger area. The cut-out on the driver's side is dominated by the free-standing display unit, which is available in two variants: with two 7-inch displays and in the Widescreen version, with two 10.25-inch displays. On the passenger side, the cut-out area is finished with a trim element.

The round ventilation outlets, five of them in all, feature a high-quality turbine look with meticulously designed air guidance vanes. The door center panel flows seamlessly over into the armrest. The grab and assist handle has a tubular profile and runs horizontally like a railing.

Included as standard is the intuitively operated MBUX infotainment system (Mercedes-Benz User Experience). The powerful computer, brilliant screens and graphics, customizable presentation, full-color head-up display, navigation with augmented reality, learning software, and voice control activated with the prompt "Hey Mercedes" are several key advantages of the system.

Significantly enhanced: the interior dimensions and the functionality

Although shorter than its predecessor on the outside, the new GLA offers a more spacious interior. This particularly benefits legroom in the rear and the the trunk space.

The seating position for both the driver and the front passenger is higher and more upright than in the predecessor model, and thus more typical of an SUV. The driver and front passenger sit 3.8 inches (97 mm) higher than in the predecessor, and 5.5 inches (140 mm) higher than in the A-Class. All-round visibility has also been improved in comparison with the previous model – mainly due to an optimized cross-section for the roof pillars, which now block out less of the surrounding area.

Utility value was, in general, one of the focuses of development. The rear seats can be optionally adjusted by 5.5 inches (14 centimeters) and the rear seat backrest set to a steeper rake, making room for items such as bulky boxes. The rear seat can be split 40:20:40, with each section folding down individually for maximum flexibility.

The height-adjustable load floor, which comes as standard, offers considerable variability. When the rear seat backrests are folded down and the load floor is in the upper position, an almost flat loading area extending to the front seats can be created. For very bulky objects, the load floor can be put in the lower position, the cross member behind the rear seats can be removed and the rear seats with optional fore/aft adjustment can be moved forward.

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Keeping an eye on the surrounding traffic: the driver assistance systems

The GLA offers the latest driver assistance systems, offering the driver cooperative support and so providing one of the highest standards of active safety in the compact car segment.

The available Driver Assistance Package includes:

- Active Distance Assist DISTRONIC with the functions:
    - braking for stationary vehicles,
    - extended automatic restarting in traffic jams in conjunction with Active Parking Assist and navigation,
    - activation of "Gliding" in the ECO drive mode,
- Active Steering Assist with the functions:
    - Active Emergency Braking Assist – with automatic unlocking and placement of an SOS call to the Mercedes-Benz emergency call center after the vehicle has come to a stop (depending on country)
    - Active Lane Change Assist in conjunction with navigation,
- Active Speed Limit Assist with reaction to changes in speed limits in conjunction with Traffic Sign Assist,
- Route-based speed adjustment when approaching bends, roundabouts, toll stations, T-junctions and before leaving highways – reduction of vehicle speed when encountering the end of a traffic jam, in conjunction with navigation,
- Evasive Steering Assist,
- Active Lane Keeping Assist,
- Active Blind Spot Assist,
- Active Brake Assist with cross-traffic function,
- PRE-SAFE® PLUS: can detect a potential rear impact. If the danger of a collision persists, the system can also firmly apply the brakes of the stationary vehicle, minimizing the risk of whiplash injuries by reducing the forward jolt caused by an impact from the rear.

Even in its purely indicative version, and at low speeds, Blind Spot Assist is able to warn of vehicles, including bicycles, in the danger area. For the first time, when the vehicle is at a standstill it can signal to the driver with a visual warning in the exterior mirror before they climb out that a vehicle is driving past in the critical area. If the driver uses the door handle at this moment, an additional acoustic warning sounds. The road user driving past must be moving at more than 4.5 mph (2 m/s). The function is also available when the vehicle is stationary and up to three minutes after the ignition has been switched off. Active Blind Spot Assist, a component of the Driver Assistance Package, can additionally respond to vehicles in the blind spot and in the critical zone with active braking intervention.

Traffic Sign Assist: posted speed limits and any potential no-overtaking signs are displayed for the current section of the route through image recognition and information from the digital road map of the navigation system. The vehicle speed is compared with the speed limit. When the driver selects the appropriate settings, a visual/visual-audible warning signal is issued any time the speed limit is exceeded. No-entry restrictions are also recognized. Furthermore, the system warns of detected persons in the area of pedestrian crossings.

