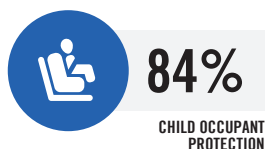
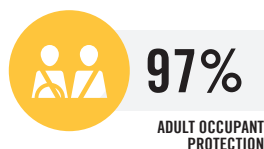


SEAT TARRACO

JUNE 2019 - ONWARDS
NEW ZEALAND VARIANTS



TESTED
2019



SEAT TARRACO

OVERVIEW

The Seat Tarraco was introduced in New Zealand in June 2019. This ANCAP safety rating applies to all New Zealand variants built from March 2019, and is based on testing conducted by European partner organisation, Euro NCAP.

Dual frontal, side chest-protecting and side head-protecting (curtains) and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and blind spot monitor (BSM) are standard equipment.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

MEDIUM SUV

AIRBAGS

Dual frontal, side chest, side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
SEAT Tarraco Style	5 door SUV	1.4 litre petrol	2WD	-	✓
SEAT Tarraco Xcellence	5 door SUV	1.4 litre petrol	2WD	-	✓
SEAT Tarraco FR	5 door SUV	1.4 litre petrol	2WD	-	✓
SEAT Tarraco Xcellence 4Drive	5 door SUV	2.0 litre petrol	AWD	-	✓
SEAT Tarraco FR 4Drive	5 door SUV	2.0 litre petrol	AWD	-	✓



COVERED BY THIS RATING



NOT COVERED BY THIS RATING



TESTED VARIANT



NOT APPLICABLE

ADULT OCCUPANT PROTECTION



97%

37.05 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings showed ADEQUATE protection for the chest of the driver and the lower legs of the passenger. GOOD protection was offered to all other critical body regions.

In the full width frontal test, protection was ADEQUATE for the neck and chest of the rear passenger, while GOOD protection was offered for all other critical body regions for both the driver and rear passenger.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the Seat Tarraco scored maximum points in these tests.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET [#]	7.67 (out of 8)
FULL WIDTH FRONTAL [#]	7.83 (out of 8)
SIDE IMPACT [#]	8.00 (out of 8)
OBLIQUE POLE [#]	8.00 (out of 8)
WHIPLASH PROTECTION	1.55 (out of 2)
AEB - City	4.00 (out of 4)

[#] Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 pts
Chest:	3.43 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.91 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil



Rear Passenger

Head:	4.00 pts
Neck:	3.99 pts
Chest:	3.35 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.25 points
Front:	1.30 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



84%

41.56 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated ADEQUATE protection of the neck of the 10 year child dummy. Otherwise, protection of both dummies was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The Seat Tarraco is fitted with lower ISOFix anchorages and top tether anchorages for the 2nd row outboard seats. A lower ISOFix anchorage and top tether anchorage suitable for the installation of forward-facing child restraints is fitted to the front passenger seat. Rearward-facing child restraints however must not be installed in the front passenger seating position. Installation of AS/NZS-approved child restraints in the 2nd row centre seating position and in both seating positions in the 3rd row is not recommended as there is no top tether anchorage.

DYNAMIC TEST (FRONT)	15.89 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	10.67 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	●	●	×	×	-
Integrated child restraints	×	×	×	×	-
Top tether anchorage	●	●	×	×	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

VULNERABLE ROAD USER PROTECTION



79%

38.01 POINTS
OUT OF 48

The bonnet of the Seat Tarraco provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL to POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian test scenarios, in both daylight and low light. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios. The system's overall performance was classified as GOOD.































HEAD IMPACTS	14.89 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.57 (out of 6)
AEB - Cyclist	5.54 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Front Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-80 km/h
DESCRIPTION: System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist				
											FORWARD COLLISION WARNING				FORWARD COLLISION WARNING
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
															
PERFORMANCE															
	GOOD										GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



81%

10.60 POINTS
OUT OF 13

The Seat Tarraco is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most test scenarios.

Tests of LSS functionality showed overall GOOD performance, with the system intervening in some of the more critical ELK test scenarios, while performance in LKA scenarios was GOOD.

