Seat Tarraco

Standard Safety Equipment

2019

Adult Occupant: 97%

Child Occupant: 84%

Vulnerable Road Users: 79%

Safety Assist: 79%

SPECIFICATION

Tested Model	SEAT Tarraco 1.5 TSI R4, LHD
Body Type	- Large SUV
Year Of Publication	2019
Kerb Weight	1524kg
VIN From Which Rating Applies	- all Tarracos
Class	Large Off-Road 4x4

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	✗	✗	✗

Version 041019

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
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

Version 041019

ADULT OCCUPANT

Total 37.1 Pts / 97%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Offset Deformable Barrier — 7.7 / 8 Pts

Passenger

Driver

Frontal Full Width — 7.8 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 1.6 / 2 Pts

Front seat

Rear seat

Lateral Impact — 16 / 16 Pts

Car

Pole

Version 041019

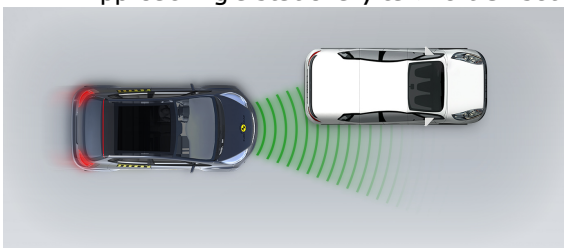
ADULT OCCUPANT

Total 37.1 Pts / 97%

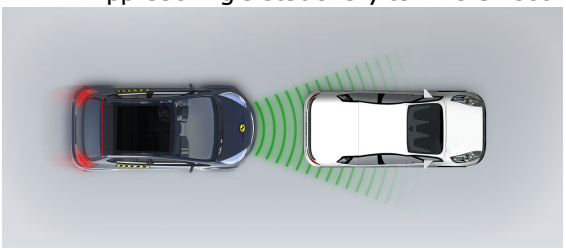
GOOD | ADEQUATE | MARGINAL | WEAK | POOR

AEB City — 4 / 4 Pts

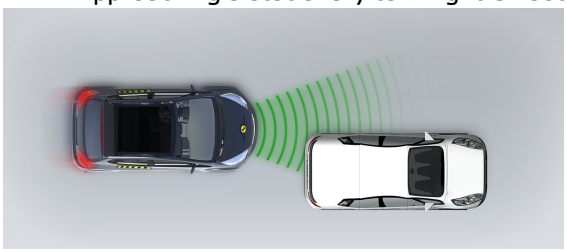
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 37.1 Pts / 97%

Comments

The passenger compartment of the Tarraco remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. SEAT showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver was good for all critical body areas. For the rear dummy, protection was goof or adequate for all critical parts of the body. In both the side barrier test and the side pole impact, protection of all critical body areas was good and the Tarraco scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests at the low speeds, typical of city driving, at which many whiplash injuries are caused.

Version 041019

CHILD OCCUPANT

Total 41.6 Pts / 84%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

23.9 / 24 Pts

Frontal Impact	15.9 Pts

Lateral Impact	8 Pts

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

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	●	●	✖	✖
i-Size	●	●	✖	✖
Integrated CRS	✖	✖	✖	✖

* Third row seats available as option

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

Version 041019

CRS Installation Check

10.7 / 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)

BeSafe iZi Flex FIX 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)

Version 041019

CHILD OCCUPANT

Total 41.6 Pts / 84%

- **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 41.6 Pts / 84%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	▫	●	▫	▫
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	▫	●	▫	▫
BeSafe iZi Kid X2 i-Size (iSize)	●	●	▫	●	▫	▫
BeSafe iZi Flex FIX 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

Comments

In the frontal offset test, protection of all critical body areas was good or adequate for both the 6 year and 10 year dummies. In the side barrier test, protection of both child dummies was good and maximum points were scored. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Tarraco is designed could be properly installed and accommodated in the front passenger seat and the second row. However, the optional third row seats were too small to accommodate universal child restraints properly.

Version 041019

VULNERABLE ROAD USERS

Total 38.0 Pts / 79%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 26.9 / 36 Pts

Head Impact	14.9 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Vulnerable Road Users 11.1 / 12 Pts

Comments

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate over most of its surface, with areas of good and poor performance. Protection of pedestrian's legs and of the pelvis area was good in all test areas and the Tarraco scored maximum points. The AEB system can detect pedestrians and cyclists, as well as other vehicles. The system performed well when tested for its reaction to vulnerable road users such as these.

