

Mercedes-Benz CLA

250+ EQ TECHNOLOGY PROGRESSIVE LINE
ELECTRIC RWD AUTOMATIC



Sustainability Rating

2026



91%



**Clean
Air**

8.6 /10



**Energy
Efficiency**

9.4 /10



**Greenhouse
Gases**

9.5 /10

Driving Experience



**Consumption
& Range**

 GOOD



**Cold Winter
Performance**

 ADEQUATE



**Charging
Capability**

 ADEQUATE

Our verdict

Tested here is the Mercedes-Benz CLA EQ 250+. The vehicle is equipped with a large 90 kWh battery and has an empty mass of almost 2 tonnes, yet it managed to surprise by collecting all 5 Green stars with an average score of 91%. The car impresses with very low consumption values in all tests and demonstrates good usability properties in the Driving Experience assessment. The CLA 250+ shows that the high sustainability rating is not reserved for super-minis with small batteries, given the extent to which Mercedes-Benz has managed to improve the powertrain efficiency of this car.

- › As a fully electric vehicle, the CLA EQ has no exhaust emissions. Tyre abrasion scoring is limited due to the vehicle's high weight and aggressive accelerator response, but brake abrasion performance is strong thanks to high energy recuperation.
- › The CLA EQ shows very low energy consumption across all tests, confirming its high efficiency. Strong aerodynamics and an advanced heat pump system contribute to consistently good results, even in cold conditions.
- › The vehicle produces no direct emissions, and total life cycle emissions are relatively low at 119.2 g CO₂-eq./km. Most emissions come from production and energy supply, but the high efficiency and use of relatively green European electricity help keep the overall impact down.

Disclaimer

Think before you print



Clean Air

8.6 /10

Comments

With its fully electric powertrain, the CLA EQ doesn't have any exhaust emissions. It only collects a few points for tyre abrasion due to its heavy weight and rather aggressive accelerator pedal response. For brake abrasion, however, 5 out of 6 points are awarded thanks to the very high energy recuperation rate, which assures a good result in brake dust mitigation. Because of the high mass and battery size, some assessment points are lost in the additional LCA evaluation, which considers production, energy supply, maintenance and end-of-life treatment.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. [Read more](#)

GOOD ●

10.0 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

GOOD ●

10.0 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	8.0 /8
Warm weather	●	●	●	●	●	●	10.0 /10
Highway	●	●	●	●	●	●	10.0 /10
Winter cold start	●	●	●	●	●	●	10.0 /10
Winter warm start	●	●	●	●	●	●	10.0 /10

On road

An on-road driving test, using portable emissions measuring equipment complements Green NCAP's laboratory tests. [Read more](#)

GOOD ●

10.0 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	10.0 /10
Short city trip	●	●	●	●	●	●	10.0 /10
Congestion	●	●	●	●	●	●	2.0 /2

● good

● adequate

● marginal

● weak

● poor

● not applicable



8.6 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

MARGINAL 

5.5 /10

Tyre wear

WEAK 

1.6 /6

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. [Read more](#)

	Result	Score
Influence of mass		1.1 /3
Wheel alignment		0.5 /1
Accelerator response		0.0 /2

Brake wear

ADEQUATE 

5.0 /6

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. [Read more](#)

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		5.0 /6



 good  adequate  marginal  weak  poor  not applicable



8.6 /10

Additional Life Cycle Assessment information

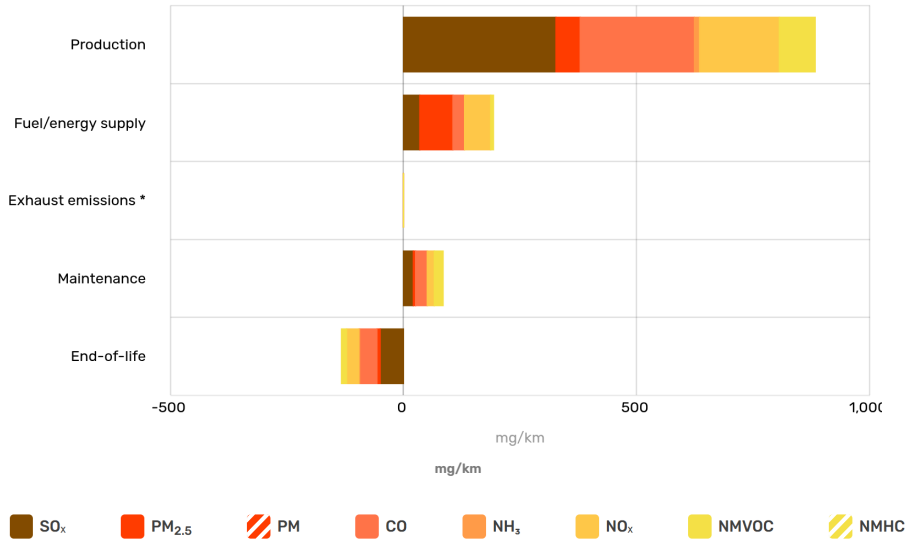
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