Exceptional comfort on long journeys and plenty of driving enjoyment: the suspension

The new GLA has a MacPherson front suspension. The wheels are guided by control arms below each wheel center, the MacPherson struts and two tie rods. The wishbone is forged from aluminum. This reduces both weight and unsprung masses. The steering knuckles are made of cast aluminum.

The GLA features a sophisticated 4-link rear axle. The three transverse links and one trailing arm at each rear wheel are configured for maximum driving stability, ride quality and longitudinal/lateral dynamics. The rear axle is mounted on a subframe isolated from the body shell by rubber bushings so that fewer vibrations are transferred from the suspension to the body.

At 63.2 inches (front/rear; 1605 mm/1606 mm), the track width is more than 1.6 inches (four centimeters) wider than on the previous model.

More traction when needed: 4MATIC all-wheel drive

The GLA can be equipped with the permanent all-wheel drive system 4MATIC with fully variable torque distribution as an option. 4MATIC components include the power take-off to the rear axle, which is integrated into the automated dual-clutch transmission, and the rear axle differential with an integrated multi-plate clutch. Unlike the previous model, in which the actuation was hydraulic, the clutch in this case is electro-mechanically operated. The advantages of this control system are, above all, non-rpm-dependent operation across the entire actuation range and thus also the pilot control of the clutch while still stationary, along with higher efficiency thanks to the ball ramp concept.

This sporty all-wheel drive configuration allows the driver to use the DYNAMIC SELECT switch to influence the characteristics of 4MATIC. Three characteristic maps are available to control the all-wheel drive clutch, though the system responds flexibly to the current driving situation in any mode. In regular driving operation, the drive program "Eco/Comfort" is based on an 80:20 distribution (front axle: rear axle), while in "Sport" it is 70:30. In off-road mode, the all-wheel drive clutch acts as an inter-axle differential lock, with the basic distribution a balanced 50:50.

Useful in easy off-road terrain: the Off-Road Engineering Package

4MATIC models feature the Off-Road Engineering Package as standard. The individual package components:

- The Off-Road Engineering Package includes an additional drive mode. This adapts not only the characteristics of the 4MATIC system (see above), but also the power delivery of the engine and the ABS intervention control for off-road driving in easy terrain. It can be activated via the DYNAMIC SELECT switch.
- An animation of the driving situation can be called up on the media display. Realistic representation of the gradient, inclination angle and technical settings makes driving maneuvers easier to judge.
- Downhill Speed Regulation (DSR) can automatically maintain a slow, preset speed between approx. 1 and 11 mph, displayed in the instrument cluster and the optional head-up display. With targeted brake applications, DSR helps to retain control during steep downhill driving.

Powerful and efficient: the engine

The new GLA places its trust in the four-cylinder engine that was completely modernized for the new edition of the compact model series. In comparison to the previous generation, it is characterized by significantly increased specific outputs and by improved efficiency and emissions. A locally emission-free model with third-generation plug-in hybrid drive system is already being prepared.

In its engine block of die-cast aluminum, the two-liter M 260 engine from the GLA 250 and GLA 250 4MATIC has cast iron cylinder liners whereby the cylinder bore is widened at the lower end in line with the CONICSHAPE® principle". Also known in-house as "trumpet-honing", this principle minimizes piston friction and lowers fuel consumption. The balance shafts for smooth engine-running are located in the lower section of the crankcase. In the aluminum four-valve cylinder head, the

CAMTRONIC variable valve timing system allows two-stage adjustment of the valve lift on the intake side.

All of the measures, including the precisely regulated geometry of the turbocharger with waste gate, make the engine quiet, powerful, economical and low in emissions. It is configured for front-wheel drive and 4MATIC all-wheel drive, and always combined with the 8G-DCT dual clutch transmission. The M 260 engine is produced at the Kölleda plant in Thuringia, Germany.

The new GLA at a glance:

		GLA 250 / GLA 250 4MATIC
Engine		Inline-4
Transmission	automatic	8G-DCT
Displacement	cc	1,991
Output	hp	221 @ 5,500 rpm
Max. torque	lb-ft	258 @ 1,620 – 4,000 rpm
Acceleration 0-60 mph	sec	6.8 / 6.6 est.
Top speed	mph	130

From Coupe to SUV: broad range in the compact class

With the new GLA, the compact-car family from Mercedes-Benz now consists of eight models (globally). In the form of the GLB, Mercedes-Benz is now for the first time offering a compact model with seven seats. In addition there are the sporty versions from Mercedes-AMG. One in four Mercedes-Benz cars sold in 2019 was a compact model: more than 667,000 units of the A and B-Class, CLA, CLA Shooting Brake and the previous GLA and GLB were delivered last year. This means that the previous record achieved in 2016 was exceeded by more than 30,000 units.