Version 041019

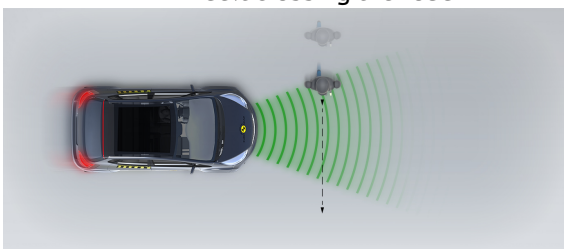
VULNERABLE ROAD USERS

Total 38.0 Pts / 79%

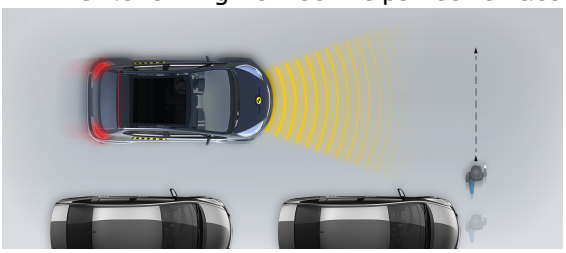
AEB Pedestrian

- **Day time**

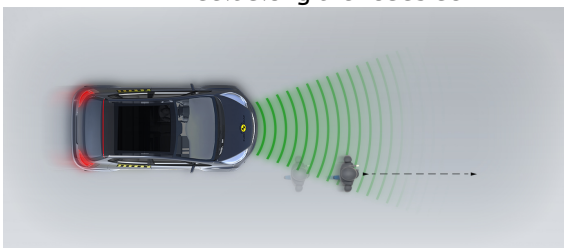
Adult crossing the road



Child running from behind parked vehicles

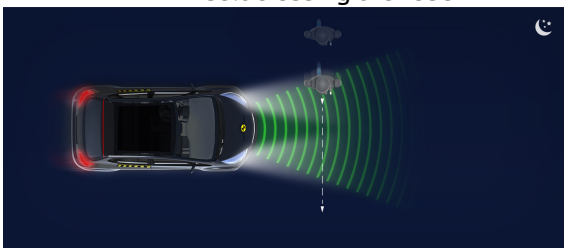


Adult along the roadside

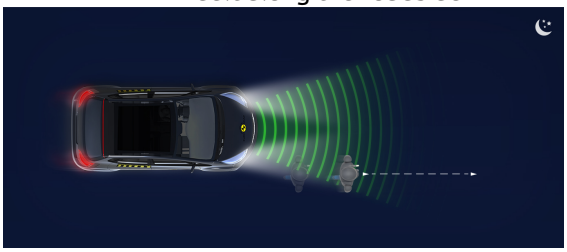


- **Night time**

Adult crossing the road

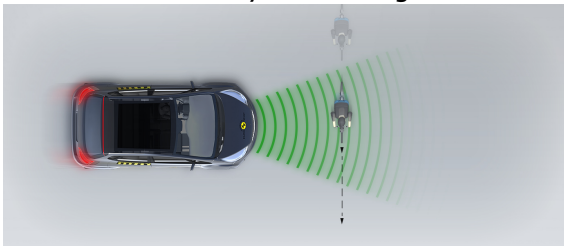


Adult along the roadside

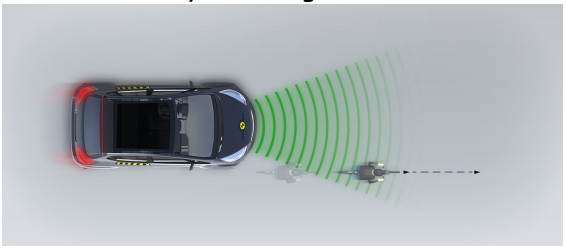


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



Version 041019

SAFETY ASSIST

Total 10.3 Pts / 79%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.3 / 3 Pts

System Name	SEAT Speed Limiter
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

3 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	●

● Pass ● Fail — Not available

Lane Support

3.5 / 4 Pts

System Name	Lane Assist
Type	LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE

Version 041019

SAFETY ASSIST

Total 10.3 Pts / 79%

AEB Inter-Urban

2.6 / 3 Pts

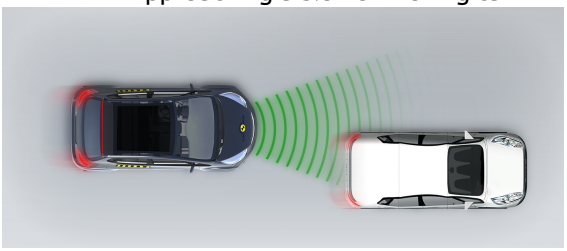
System Name	Front Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h
Additional Information	Supplementary warning

Comments

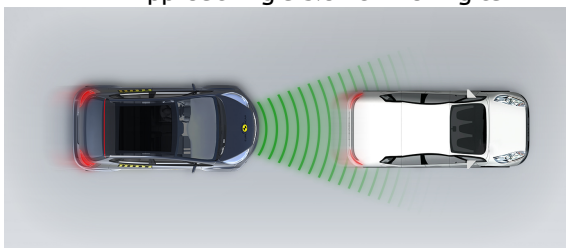
The AEB system gave generally good results in tests of its functionality at highway speeds. The car has a lane assistance system which helps prevent inadvertent drifting out of lane but can also intervene in some more critical situations. A driver-seat speed assistance system allows the limiter to be manually set to the appropriate speed. A seatbelt reminder is standard for front and rear seats.

