Cupra TERRAMAR

Standard Safety Equipment

2025

Adult Occupant 89%

Child Occupant 87%

Vulnerable Road Users 82%

Safety Assist 76%

SPECIFICATION

Tested Model	Cupra TERRAMAR 1.5 TSI 200 kW eHybrid
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1839kg
VIN From Which Rating Applies	- all Cupra TERRAMARs
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

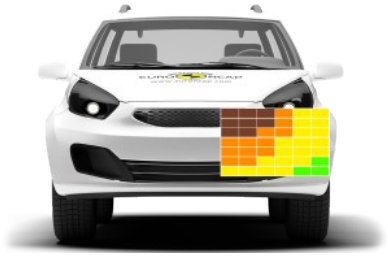
○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 35.9 Pts / 89%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 12.1 / 16 Pts



Mobile Progressive Deformable Barrier

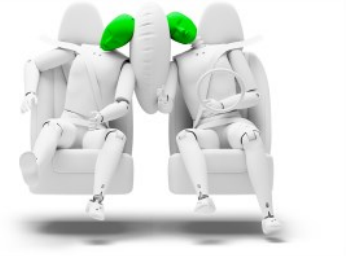
Full Width Rigid Barrier

Lateral Impact — 15.9 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 3.9 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 35.9 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 TERRAMAR remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both front seat occupants. Cupra showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body regions of the front passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Cupra TERRAMAR would be a somewhat aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions of the driver but chest protection of the rear passenger was rated as marginal, based on dummy readings of compression. In the side barrier test, good protection was provided to all critical parts of the body and full points were scored. Even 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 adequate. The Cupra TERRAMAR 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 43.0 Pts / 87%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children — 24.0 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

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

Safety Features — 7.0 / 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		
	Airbag ON	Airbag OFF	Left	center	Right
	●	●	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 43.0 Pts / 87%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	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		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	●	✖	●	●	●
	●	✖	●	●	●
	●	✖	●	●	●
	●	✖	●	✖	●
	✖	●	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 43.0 Pts / 87%

Comments

In both the frontal offset and the side barrier tests, protection of all critical parts of the body was good for the 6 and 10 year dummy and the TERRAMAR 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 TERRAMAR 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. Such systems are no longer rewarded in Euro NCAP's assessments. All of the child restraint types for which the Cupra TERRAMAR is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 51.8 Pts / 82%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

29.7 / 36 Pts

Pedestrian & Cyclist Head	12.6 Pts
Pelvis	3.6 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

22.1 / 27 Pts

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

PERFORMANCE |

AEB Pedestrian

6.3 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		–
Adult crossing a road into which a car is turning		–
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

– Currently not tested

AEB Cyclist

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

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VULNERABLE ROAD USERS

Total 51.8 Pts / 82%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	option"

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		–

– Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was predominantly good while that of the femur and 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 to pedestrians was adequate, but protection of those to the rear of the car is not available. The system's performance in tests of its reaction to cyclists was good but protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind, is an option so scored no points. Performance of the AEB system was good in tests of its response to motorcyclists.

SAFETY ASSIST

Total 13.8 Pts / 76%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.9 / 3 Pts

System Name	Predictive Speedlimiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (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	65 km/h
Fatigue	Drowsiness

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SAFETY ASSIST

Total 13.8 Pts / 76%

Lane Support

2.5 / 3 Pts

System Name	Advanced Lane Departure Warning
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

8.2 / 9 Pts

System Name	Front Assist
Type	Autonomous emergency braking and forward collision warning
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 13.8 Pts / 76%

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 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 speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.5 eTSI 110 kW	eTSI	4 x 2	✓	✓
5 door SUV	2.0 TSI 150 kW	TSI	4 x 4	✓	✓
5 door SUV	2.0 TSI 195 kW	VZ	4 x 4	✓	✓
5 door SUV	1.5 TSI 150 kW eHybrid	eHybrid	4 x 2	✓	✓
5 door SUV	1.5 TSI 200 kW eHybrid	VZ eHybrid	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
April 2025	Rating Published	2025 ★ ★ ★ ★ ★	✓

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