Since the launch of the first A-Class, the first compact car from Mercedes-Benz, in 1997, more than seven million vehicles belonging to this segment have been delivered worldwide by Mercedes-Benz. Since the market launch of the GLA in 2014, more than one million units of this compact SUV have been delivered to customers worldwide.

Self-assured and dynamic

The GLA features powerful overall proportions with short front and rear overhangs. The front section flows over the A-pillar into the visually compact greenhouse. Stylistic powerdomes in the hood accentuate the self-assured appearance, as do the flush-mounted wheels in sizes up to 20 inches.

The clear contours, with reduced lines and accentuated planes, convey serene sportiness and modernity. Typical of the GLA are the powerful shoulders of the bodywork and the coupe-like lines of the side windows. This contoured side profile gives the car its dynamically elegant flair and offers an interesting play of light and shadows.

As in the case of the other Mercedes-Benz SUV models, the radiator grille features distinctive openings along with a single louvre and a central star. In hallmark brand style, the inside of the headlamps is finished to a high level of quality, detail and precision.

The side and rear views are characterized by the muscular shoulders of the vehicle. The doors reach over the sills, thereby on the one hand improving ease of access, while at the same time keeping the door frames free of dirt and improving impact protection in the event of a side collision. All-round protective cladding adds structure to the overall proportions and emphasizes the vehicle's off-road character, as does the simulated underride guard at the front and rear.

The taillamps are in two parts, with the reflectors positioned separately in the bumper. The makes it possible to open the load compartment wider, thus also making loading easier. It has the added effect of making the rear end appear wider. Other features that enhance the utility value and are optional depending on the equipment line include the integrated roof rails and the chrome-plated loading sill protector.

Modernity and high quality

The instrument panel is available in two variants: with two 7-inch displays and in the Widescreen version, with two 10.25-inch displays.

The five round air vents are in a high-quality turbine look with filigree guide vanes. The door center panel flows seamlessly into the armrest. The grab and assist handle has a tubular profile and runs horizontally like a railing.

Included as standard is the intuitively operated MBUX infotainment system (Mercedes-Benz User Experience). MBUX can be individually configured with the help of various options. Key advantages of the system: the powerful computer, brilliant screens and graphics, customizable presentation, full-color head-up display, navigation with augmented reality and learning software and voice control activated by the keyword "Hey Mercedes".

Four display styles: custom appearance of the instruments

The information in the instrument cluster and on the media display is easily legible on the large, high-resolution screens that offer brilliant graphics in top visual quality.

To suit the current mood or vehicle interior, the user has a choice of four different styles:

- **Modern Classic** is the evolution of the classic display style in an elegant-light and exquisite materiality.
- **Sport** has a high-tech turbine look with sporty black/yellow contrasts.
- **Progressive** represents a modern interpretation of an instrument cluster in the digital display world. In the interest of relieving reduction and focused information processing, the display values of the round instruments for vehicle and engine speed are displayed dynamically only in the respective required range.
- **Discreet mode** greatly reduces the information and thereby helps the driver to relax.

Spacious and practical

The seating position for both the driver and the front passenger is higher and more upright than in the preceding model, and thus more typical of an SUV. The seating position is 3.8 inches (97 mm) higher than before, and compared to the A-Class, the driver and front passenger sit 5.5 inches (140 mm) higher. All-round visibility has also been improved – partly thanks to optimized roof pillar cross-sections, which obscure less of the surroundings.

Although shorter than its predecessor on the outside, the new GLA offers a more spacious interior. This is particularly true of the legroom in the rear and the trunk space.