- **Autobrake function only**

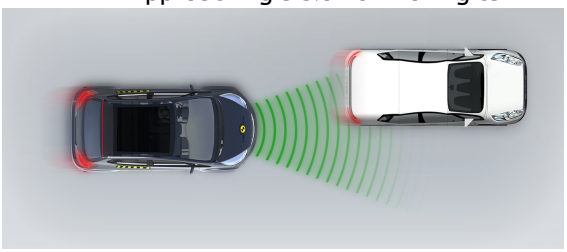
Approaching a slower moving car



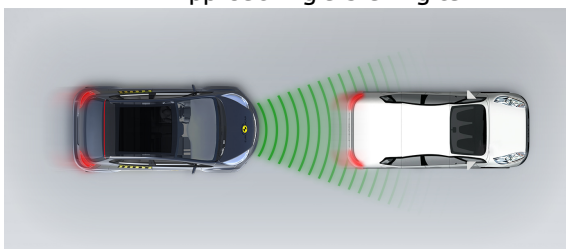
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

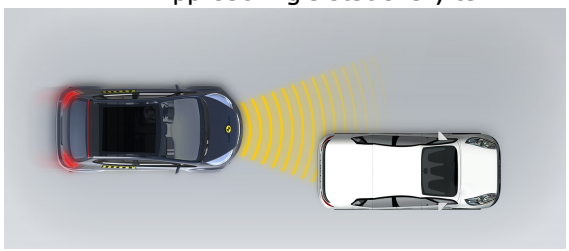


SAFETY ASSIST

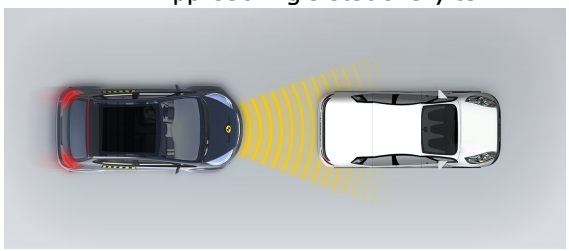
Total 10.3 Pts / 79%

- **Driver reacts to warning**

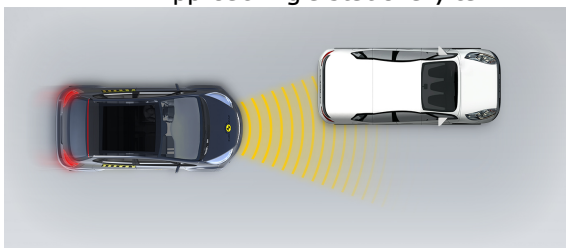
Approaching a stationary car



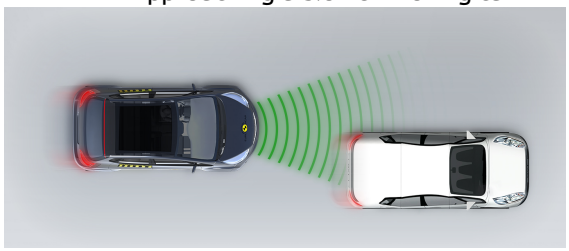
Approaching a stationary car



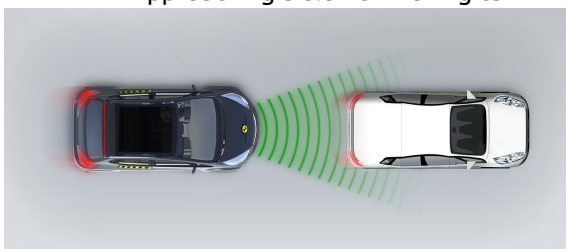
Approaching a stationary car



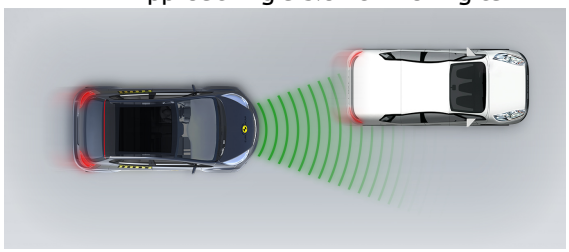
Approaching a slower moving car



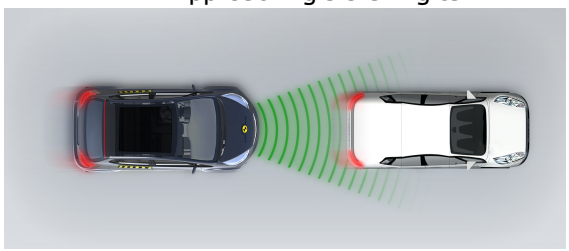
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



Version 041019

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.5 petrol*	4 x 2	✓	✓
5 door SUV	2.0 petrol	4 x 4	✓	✓
5 door SUV	2.0 diesel	4 x 2	✓	✓
5 door SUV	2.0 diesel	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
February 2019	Rating Published	2019 ★★★★★	✓