



CUPRA Leon

Standard Safety Equipment

2020



Adult Occupant



91%

Child Occupant



88%

Vulnerable Road Users



71%

Safety Assist



80%

SPECIFICATION

Tested Model	SEAT Leon 1.5 petrol 'XCELLENCE', LHD
Body Type	- 5 door hatchback
Year Of Publication	2020
Kerb Weight	1294kg
VIN From Which Rating Applies	- all Leons
Class	Small Family Car

General comments

The CUPRA Leon is a 'twin' of the SEAT Leon tested by Euro NCAP in 2020. Some additional whiplash tests have been done to check that whiplash performance is the same, and that the installation of child restraints is unaffected. Otherwise, the results are carried over from the SEAT Leon and the CUPRA shares the 2020 star rating.

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	●	●	○
Centre Airbag	●	●	✗
CHILD PROTECTION			
Isofix	—	●	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Car-to-Car	●
AEB Pedestrian - Reverse	✗
Speed Assistance	●
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

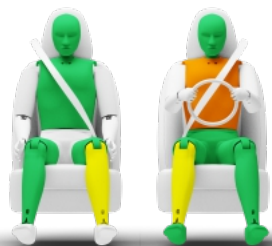
 ADULT OCCUPANT

Total 34.9 Pts / 91%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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Frontal Impact

13.9 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.5 / 16 Pts



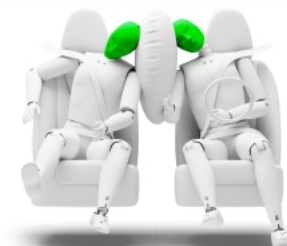
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.6 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 34.9 Pts / 91%

 GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment remained stable in the offset frontal test. Protection of the driver's chest was rated as marginal, based on dummy measurements of compression. Dummy measurements indicated good protection of the knees and femurs of both the driver and passenger. CUPRA showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the barrier into which the Leon crashed showed some localised areas of high deformation and a modest penalty was applied to the score for the risk this represented to the opposing vehicle. In the full-width, rigid wall test, protection was good or adequate for all critical body regions for both the driver and the rear seat passenger. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good or adequate for all critical body areas. Similarly, in the more severe side pole impact, protection was at least adequate. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as adequate. The Leon is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. 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 also indicated good whiplash protection. The Leon is equipped as standard with a multi-collision braking system, which applies the brakes immediately after an impact to prevent the vehicle from being involved in secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

CHILD OCCUPANT

Total 43.4 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.4 / 24 Pts

Frontal Impact

15.4 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax-Römer KidFix² S*Restraint for 10 year old child: *Takata Maxi*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✗
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 (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Britax Römer KidFix XP (ISOFIX)





CHILD OCCUPANT

Total 43.4 Pts / 88%

■ 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 43.4 Pts / 88%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	●	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	●	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	●	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	●	●	—	●
BeSafe iZi Combi X4 ISOfix (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 child dummies was good except for the neck of the 10 year dummy, protection of which was adequate. In the side barrier test, protection of all critical body regions was good and the Leon scored maximum points for this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraints for which the Leon is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 38.5 Pts / 71%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

26.9 / 36 Pts



Head Impact	14.9 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

11.6 / 18 Pts


System Name	Front Assist
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



VULNERABLE ROAD USERS

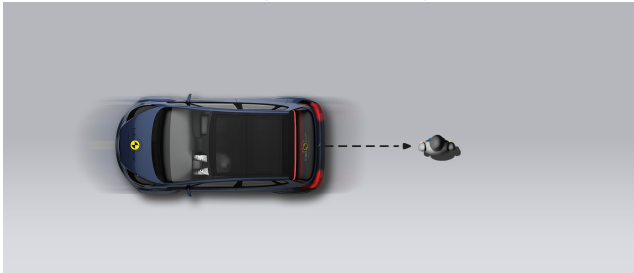
Total 38.5 Pts / 71%

AEB Pedestrian

 5.4 / 9 Pts

■ Day time

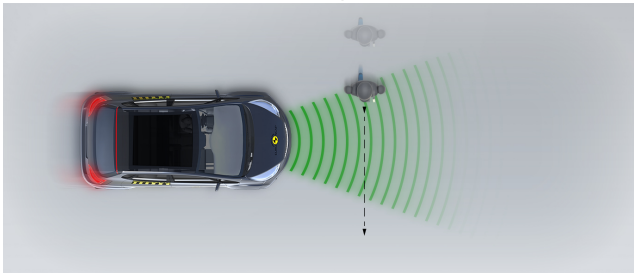
Vehicle reversing into standing pedestrian