		New GLA	Predecessor	Diff.
Exterior dimensions				
Length	in	173.6	174.2	-0.6
Width	in	72.2	71.0	+1.2
Width incl. exterior mirrors	in	79.5	79.6	-0.1
Height	in	63.6	60.0	+3.6
Wheelbase	in	107.4	106.3	+1.1
Track, front	in	63.2	61.4	+1.8
Track, rear	in	63.2	61.4	+1.8
Interior dimensions*				
Max. front headroom	in	40.8	40.0	+0.8
Headroom, rear	in	38.1	38.4	-0.3
Legroom, front	in	41.1	41.9	-0.8
Legroom, rear	in	38.4	33.9	+4.5
Elbow room, front	in	57.3	56.0	+1.3
Elbow room, rear	in	57.3	55.5	+1.8
Shoulder room, front	in	55.9	54.8	+1.1
Shoulder room, rear	in	54.8	53.1	+1.7
Load compartment width, max.	in	50.1	46.7	+3.4
Load compartment depth, max.	in	56.0	54.9	+1.1
Eff. width trunk opening	in	41.3	41.1	+0.2
Trunk capacity (VDA)	cu-ft	15.4	14.9	+0.5

**(please note the above interior dimensions are not SAE figures)*

Utility value was, in general, one of the focuses of development. The rear seat backrest is 40:20:40 split-folding. The rear seats can be optionally adjusted by 14 centimeters and the rear seat backrest set to a steeper rake, making room for such items as bulky boxes. Nonetheless there is comfortable seating for one or two persons, as the seat cushion in this variant has a 40:60 division.

The height-adjustable load floor, which comes as standard, offers considerable variability. When the rear seat backrests are folded down and the load floor is in the upper position, an almost flat loading area extending to the front seats can be created. For very bulky objects, the load floor can be put in the lower position, the cross-member behind the rear seats can be removed and the rear seats with optional fore/aft adjustment can be moved forward.

Alert and quick to react

The GLA offers the latest driver assistance systems, offering the driver cooperative support and so providing one of the highest standards of active safety in the compact car segment.

The available Driver Assistance Package includes:

- Active Distance Assist DISTRONIC with the functions:
  - braking for stationary vehicles,
  - extended automatic restarting in traffic jams in conjunction with Active Parking Assist and navigation,
  - activation of "Gliding" in the ECO drive mode,

- Active Steering Assist with the functions:
  - Active Emergency Braking Assist – with automatic unlocking and placement of an SOS call to the Mercedes-Benz emergency call center after the vehicle has come to a stop (depending on country)
  - Active Lane Change Assist in conjunction with navigation,
  - Emergency lane function: in freeway traffic jams at speeds below approx. 37 mph.

- Active Speed Limit Assist with reaction to changes in speed limits in conjunction with Traffic Sign Assist,
- Route-based speed adjustment when approaching bends, roundabouts, toll stations, T-junctions and before leaving highways – reduction of vehicle speed when encountering the end of a traffic jam, in conjunction with navigation,
- Evasive Steering Assist,
- Active Lane Keeping Assist,
- Active Blind Spot Assist,
- Active Brake Assist with cross-traffic function,
- PRE-SAFE® PLUS: can detect a potential rear impact. If the danger of a collision persists, the system can also firmly apply the brakes of the stationary vehicle, minimizing the risk of whiplash injuries by reducing the forward jolt caused by an impact from the rear.

Even in its purely indicative version, and at low speeds, Blind Spot Assist is able to warn of vehicles, including bicycles, in the danger area. For the first time, when the vehicle is at a standstill it can signal to the driver with a visual warning in the exterior mirror before they climb out that a vehicle is driving past in the critical area. If the driver uses the door handle at this moment, an additional acoustic warning sounds. The road user driving past must be moving at more than 4.5 mph (2 m/s). The function is also available when the vehicle is stationary and up to three minutes after the ignition has been switched off. Active Blind Spot Assist, a component of the Driver Assistance Package, can additionally respond to vehicles in the blind spot and in the critical zone with active braking intervention.

Traffic Sign Assist: posted speed limits and any potential no-overtaking signs are displayed for the current section of the route through image recognition and information from the digital road map of the navigation system. The vehicle speed is compared with the speed limit. When the driver selects the appropriate settings, a visual/visual-audible warning signal is issued any time the speed limit is exceeded. No-entry restrictions are also recognized. Furthermore, the system warns of detected persons in the area of pedestrian crossings.

Intuitive and intelligent

MBUX (Mercedes-Benz User Experience) has revolutionized the way a car is operated. The strengths of the system are innovative hardware components such as powerful chips and high-resolution screens as well as a learning software that enables a customizable presentation. In part, the brilliant 3D graphics are rendered in real time. Further special features are the full-color head-up display, the navigation with augmented reality, learning software and the intelligent voice control system. "Hey Mercedes" is the prompt to activate them.