ADEQUATE ●

7.3 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

Energy Efficiency

9.4

/10

Comments

The legal test consumption value of 12.2 kWh/100 km suggests that the tested car is either very small or, as in this case, extraordinarily efficient. With 13.9 kWh/100 km in the Warm weather laboratory test, as well as only 18.8 kWh/100 km in the dynamic high speed Highway Test, the CLA EQ 250+ truly impresses and highlights the advantage of the low aerodynamic drag design. The consumption in the -7°C Winter cold start test is unusually low and once the operating and cabin temperatures are reached, the car can continue driving with even much lower energy demand. Mercedes claim that an innovative multi-source heat pump system contributes to this high efficiency. The real-world mixed drive On-road test was performed at 9°C on dry roads and needed only 14.6 kWh/100 km. All the stated figures include the efficiency of the charging/discharging processes. This index's score is mainly based on the total primary energy demand, which is calculated as the sum of 18.4 kWh/100 km direct propulsion energy consumption and about 46 kWh/100 km from the other LCA phases.

Energy demand

GOOD

●

9.4

/10

Propulsion energy consumption in laboratory

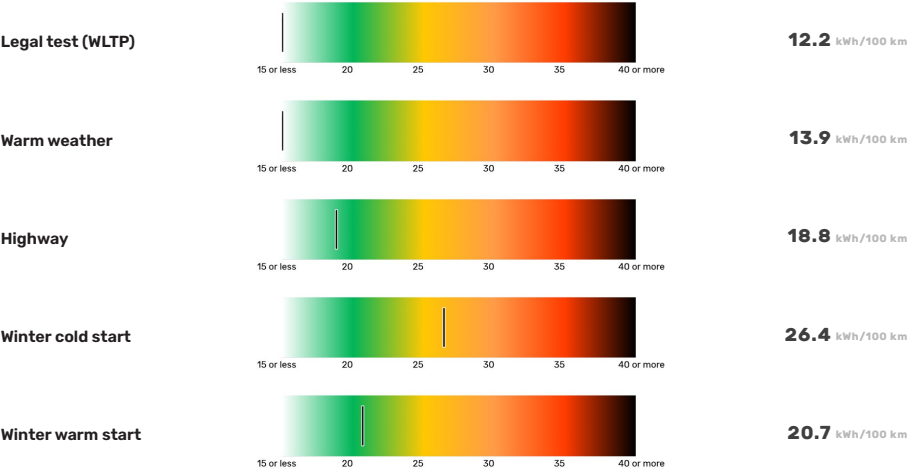
GOOD

●

10.0

/10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



● good

● adequate

● marginal

● weak

● poor

● not applicable

Energy Efficiency

9.4

/10

Additional Life Cycle Assessment information

GOOD

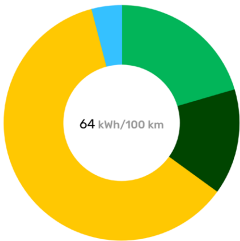


9.1

/10

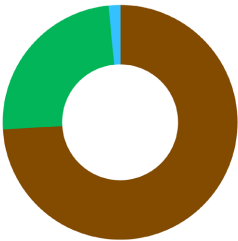
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



- Production & recycling 20.5%
- Battery production 14.5%
- Fuel/energy supply * 60.9%
- Maintenance 4.1%

Energy source share in total LCA consumption



- Fossil 74.1%
- Renewable 24.4%
- Other 1.5%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

GOOD



10.0

/10



 good

 adequate

 marginal

 weak

 poor

 not applicable

Greenhouse Gases

9.5 /10

Comments

As an electric car, the CLA EQ does not emit any greenhouse gases directly. Its climate impact comes from the processes of production and distribution, energy supply, maintenance and end-of-life treatment. The total life cycle greenhouse gas emissions are calculated at just 119.2 g CO₂-eq./km, of which about 73 g CO₂-eq./km result from the vehicle production and recycling in Germany. This final figure also benefits from the relatively green European electricity mix.