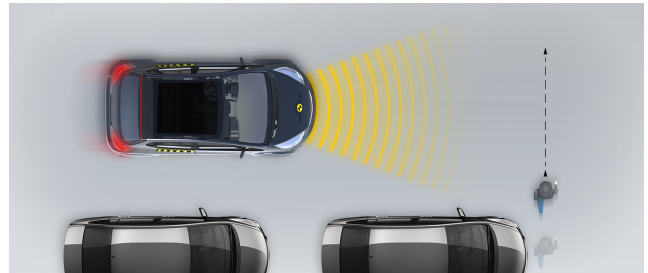
Pedestrian crossing a road into which a car is turning



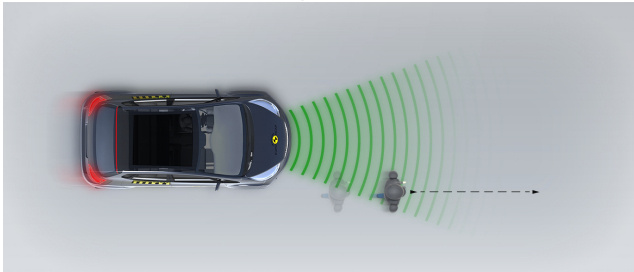
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

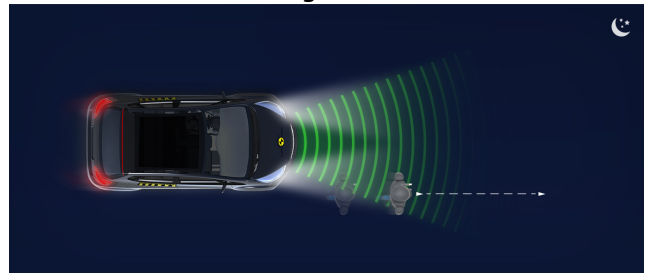


■ Night time

Adult crossing the road




Adult along the roadside



VULNERABLE ROAD USERS

Total 38.5 Pts / 71%

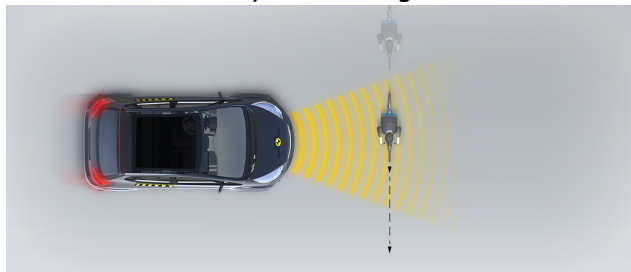
AEB Cyclist

 6.2 / 9 Pts

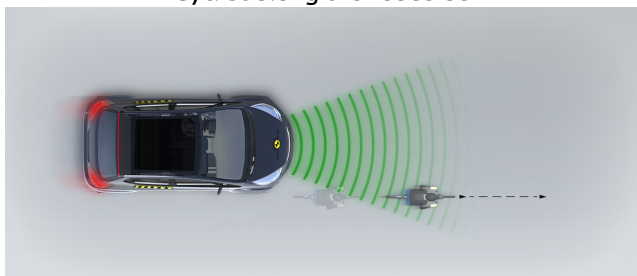
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The bonnet surface provided predominantly good or adequate protection to the head of a struck pedestrian, with weak and poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test positions. The Leon's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to such road users was adequate, with collisions avoided or mitigated in most cases. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.