The information in the instrument cluster and on the media display is easily legible on the large, high-resolution screens. An emotive presentation underlines the comprehensibility of the intuitive control structure and offers brilliant graphics in top visual quality. To suit the current mood or vehicle interior, the user has a choice of four different display styles.

The MBUX functions are modular in structure, so that the precise needs of different customers can be met. The system features as standard two 7-inch displays for the instrument cluster and media display with touchscreen, a steering wheel with Touch Control buttons on the left and right, a USB port (Type C), a Bluetooth® connection for telephony and audio sources.

MBUX can be complemented with the following options (packages apply to the German market), whereby many services can also be activated later by updates:

- **Fully digital instrument display:** 10.25-inch instrument cluster
- **Media display:** 10.25-inch high-resolution, large-scale media display. The media display and the larger instrument display combine to create a Widescreen Cockpit.
- **Expanded MBUX functions:** Personalization (profiles) and predictive functions, LINGUATRONIC with natural speech comprehension - activation via "Hey Mercedes", Wi-Fi hotspot, internet radio.
- **Basic HDD navigation:** Destination entry via touch function or voice control, route calculation incl. stopovers, numerous route options (eco, trailer, fastest, shortest distance, automatic, etc.) as well as avoid options (motorways, ferries, tunnels, toll roads, unpaved roads, motorail trains, roads requiring a toll sticker), 3D image of the upcoming driving maneuver and lane recommendation, simple switch from 2D to 3D view and vice-versa, route recording function (prerequisite: a USB device is connected to the infotainment system). In conjunction with the fully digital instrument display and MBUX Augmented Reality, navigation information appears in the full display area.
- **MBUX Augmented Reality navigation:** The camera in the roof console behind the windscreen records a video image of the surroundings. This is enhanced with helpful navigation information. Indicator arrows or house numbers are automatically superimposed on the image shown on the media display touchscreen, for example.
- **Head-up display:** With the head-up display, important information is projected onto the windscreen directly in the driver's field of vision, reducing distraction from the traffic situation. There is also less eye fatigue for the driver, as the eyes do not constantly have to refocus between close-up and long-distance vision.

Extensive and individual

Different equipment lines and optionally available features enable the GLA to be configured to suit personal taste.

The GLA has an extensive range of standard equipment. In the interior this includes ARTICO/fabric upholstery in black, center armrest with stowage compartment for the driver and front passenger, height-adjustable driver and front passenger seats, door sills with Mercedes-Benz lettering, sun visor with illuminated mirror and air vents in black. Comfort is ensured by the leather steering wheel, steering column manually adjustable for height and reach, 1-zone air conditioning system and four power windows. Variable use of the luggage compartment is made possible by a 40/20/40 split-folding rear seat backrest and the height-adjustable loading floor. The infotainment system MBUX with two screens measuring 17.78 cm (7 inches) is standard equipment, as are the LTE communication module and six loudspeakers with a total output of 100 watts. Standard equipment also includes the KEYLESS-GO starting function and USB interfaces between the front and rear seats. AMG Line is optionally available.

The new GLA can be individualised with the three equipment lines Style, Progressive and AMG Line.
The most important features:

Exterior		
	Standard	**with available AMG Line**
Simulated underride guard front/rear	In high-gloss chrome, visible exhaust tailpipes	AMG front bumper with front splitter in chrome, AMG rear bumper with diffuser look and chrome trim, two visible exhaust tailpipes in a sporty design
Radiator grille	With single, silver-coloured louvre	
	Chrome inlay	Diamond radiator grille with chrome pins
Side panels	Grained in black with chrome trim	
Beltline trim	Silver chrome	
Window line trim	Silver chrome	
Roof rails	Aluminium-look	
Light-alloy wheels	18-inch, 5-twin-spoke design, painted black	19-inch, AMG 5-twin-spoke light-alloy wheels, painted tantalum grey with high-sheen finish
Brakes/suspension		Front brake callipers with Mercedes-Benz logo, front brake discs internally ventilated and perforated, lowered comfort suspension, Direct Steer