Exhaust GHG emissions

Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

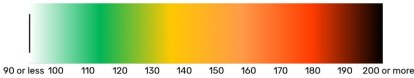
GOOD 

10.0 /10

In laboratory

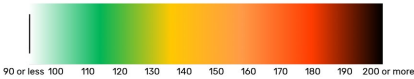
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Legal test (WLTP)



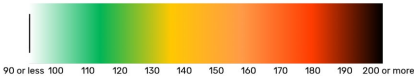
0.0 g CO₂-eq./km

Warm weather



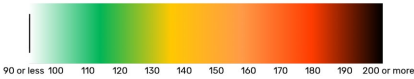
0.0 g CO₂-eq./km

Highway



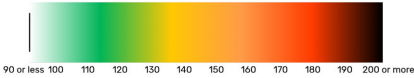
0.0 g CO₂-eq./km

Winter cold start



0.0 g CO₂-eq./km

Winter warm start



0.0 g CO₂-eq./km

 good  adequate  marginal  weak  poor  not applicable

Greenhouse Gases

9.5

/10

Additional Life Cycle Assessment information

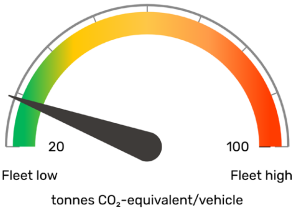
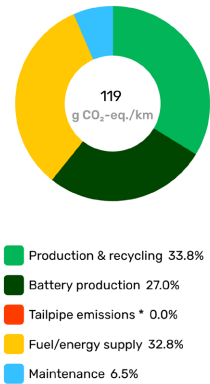
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

ADEQUATE

6.2

/10

Total LCA GHG emissions



Vehicle Life Cycle average emissions **29** (+/-)
(best **26** | worst **33**)

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.





Driving Experience



Consumption & Range

● GOOD



Cold Winter Performance

● ADEQUATE



Charging Capability

● ADEQUATE

Green NCAP Comment

- Green NCAP's estimation of the real-world consumption values results in 'good' marks for all driving scenarios except Cold Winter urban driving, where the higher initial heating demand leads to an 'adequate' rating. In combination with the large battery, the efficient powertrain earns the CLA EQ 250+ 'good' marks for driving range in all scenarios and practically leaves no reason for range anxiety. The board computer consumption readings are accurate. The entire Consumption and Range category receives the top mark.
- An additional driving range of more than 100 km can be achieved in cold winter conditions, if the vehicle can be pre-conditioned before the trip while being plugged to the charger. The cabin heat-up performance of the CLA EQ is seen as adequate on average, but the heating speed at the different cabin locations is not uniform and the front footwell is measured to take long to reach the target temperature. In the insulation test at ambient -7°C, the cabin lost 5.6°C after 30 minutes – a result evaluated as 'adequate' and very close to 'good'. The vehicle offers good standard and optional equipment with a number of efficient and thermal comfort enhancing functions.
- The fast-charging performance is another aspect where the CLA EQ 250+ impresses. A maximum of 342 kW charging power was measured, the average being 178 kW. The charging time (10–80% SoC) was only 22.6 minutes and confirms the manufacturer's official claim. With 88.3%, the 11 kW home charging grid-to-battery-output efficiency is around the industry average. It is worth noting that a 22 kW AC charging capability is optionally available. The CLA EQ does not offer any kind of bidirectional charging functionalities.



Consumption & Range

GOOD 

Estimated actual consumption

GOOD 

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	15.4 	14.5 	15.7 	14.8 	kWh/100 km
Cold Winter	28.6 	19.9 	22.0 	23.6 	kWh/100 km

Driving range

GOOD 

What driving range can be expected in real world conditions?

Of special importance to consumers is the real-world driving range of electric vehicles. Green NCAP estimates this based on measured data, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	651	690	636	674	km
Cold Winter	350	503	456	425	km

Accuracy of display

GOOD 

Is the consumption figure on the display correct?



 good  adequate  poor  not applicable



Cold Winter Performance

ADEQUATE 

Driving range benefit of pre-warming

GOOD 

How much further can you drive in winter, if the car is pre-warmed?

A cold vehicle has increased energy consumption at the start of its trip, mostly due to the cabin heating demand. Pre-warming the car while it is plugged, when possible, can significantly benefit its driving range in cold weather conditions. Green NCAP's winter tests are performed at -7°C.