SAFETY ASSIST

Total 12.8 Pts / 80%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 1.3 / 3 Pts









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




Occupant Status Monitoring

 3.0 / 3 Pts


> Seatbelt Reminder

 2.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Tiredness Recognition System
Type	Steering Input
Operational From	65 km/h



SAFETY ASSIST

Total 12.8 Pts / 80%



Lane Support 3.5 / 4 Pts

System Name	Lane Assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 5.1 / 6 Pts

System Name	Front Assist
Type	Autonomous emergency braking
Operational From	5 km/h
Sensor Used	camera and radar

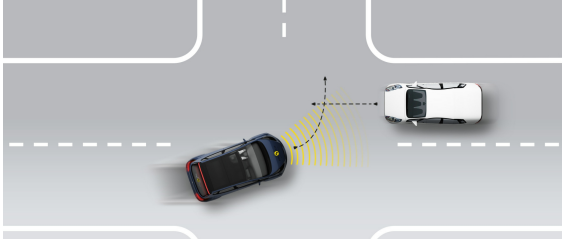


SAFETY ASSIST

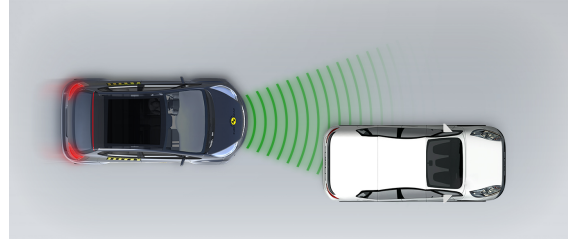
Total 12.8 Pts / 80%

■ Autobrake function only

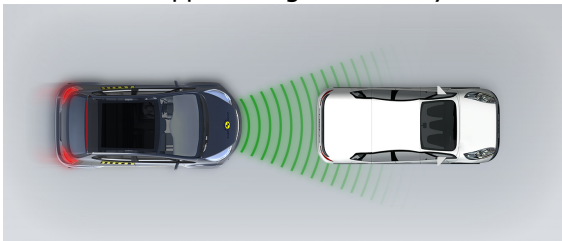
Test car turns across the path of an approaching car



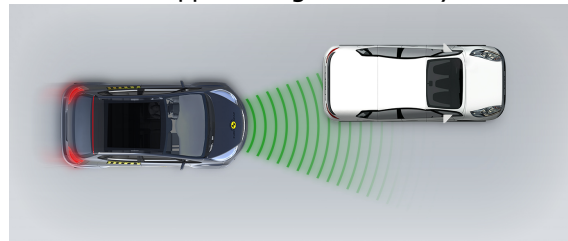
Approaching a stationary car



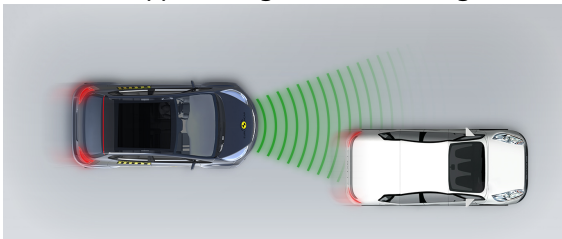
Approaching a stationary car



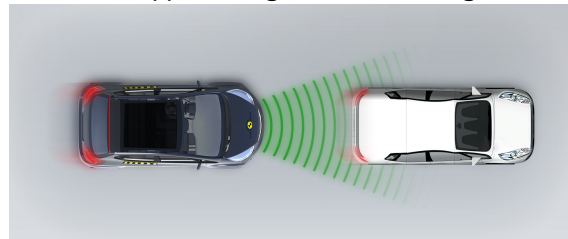
Approaching a stationary car



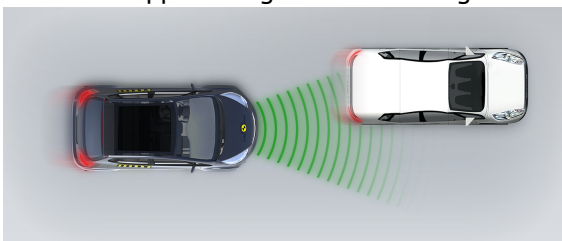
Approaching a slower moving car



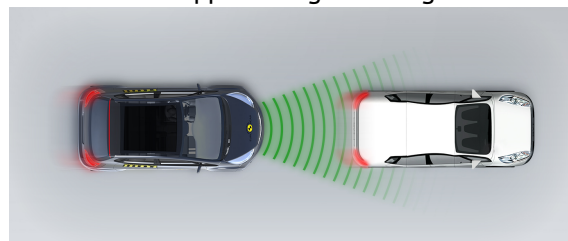
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

