

Mercedes-Benz A-Class Hatch, A-Class Sedan built to please



By [Naresh Maharaj](#)

16 Mar 2020

I recently had the pleasure of driving both the A-Class Hatch and the A-Class Sedan. At the outset, I have to say that I was thoroughly impressed. Whilst I am not really a fan of the hatchbacks, I could find nothing negative about this derivative. But the A200 Sedan really had me wanting more. I was thoroughly impressed with just about everything with the Sedan...

Looking the part

The family of compact cars from Mercedes-Benz continues to grow and South Africans are lapping it up. The A-Class established the compact car segment for Mercedes-Benz in 1997, and since then more than six million compact car models have been delivered worldwide.



Image by Naresh Maharaj

The A-Class Sedan has dynamic proportions, with short overhangs at both the front and rear, however, it still manages to top the segment with regards to rear headroom space. The A-Class Sedan range is equipped with modern and efficient engines, and also incorporates high levels of safety thanks to state-of-the-art driving assistance systems taken directly from the flagship S-Class range.

A new era of connectivity

The new A-Class Sedan also features the new MBUX (Mercedes-Benz User Experience) multimedia system, which ushers in a new era for Mercedes connectivity. With a Cd value of 0.22 and a frontal area of 2.19m², the new A-Class Sedan has the lowest aerodynamic drag of all production vehicles worldwide.

Maximum headroom

The A-Class Sedan offers great utility. That includes above-average shoulder, elbow and headroom plus the easy access to the rear. It is at the top of its segment with regard to rear headroom. The boot holds 420 litres and is designed for practical usability. The boot opening is very large with a width of 950mm and a diagonal of 462mm between lock and lower edge of the rear window. This allows comfortable loading and unloading of larger luggage items.

Aerodynamics

The entire shape of the latest offerings has been remodelled to ensure that the car sits aesthetically on the road, and yet offering a great ride at the same time. The good aerodynamic properties are crucial in delivering low fuel consumption figures in real-life conditions.



Image by Naresh Maharaj

Many details were optimised with the assistance of numerous computation loops, computer-aided engineering and measurements in the wind tunnel in Sindelfingen. The front and rear wheel spoilers were optimised specifically to route the air around the wheels as efficiently as possible. The rims and tyres also underwent aerodynamic fine-tuning. Design: superior sportiness and modernity.

Thanks to a range of wheels (17-inch to 19-inch wheels available), pronounced wheel arches, and slimline headlamps, the A-Class Sedan has a very sporty stance on the road.

The two-part tail lamps underscore the clear rear-end that emphasises width. Depending on the selected equipment, this rear bumper is available with a black diffuser or with chrome trim strip and chrome tailpipe tips.

Revolutionised interior

No less exciting is the car's interior, inviting you in with an impressive amount of space and stunning modern design. The centrepiece is a dashboard that dispenses with the traditional cowl to deliver a continuous surface from driver to passenger windows while the media display floats freely above. The air vents in a sporty turbine look are another highlight. The ambient lighting enhances this effect, accentuating the free-floating impression of the substructure. The 64 colours of the optional ambient lighting make five times as many colours available than before.

Lane assist

Active Lane Keeping Assist is able to warn the driver by means of pulsed vibrations in the steering wheel when the vehicle is unintentionally drifting out of its lane at speeds between 60 and 200 km/h. If the vehicle passes over a solid line, it can pull the vehicle back into lane by applying the brakes on one side. In the case of a dotted line, such intervention takes place only when there is a danger of collision with a vehicle in the adjacent lane (including danger from oncoming traffic).



Image by Naresh Maharaj

What's under the bonnet?

The A-Class Sedan is available in two variants – the A 200 and the A 250 Sport, with the diesel model expected in South Africa in 2020. Both models benefit from new engines.

The A 200 with the M282 engine is powered by a 1.33-litre unit, which generates 120 kW and 250 Nm of torque. The M260 2.0 litre engine of the A 250 Sport generates 165 kW and 350 Nm and is available with a dual-clutch transmission. The modern diesel and petrol engines also set standards in terms of performance, efficiency and emission control

Final thoughts

The A 200 hatchback and the A200 Sedan have really come a long way. I enjoyed the Sedan, which really impressed me in more ways than one, from bumper to bumper. The design, stance of the vehicle, smooth driving, the interior and power and braking ticked all the boxes. It's no wonder that Mercedes-Benz continues to be a top contender in the luxury car market, with millions sold worldwide and especially here in SA.

Price

On application at your nearest dealership.

ABOUT NARESH MAHARAJ

Naresh Maharaj is a petrol head who loves cars and writing about them. He is also a Member of the SA Guild of Motoring Journalists. Naresh is also an international sports correspondent and an acclaimed corporate MC and voice-over artist. Naresh is a sports/news producer for community radio stations and also an award-winning sports journalist. Contact Naresh on nmaharaj321@gmail.com

- Family fun with the new Suzuki XL6 - 30 Aug 2023
- Driven: The new Chery Tiggo 8 Pro - 28 Aug 2023
- Launched: The Suzuki Fronx - 25 Aug 2023
- Tested: Volvo XC60 T8 Recharge - 22 Aug 2023
- The new Opel Grandland. It's grander! - 18 Aug 2023

[View my profile and articles...](#)

For more, visit: <https://www.bizcommunity.com>