



**Cupra Tavascan**  
Standard Safety Equipment

2024



Adult Occupant



89%

Child Occupant



86%

Vulnerable Road Users



80%

Safety Assist



79%

## SPECIFICATION

Tested Model	Cupra Tavascan, 250kW, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	2206kg
VIN From Which Rating Applies	- VSSZZZKR0RA002463
Class	Small SUV

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
Centre Airbag	●	✘	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	●	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

## SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

**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 35.8 Pts / 89%


 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Impact 12.7 / 16 Pts




Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 15.4 / 16 Pts



Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

Rear Impact 3.7 / 4 Pts




Rear Seat      Front Seat

 ADULT OCCUPANT

Total 35.8 Pts / 89%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Rescue and Extrication		4.0 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

## Comments

The passenger compartment of the Cupra Tavascan remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. However, Cupra did not demonstrate that the dashboard was completely free of potential hazards for the legs of occupants of different sizes and of those sitting in different positions. Protection was good for all critical body areas of the passenger dummy. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the Cupra Tavascan would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the driver's chest was rated as marginal, based on dummy readings of compression. Otherwise, all critical parts of the body were well or adequately protected for both occupants. In the side barrier test, protection of all critical parts of the body was good. In the more severe side pole impact, protection was at least adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The Cupra Tavascan has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Cupra demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

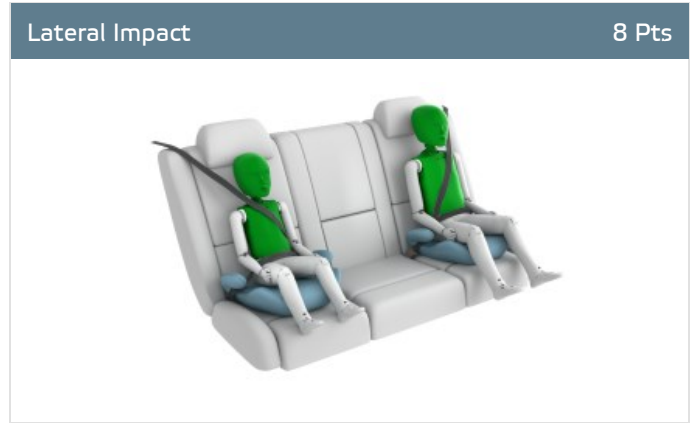
**CHILD OCCUPANT**

Total 42.2 Pts / 86%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX i-Size OEM version*  
 Restraint for 10 year old child: *Britax Römer KIDFIX i-Size OEM version*

**Safety Features**

6.3 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
i-Size	○	●	✗
Integrated CRS	✗	✗	✗
Top tether	○	●	✗
Child Presence Detection	●	●	●

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

**CRS Installation Check**

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
✗ Airbag ON   
 Rearward facing restraint installation not allowed   
✗ Airbag OFF

Version 061124

**CHILD OCCUPANT**

Total 42.2 Pts / 86%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	✗	●	—	●
	✗	●	●	—	●
	●	✗	●	—	●
	●	✗	●	—	●
	●	✗	●	—	●
	✗	●	●	—	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
✗ Airbag ON   
 Rearward facing restraint installation not allowed   
✗ Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	✗
	●	✗	●	✗	●
	✗	●	●	✗	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
✗ Airbag ON   
 Rearward facing restraint installation not allowed   
✗ Airbag OFF

Version 061124



## CHILD OCCUPANT

Total 42.2 Pts / 86%

## Comments

In both the frontal offset test and the more severe side pole impact, protection of all critical parts of the body was good for the 6 and 10 year dummy, and the Cupra Tavascan scored maximum points in 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. The Tavascan is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the Cupra Tavascan is designed could be properly installed and accommodated in the car.



**VULNERABLE ROAD USERS**

Total 50.8 Pts / 80%



**VRU Impact Protection** 30.5 / 36 Pts



Pedestrian & Cyclist Head	13.4 Pts
Pelvis	3.6 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

**VRU Impact Mitigation** 20.4 / 27 Pts

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



**AEB Pedestrian** 5.9 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child	<span style="color: red;">■</span>	—
Adult crossing a road into which a car is turning	<span style="color: yellow;">■</span>	—
Adult crossing the road	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Child running from behind parked vehicles	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Adult along the roadside	<span style="color: green;">■</span>	<span style="color: green;">■</span>

— Currently not tested

**AEB Cyclist** 6.5 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	<span style="color: green;">■</span>
Turning across path of an oncoming cyclist	<span style="color: green;">■</span>
Approaching a crossing cyclist	<span style="color: yellow;">■</span>
Approaching a cyclist along the roadside	<span style="color: green;">■</span>

Version 061124

**VULNERABLE ROAD USERS**

Total 50.8 Pts / 80%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

**Cyclist Dooring Prevention**  0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

**AEB Motorcyclist**  6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Approaching a braking motorcyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Turn across the path of an oncoming motorcyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	—

— Currently not tested

**Lane Support Motorcyclist**  2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Changing lane across the path of an overtaking motorcyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: red;"></span>

**Comments**

Cars from VIN VSSZZZKR0RA002463 have an active bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators raise the bonnet to create more space between the surface and hard structures in the engine compartment. Cupra demonstrated that the system worked robustly across a range of speeds and for various pedestrian statures, and the car was tested with the bonnet in the deployed position. Protection of the head of a struck pedestrian or cyclist was predominantly good on the bonnet surface and largely adequate elsewhere, with a few poor results recorded only on the stiff windscreen pillars. Cars before VSSZZZKR0RA002463 are not equipped with an active bonnet and the score and star rating of such cars is not known. Protection of the pelvis was good at all test locations. Protection of the pelvis was mixed, while that of the femur and of the knee and tibia was good at all test locations. The autonomous emergency braking (AEB) system of the Cupra can respond to vulnerable road users as well as to other vehicles. The system's response both to pedestrians was adequate, but there was no response to pedestrians behind the car. The system's performance in tests of its reaction to cyclists was good, but offered no protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. Performance of the AEB system was good in tests of its response to motorcyclists.

**SAFETY ASSIST**

Total 14.3 Pts / 79%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

**Speed Assistance**  2.7 / 3 Pts

System Name	pACC
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

**Occupant Status Monitoring**  1.3 / 3 Pts

**> Seatbelt Reminder**  1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available


**> Driver Monitoring**  0.3 / 2 Pts




System Name	ADA
Type	Indirect monitoring
Operational From	10 km/h
Fatigue	Drowsiness

 SAFETY ASSIST


Total 14.3 Pts / 79%

Lane Support









 2.5 / 3 Pts

System Name	Advanced Lane Departure Warning
Type	LKA and ELK
Operational From	65 km/h
<b>PERFORMANCE</b>	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car

 7.9 / 9 Pts

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

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



## SAFETY ASSIST

Total 14.3 Pts / 79%

## Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with impacts being avoided or mitigated in most tests. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The Tavascan provides Intelligent Adaptive Cruise Control (iACC), which can adapt the vehicle's speed to the prevailing limits and road conditions.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	140kW electric	4 x 2	✓	✓
5 door SUV	210kW electric	4 x 2	✓	✓
5 door SUV	250kW electric *	4 x 4	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
November 2024	Rating Published	2024 ★ ★ ★ ★ ★ ✓