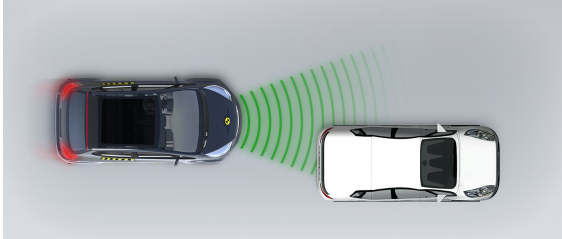


 SAFETY ASSIST

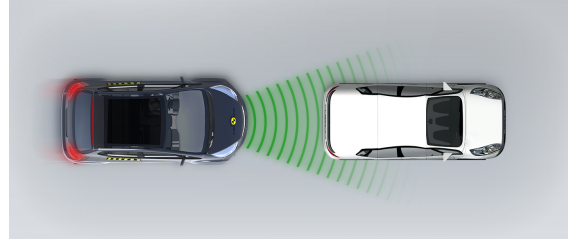
Total 12.8 Pts / 80%

■ Driver reacts to warning

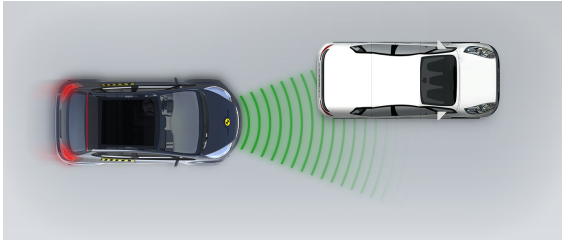
Approaching a stationary car



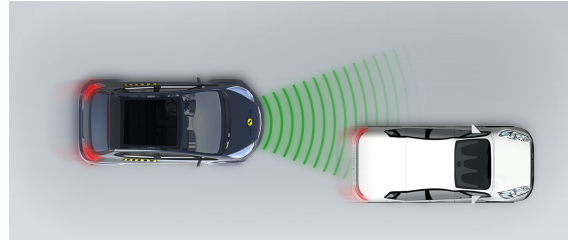
Approaching a stationary car



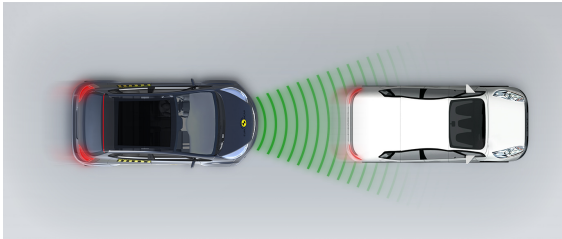
Approaching a stationary car



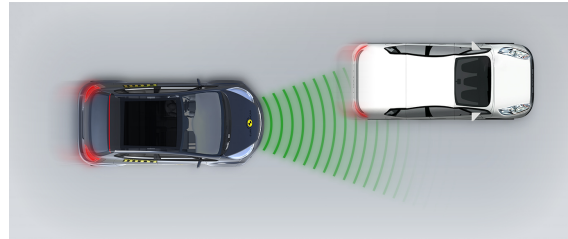
Approaching a slower moving car



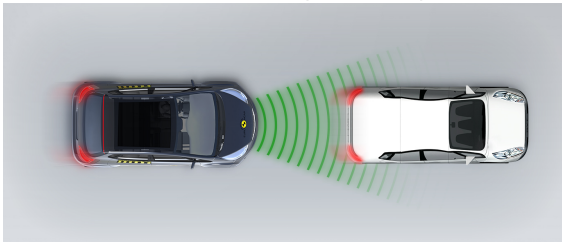
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 12.8 Pts / 80%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. As well as a seatbelt reminder for front and rear seats, the Leon has a driver monitoring system which uses steering inputs to identify whether the driver is alert and focussed on the driving task or is impaired through fatigue or other factors. The system warns the driver if impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more aggressively in some critical situations. A driver-set speed limiter is fitted as standard and is the speed assistance system rated here. A more advanced system is available as an option which identifies local speed limits.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.4 petrol PHEV (150kW, 180kW)	e-Hybrid	4 x 2	✓	✓
5 door hatchback	2.0 petrol (180kW, 221kW)	TFSI	4 x 2	✓	✓
5 door estate	1.4 petrol PHEV (150kW, 180kW)	e-Hybrid	4 x 2	✓	✓
5 door estate	2.0 petrol (180kW, 221kW, 228kW))	TFSI	4 x 2	✓	✓

Tested variant: SEAT Leon 1.5 petrol 'XCELLENCE', LHD

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2021	Rating Published	2020 ★ ★ ★ ★ ★	✓