Interior		
	Standard	**with available AMG Line**
Seats	Comfort seats	Sport seats with adjustable head restraint
Multifunction sports steering wheel	With black topstitching and two-piece chrome faceplate	In Nappa leather, 3-spoke design, flattened lower section with perforations in the grip area, touch control buttons, red or black topstitching depending on upholstery, three-piece chrome faceplate
Trim	Spiral look	Carbon structure
Air vents	Black with chrome surround and vent ring in high-gloss grey	
Upholstery	MB-Tex upholstery	Two-tone MB-Tex upholstery
Fabric roof lining	Black, optionally crystal grey or beige (depending on upholstery)	Black, optionally crystal grey
Vehicle key	With decorative chrome surround	

Comfortable and agile

As standard the GLA features a comfort suspension with steel springs, and all versions have a multi-link rear suspension. The suspension with Adaptive Damping System (optionally available) enables the driver to choose the preferred damping characteristics. On request the GLA comes equipped with the permanently available all-wheel drive system 4MATIC with fully variable torque distribution.

The GLA has a MacPherson front suspension. The wheels are guided by control arms below each wheel center, the MacPherson struts and two tie rods. The wishbone is forged from aluminum. This reduces the unsprung masses. The steering knuckles are made of cast aluminum.

All GLA models have a sophisticated four-link rear suspension. The three transverse links and one trailing arm at each rear wheel are configured for maximum driving stability, ride quality and longitudinal/lateral dynamics. The rear axle is mounted on a subframe isolated from the body shell by rubber bushings so that fewer vibrations are transferred from the suspension to the body. At 63.2 inches (front/rear; 1605 mm/1606 mm), the track width is more than 1.6 inches (four centimeters) wider than on the previous model.

Two suspension variants: optional Adaptive Damping System

As standard the GLA comes with a comfort suspension with steel springs. A suspension with Adaptive Damping System is optionally available. It enables the driver to choose the preferred damping characteristics. A valve in each of the four shock absorbers is electronically actuated to control the oil flow. The damping characteristics are changed by regulation of the oil flow. The gear ratio spread between the Sport and Comfort programs is larger than in the previous Mercedes-Benz compact car generation. The Comfort program comes into its own especially when travelling at low speeds, for example on a cobblestone road.

Several sensors constantly monitor the suspension status, driving situation and driving style of the driver, and adjust the damping at each wheel. There is also information of the engine, transmission, braking system, steering and the driving assistance systems. The damping is specifically stiffened during acceleration, braking or steering maneuvers to reduce pitching and body roll, and to improve wheel loads and the ground contact of the tires. The suspension with adaptively adjustable damping has the level of the lowered comfort suspension of AMG Line (-15 mm).

Brakes: special ABS intervention control for off-road driving in easy terrain

The new GLA has a hydraulic dual-circuit brake system in an X-configuration, with the ADAPTIVE BRAKE control function as standard. The electric parking brake is standard equipment. The rear axle features a combined floating brake caliper with an electric parking brake function.

The GLA has a special ABS function for off-road conditions and speeds below 30 km/h. It permits cyclical locking of the front wheels. This makes it possible to shorten the stopping distance on loose ground, for example, or make stopping possible in the first place ("chock effect").

More traction when needed: 4MATIC all-wheel drive

The GLA can be equipped with the permanent all-wheel drive system 4MATIC with fully variable torque distribution as an option. 4MATIC components include the power take-off to the rear axle, which is integrated into the automated dual-clutch transmission, and the rear axle differential with an integrated multi-plate clutch. This comprises six plates (12 friction surfaces) with a carbon-fiber coating and is capable of transmitting as much as 1000 newton meters of torque. Automatic adjustment is made for wear and tear.

Unlike the previous model, in which the actuation was hydraulic, the clutch in this case is electro-mechanically operated. Via a two-stage spur gear and a ball ramp, an electric motor exerts an axial force on the clutch pack to open or close the plates. One element of this compact unit is the rear axle differential; this compensates the different paths/rotational speeds of the rear wheels. The advantages of this control system are, above all, non-rpm-dependent operation across the entire actuation range and thus also the pilot control of the clutch while still stationary, along with higher efficiency thanks to the ball ramp concept. There are no unnecessary losses from a synchronous hydraulic pump and the all-wheel drive unit has direct diagnostics capability.