Type	Driving Range Benefit	Result
Urban trip	+149 km	
Mixed trip	+105 km	

Cabin heating

ADEQUATE 

Does the vehicle get warm quickly in winter?

This indicates the time needed to reach 16°C in seconds at different positions in the cabin after the cold vehicle has been started at -7°C ambient temperature.

	Front	Rear
Head area	279 s 	481 s 
Footwell	1,268 s 	

Rear left footwell target temperature was not reached during the test. The vehicle possibly recognised the empty seat and optimised energy use. Rear right footwell reached 16°C in 540 seconds.



 good  adequate  poor  not applicable

Cold Winter Performance

ADEQUATE



Additional heating functions

What functions can be used to improve heating comfort?

Unlike a combustion car, which usually uses the engine's waste heat to provide warmth to the cabin, in electric vehicles, the energy needed comes from the battery. Therefore, there is a trade-off between thermal comfort and energy consumption. Some additional heating functions can deliver good thermal comfort performance at lower energy use compared to heating up the entire cabin. If they can be scheduled or remotely activated before a trip, while the vehicle is still plugged, both comfort and driving range can be notably improved.

	Y/N	Fitment
Heat pump		Standard
Seating heating front		Standard
Seating heating rear		
Steering wheel heating		Optional
Sheduled pre-heating of seats		Standard
Scheduled steering wheel pre-heating		Optional
Scheduled cabin air pre-heating		Standard
Smart cabin heating management		Standard

Cabin thermal insulation

How well does the cabin maintain its temperature?

Assessed here is the average cabin temperature drop after 30 minutes, starting from 18°C when the outside temperature is -7°C and the vehicle is inactive.

ADEQUATE





 good

 adequate

 poor

 not applicable

Charging Capabilities

ADEQUATE



Battery pre-conditioning

Does the vehicle have the ability to optimize the battery temperature for fast charging?

Fast charging is quicker when the battery temperature is in a certain range, and many vehicles possess the function to actively prepare for a coming fast charging event. Most use the charger destination in the navigational system to control the process, and some would offer a manual activation function.

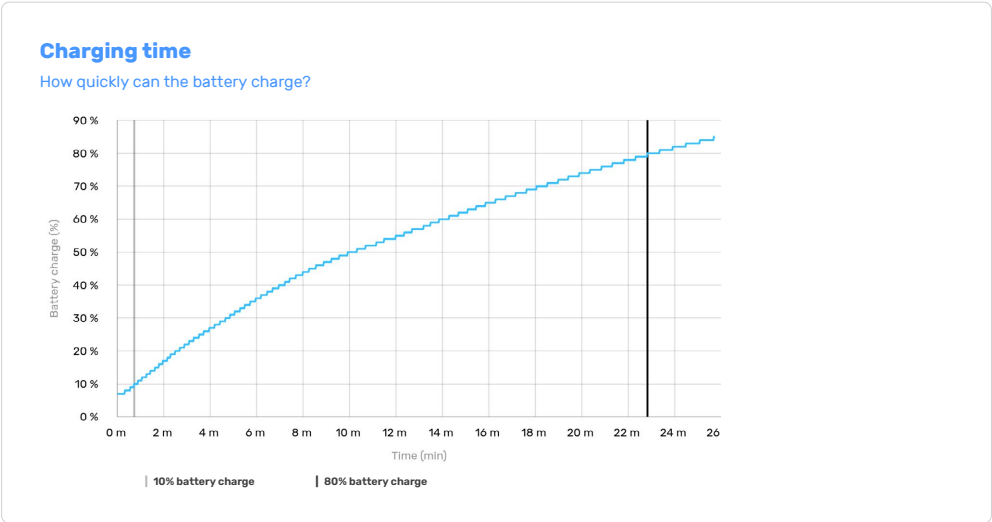
	Manual	Automatic
Battery pre-conditioning		

Fast charging

GOOD



Green NCAP's fast charging test verifies the vehicle's ability to recharge fast, which is crucial at long trips or tight schedules. Although constantly improving, not all vehicles offer the same capabilities.