SPEED ASSISTANCE SYSTEMS

1.25 (out of 3)

SEAT BELT REMINDERS

3.00 (out of 3)

LANE SUPPORT SYSTEMS

3.75 (out of 4)

AEB - Interurban

2.60 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 60-250 km/h

EMERGENCY LANE KEEPING (ELK)							
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
PERFORMANCE	GOOD	-	-	-	-	GOOD	GOOD
GOOD							

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST



81%

10.60 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Front Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-250 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	<div>Supplementary warning</div> <div>Restraint activation / dynamic retractors</div>
	<div>PASS</div> <div>[NOT FITTED]</div>

FORWARD COLLISION WARNING (FCW)	
TEST SCENARIO	Driving towards a stationary car
	Driving towards a slower moving car
	<div> </div>
PERFORMANCE	GOOD

AUTONOMOUS EMERGENCY BRAKING - Interurban	
TEST SCENARIO	Toward car braking lightly
	Toward car braking heavily
	12m HEADWAY
	40m HEADWAY
	<div> </div>
PERFORMANCE	GOOD

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Speed limiter
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual Warning	●	●	●
Audible Warning	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	-	●
Seat belt pre-tensioners (front)	-	●
Seat belt pre-tensioners (rear outboard) - 2nd row	-	●
Seat belt pre-tensioners (rear centre) - 2nd row	-	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	-	✗
Intelligent seat belt reminder (driver)	-	●
Intelligent seat belt reminder (front passenger)	-	●
Intelligent seat belt reminder (2nd row seats)	-	●
Intelligent seat belt reminder (3rd row seats)	-	●
Airbag - frontal (driver)	-	●
Airbag - frontal (passenger)	-	●
Airbags - side, chest protection (front seats)	-	●
Airbags - side, chest protection (2nd row seats)	-	✗
Airbags - side, chest protection (3rd row seats)	-	✗
Airbags - side, head protection (front seats)	-	●
Airbags - side, head protection (2nd row seats)	-	●
Airbags - side, head protection (3rd row seats)	-	●
Airbag - knee (driver)	-	●
Airbag - knee (front passenger)	-	✗
Airbag disabling switch - automatic (front passenger)	-	✗
Airbag disabling switch - manual (front passenger)	-	●
Head restraints for all seats	-	●
Active bonnet	-	✗
Adaptive cruise control (ACC)	-	●
Adaptive headlights	-	✗
Anti-lock braking system (ABS)	-	●
Autonomous emergency braking (AEB) - City	-	●
Autonomous emergency braking (AEB) - Interurban	-	●
Autonomous emergency braking (AEB) - VRU	-	●
Automatic emergency call (eCall)	-	✗
Automatic headlights	-	●
Automatic high beam	-	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	-	●
Child presence alert	-	●
Daytime running lights (DRL)	-	●
Electronic brakeforce distribution (EBD)	-	●
Electronic data recorder (EDR)	-	●
Electronic stability control (ESC)	-	●
Emergency brake assist (EBA)	-	●
Emergency stop signal (ESS)	-	●
Fatigue reminder	-	●
Fatigue detection	-	●
Forward collision warning (FCW)	-	●
Hill launch assist	-	●
Integrated child seat / restraint	-	✗
ISOFix	-	●
Lane departure warning (LDW)	-	●
Lane keep assist (LKA)	-	●
Pre-crash systems	-	●
Rear cross-traffic alert (RCTA)	-	●
Reversing collision avoidance (camera)	-	●
Reversing collision avoidance (auto brake)	-	●
Roll stability system	-	●
Secondary / multi-collision brake	-	●
Speed assistance - auto / intelligent speed limiter	-	✗
Speed assistance - manual speed limiter	-	●
Speed assistance - speed sign recognition & warning	-	✗
Smart (intelligent) key	-	●
Trailer stability control	-	●
Tyre pressure monitoring system (TPMS)	-	●
Vehicle-to-infrastructure communication (V2I)	-	✗
Vehicle-to-vehicle communication (V2V)	-	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

SEAT Tarraco 1.5 TSI R4 LHD
2019
5 door SUV
1.5 litre petrol
March 2021
N/A