This sporty all-wheel drive configuration allows the driver to use the DYNAMIC SELECT switch to influence the characteristics of 4MATIC. Three characteristic maps are available to control the all-wheel drive clutch, though the system responds flexibly to the current driving situation in any mode. In regular driving operation, the drive program "Eco/Comfort" is based on an 80:20 distribution (front axle: rear axle), while in "Sport" it is 70:30. In off-road mode, the all-wheel drive clutch acts as an inter-axle differential lock, with the basic distribution a balanced 50:50. A multitude of sensors are used to report the current driving situation to the actual regulation system, based on e.g. the following factors:

- According to the driving program, varying switch-on/switch-off threshold values
- Driver input (accelerator, brakes, steering)
- Friction between the four wheels and the road
- Uphill/downhill gradients
- Winding/straight road
- Speed
- Trailer operation

Plus functions protecting against extreme temperatures and overtorque.

Powerful and efficient

The new GLA places its trust in the four-cylinder gasoline engine which was completely modernized for the new edition of the compact model series. In comparison to the previous generation, they are characterized by significantly increased specific outputs and by improved efficiency and emissions. A locally emission-free model with third-generation plug-in hybrid drive system is already being prepared.

In its engine block of die-cast aluminum, the two-liter M 260 engine from the more powerful GLA petrol variants has cast iron cylinder liners whereby the cylinder bore is widened at the lower end in line with the CONICSHAPE® principle. This principle also known in-house as "trumpet-honing" minimizes piston friction and lowers fuel consumption along with new low-friction oil and optimized piston rings. The pistons themselves feature cooling ducts to take account of the higher specific output. The balance shafts for smooth engine-running are located in the lower section of the crankcase.

In the aluminum four-valve cylinder head, the CAMTRONIC variable valve timing system allows two-stage adjustment of the valve lift on the intake side. In the partial-load range with a smaller valve lift it reduces the load quantity and thus lowers gas cycle losses. In higher load ranges the system switches to the higher valve lift to achieve the engine's full power delivery. The direct injection uses the latest-generation piezo injection valves. Their installation position and control are meant to avoid raw emissions, especially of particles. A particulate filter is also standard with the M 260.

All of the measures, including the precisely regulated geometry of the turbocharger with waste gate, make the engine quiet, powerful, economical and low in emissions. It is configured for front-wheel drive and 4MATIC all-wheel drive, and combined with the 8G-DCT dual clutch transmission. The M 260 engine is produced at the Kölleda plant in Thuringia, Germany.

Strong and safe

As the latest variant of the new generation of compacts, the GLA has a bodyshell of modern lightweight steel construction. The doors overlap the side sills and thereby contribute to the stability in a side-on impact. With a C_d figure that starts at 0.28 (Eurpean spec), the GLA offers very good wind resistance.

High-strength, ultra-high-strength and hot-formed steel panels account for about 72 percent of the bodyshell structure. The structural sections or load paths have a multi-piece design. In addition, the bodyshell uses tailored products with different material qualities and thicknesses. Both together allow tailoring the components precisely to the local loads.

Furthermore, in addition to spot welding, clinching and MIG soldering (Metal Inert Gas), high-strength adhesives are increasingly used for joining the metal components firmly together. This increases the rigidity of the bodyshell additionally and improves the acoustic and vibration properties.

These comprehensive measures make the GLA a model of modern lightweight steel construction. Almost all metal sheets of the painted bodyshell are galvanized to protect from corrosion.

The rear end is formed by a multi-piece frame structure with two outboard longitudinal members and cross-members each. A third transverse connection between the rear axle joints stiffens the structure even further. The area of the C-pillar at front (C-Ring) and C-pillar at rear (D-Ring) features additional reinforcements for rigidity, NVH and rear-end impact. The two-shell roof frame at the rear is fitted with additional hinge reinforcements for the rear door.

Restraint systems: partnership with the safety bodyshell

The most important restraint system is the seat belt. Driver and front passenger are provided with three-point seat belts with pyrotechnic belt tensioners and belt force limitation. In combination with the PRE-SAFE® system (optional extra), the front seats are additionally equipped with electrically reversible belt reel tensioners. Both of the outer rear seats are fitted with a three-point seat belt with reel tensioner and belt force limiter. The center belt in the second row is a standard three-point belt.

The new GLA is equipped with a driver and front passenger airbag, driver kneebag and windowbags as standard. The window airbags cover the first and second row of seats. In comparison to many of the competitors, these window airbags extend further forward to the A-pillar, thus offering particularly high protection potential. Thorax-pelvis side airbags in the front are likewise standard, and available as optional equipment for the second row.