 good

 adequate

 poor

 not applicable

Charging Capabilities

ADEQUATE



Fast charging

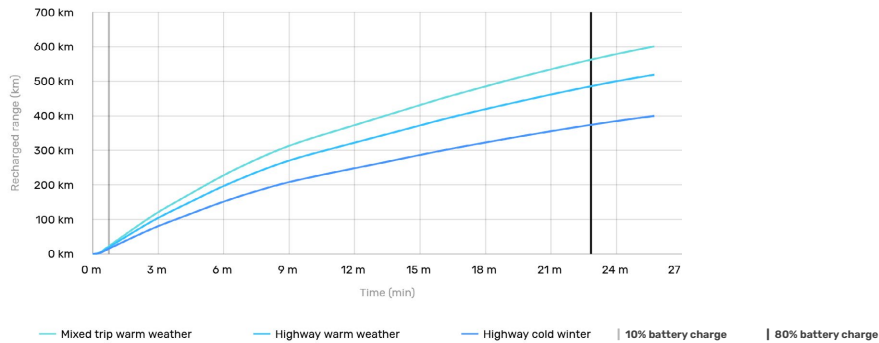
GOOD



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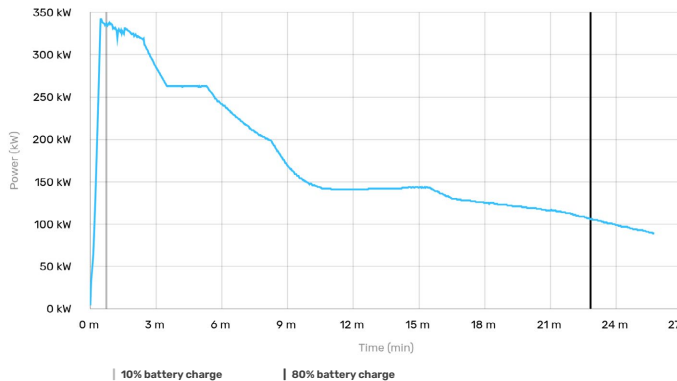
Recharged range gain per charging time

How long do you need to fast charge to drive a certain distance?



Charging power

How quickly does energy flow into the battery, depending on its charge level?



 good

 adequate

 poor

 not applicable

Charging Capabilities

ADEQUATE



Home charging efficiency

ADEQUATE



Is charging at home efficiently utilizing the energy withdrawn from the grid?

The assessed efficiency value is the grid-to-battery-output efficiency, which describes what share of the energy taken from the electricity grid is available for the vehicle to use for propulsion and other auxiliary functions. The value encompasses not only the charger efficiency but considers several other losses as well.

Home charging efficiency	88%	
Maximum home charging power	22.0 kW	Optional

Bidirectional charging

POOR



How capable is the vehicle of supplying energy from its battery to other devices or systems?

Bi-directional charging is available in some vehicles and is gaining increasing popularity. It comes with different power and functionality levels. However, battery usage for purposes additional to regular vehicle driving and charging might be disadvantageous for its durability and manufacturers might introduce limitations to protect it.

Power output Not available		
Compatibility		
 Vehicle-to-Load (V2L) The inlet or the interior socket can provide AC power through an electrical domestic socket.	 Vehicle-to-Household (V2H) The vehicle can provide power to a household through a charger.	 Vehicle-to-Grid (V2G) The vehicle can return power to the grid.
Grid integration		
 Basic No integration (just a socket for a stand-alone load). No scheduling option. Very basic visualisation.	 Limited Energy management system through the vehicle app (timers availability and power monitoring). Dedicated interface in the car, with mobile app monitoring.	 Advanced Advanced settings available such as tariff and consumption control, linked to distributor energy prices. Advanced real time energy flow visualization. AI powered suggestions for optimal usage.

Specifications

Vehicle class
Small Family Car

System power/torque
200 kW / 335 Nm

Engine size
n.a.

Declared consumption
12.2 kWh/100 km

Declared driving range
Overall 792 km
City 924 km

Declared CO₂
n.a.

Declared battery capacity
Usable (net) 85.0 kWh
Installed (gross) 90.0 kWh

Mass
1,979 kg

Heating concept
Waste heat & PTC heater & heat pump

Tyres
205/55 225/50 R17

Emissions class
AX

Tested car
W1KFJ1DB1SJ00xxxx

Publication date
06 2026

Also covered by this rating

Variants

Mercedes-Benz CLA
Coupé 250+ EQ AMG Line Plus electric RWD auto-
matic

Mercedes-Benz CLA
Coupé 250+ EQ Edition electric RWD automatic

Mercedes-Benz CLA
Coupé 250+ EQ AMG Line electric RWD automatic