Child safety: automatic deactivation of the front passenger airbag

A pressure sensor in the front passenger seat surface can detect whether the seat is unoccupied or whether an infant seat or other child seat is placed on the passenger seat. For a child seat facing backwards, the front passenger airbag is deactivated automatically, while for a child seat facing forwards this depends on the weight. The driver can see the status of the front passenger airbag by a display in the cockpit. Contrary to other systems that require the airbag to be deactivated with a key, this system reduces the risk of incorrect operation. A special transponder is not required. The system is standard or optional equipment depending on the market or region. Two child seats can be installed in the

second seat row using ISOFIX and TOP-Tether attachment points.

Aerodynamics: extensive fine-tuning

The GLA has a C_d figure from 0.28 (Euro spec), a very good value for an SUV. The concept of paneling the engine bay and the underbody plays a major role in this. This is where about 20 percent of the entire aerodynamic drag is created and the leverage is accordingly great. Vortexes at the rear are also reduced and the efficiency thereby increased. Front-axle and rear-axle lift is decreased. This results in improved handling stability at high speeds and ensures a safe sense of driving in crosswinds.

The most important aerodynamic measures:

- Specially sealed are the surroundings of the headlamps, the wheel wells to the engine bay as well as the area around the radiator, among others. In addition, this routes the cooling air even more efficiently.
- An AIRPANEL with two radiator shutters lowers the drag in addition.
- The wheel spoilers designed for 18-inch wheels at the front and rear have a special design.
- The large roof spoiler and the side spoilers reduce vortexes behind the vehicle.
- Aerodynamically shaped exterior mirrors.
- Aero-lip in the joint where the hood meets the front bumper.
- Spoiler lips in the tail lamps and on the rear bumper lower aerodynamic lift and improve the handling stability.
- Extensive underbody cladding concept with large areas of cladding under the engine compartment, main floor, rear axle and diffuser.
- Aerodynamically optimized wheels (option) and tires reduce the inflow and transverse flow into the wheel wells and have a positive influence on the flow of air around the wheels.

Low noises are a major factor in comfort and safety. Having conversations and making phone calls is more pleasant, music can be enjoyed more fully, and the general strain on long motorway journeys is reduced.

The low wind noises were achieved with optimizations in several areas of the vehicle:

- Where the high-frequency wind noises are concerned, particular attention was paid to the shape of the A-pillars.
- An improved shape and position of the door mirror reduces wind noise and aerodynamic drag.
- Further important improvements were achieved in the seal of the windscreen frame and in the sealing of trim elements and detachable parts.

Versatile and successful

With the GLA, the new family of Mercedes-Benz compact cars now consists of eight models globally. In the form of the GLB, Mercedes-Benz is now for the first time offering a compact model with seven seats. In addition there are the sporty versions from Mercedes-AMG.

Since the launch of the first A-Class, the first compact car from Mercedes-Benz, in 1997, more than seven million vehicles belonging to this segment have been delivered worldwide by Mercedes-Benz. Since the market launch of the GLA in 2014, more than one million units of this compact SUV have been delivered to customers worldwide. Today one in four cars sold by Mercedes-Benz in one year is a compact.

In 2019 global sales of compact cars set a new record: more than 667,000 units of the A and B-Class, CLA Coupe, CLA Shooting Brake, previous-generation GLA and all-new GLB were delivered. This means that the previous record achieved in 2016 was exceeded by more than 30,000 units. The new compact models have greatly contributed to the growth of this segment.

The U.S. compact car family at a glance:

	Character	Production	Length/width/height (in)	Wheelbase (in)	Trunk capacity (cu-ft)
A-Class Sedan (V 177)	Compact entry into the world of Mercedes-Benz premium sedans	Rastatt (Germany), Aguascalientes (Mexico)	179.1/70.7/56.9	107.4	14.8
CLA Coupe (C 118)	Four-door coupe with emotional appeal and high conquest potential	Kecskemet (Hungary)	184.6/72.0/56.8	107.4	16.2
GLB (X 247)	Functional compact SUV for family and friends with up to seven seats	Aguascalientes (Mexico)	182.4/72.2/65.3[1]	111.4	20.1 – 63.7/ 17.8 – 59.3[1]
GLA (H 247)	Stylish SUV and sporty sibling of the functional GLB	Rastatt (Germany), Hambach (France),	173.6/72.2/63.5	107.4	15.4 – 50.5

**(please note the above interior dimensions are not SAE figures)*

[1] Details for five-/seven-seater