

# CUPRA LEON

NZ: JULY 2021 - NOVEMBER 2025

AUS: JULY 2022 - OCTOBER 2025

ALL VARIANTS EXC. VZX EXTREME PACKAGE



**ANCAP**  
SAFETY

TESTED  
2020



<b>RATING YEAR</b>	2020
<b>VEHICLE TYPE</b>	Small Car
<b>ENGINE TYPE</b>	Petrol + PHEV
<b>BUILT FROM</b>	March 2021 - June 2025
<b>ON SALE FROM</b>	July 2021 - October 2025
<b>SERIES</b>	N/A
<b>AIRBAGS</b>	Dual frontal, side chest, side head, driver knee, centre

The Cupra Leon was introduced in New Zealand in July 2021 and Australia from July 2022. The ANCAP safety rating for the Cupra Leon is based on testing of the SEAT Leon conducted in 2020. ANCAP was provided with technical information and additional test data to show that the test results of the SEAT Leon are also applicable to the Cupra Leon. This ANCAP safety rating applies to all Cupra Leon variants, excluding the VZx Extreme Package.

Dual frontal, side chest, side head, and a driver knee airbag are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard on all rated variants.

Autonomous emergency braking (Car to Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), are standard.



## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Cupra Leon VZ	5 door hatch	2.0 litre petrol	2WD	✓	✓ <sup>^</sup>
Cupra Leon VZ Sportstourer	5 door wagon	2.0 litre petrol	AWD	-	✓ <sup>^</sup>
Cupra Leon VZx	5 door hatch	2.0 litre petrol	2WD	✓	-
Cupra Leon VZe	5 door hatch	1.4 litre plug-in hybrid	2WD	✓	-
Cupra Leon V	5 door hatch	2.0 litre turbo petrol	2WD	✓	-
Cupra Leon V Sportstourer	5 door wagon	1.5 litre turbo petrol	2WD	-	✓
Cupra Leon S	5 door hatch	1.5 litre turbo petrol	2WD	✓	-
Cupra Leon VZe Sportstourer	5 door wagon	1.5 litre plug-in hybrid	2WD	✓	-
Cupra Leon VZx Extreme Package	5 door hatch	2.0 litre turbo petrol	2WD	✗	✗

<sup>^</sup> In order to qualify for the scoring shown, vehicles manufactured for the New Zealand market before 18 July 2022 require software and hardware updates - to be performed by Cupra dealers during routine servicing.

# ADULT OCCUPANT PROTECTION



91%

34.92 POINTS  
OUT OF 38

The passenger compartment of the Cupra Leon remained stable in the frontal offset (MPDB) test. Protection of the driver chest was MARGINAL and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. Protection of the front passenger lower legs was also ADEQUATE while protection was GOOD for all other critical body regions.

The front structure of the Cupra Leon presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a low 0.86 point penalty was applied.

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

In the side impact test, protection was ADEQUATE for the chest and the pelvis of the driver and GOOD for all other critical body regions.

In the oblique pole test, chest protection for the driver was ADEQUATE. All other critical body regions saw GOOD results.

Prevention of excursion (movement towards the other side of the vehicle) in the far side tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario. The centre airbag prevented contact between the heads of front seat occupants in side impacts.

A Rescue Sheet, providing information for first responders in the event of a crash, is available.

<b>FRONTAL OFFSET (MPDB)#</b>	6.17 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.66 (out of 8)
<b>SIDE IMPACT#</b>	5.52 (out of 6)
<b>OBLIQUE POLE#</b>	5.97 (out of 6)
<b>WHIPLASH PROTECTION</b>	3.60 (out of 4)
<b>FAR SIDE IMPACT</b>	4.00 (out of 4)
<b>RESCUE &amp; EXTRICATION</b>	2.00 (out of 2)

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

## FRONTAL OFFSET (MPDB) (50km/h)



### DRIVER

Head / neck:	4.00 pts
Chest:	2.08 pts
Upper legs:	4.00 pts
Lower legs:	3.12 pts
Deductions:	Nil

### FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.59 pts
Deductions:	Nil

### COMPATIBILITY

Deductions:	-0.86 pts
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## FULL WIDTH FRONTAL (50km/h)



### DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.61 pts
Upper legs:	4.00 pts
Deductions:	Nil

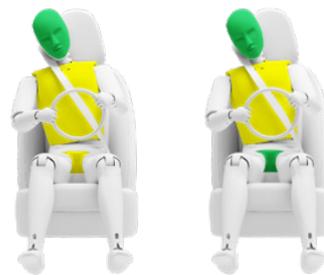
### REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.04 pts
Upper legs:	4.00 pts
Deductions:	Nil

## RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

## SIDE IMPACT OBLIQUE POLE



### SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	2.75 pts
Abdomen:	4.00 pts
Pelvis:	3.96 pts
Deductions:	Nil

### OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	3.93 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

## FAR SIDE IMPACT



### SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

### OBLIQUE POLE

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

### OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
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## WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.85 pts
Rear passenger:	0.75 pts

# CHILD OCCUPANT PROTECTION



88%

43.20 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions of both child dummies was GOOD. In the side impact test, protection of all critical body areas was GOOD for both child dummies.

Vehicles in Australia and New Zealand are fitted with lower ISOFix and top tether anchorages on all second row rear outboard seating positions. Only Australian variants are fitted with a top tether anchorage on the centre seating position in the second row.

New Zealand variants of the Cupra Leon are fitted with a lower ISOFix anchorage and top tether anchorage suitable for the installation of forward-facing child restraints to the front passenger seat. Rearward-facing child restraints however must not be installed in the front passenger seating position.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however, for variants with a top tether in the second row centre seat, one of the selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	15.39 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

**NOTE: Installation of AS/NZS-approved child restraints in the second row centre seating position is not recommended in New Zealand variants as there is no top tether anchorage.**

## FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

## SIDE IMPACT (60km/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	AUS: ✗ NZ: ●	●	✗	-	-
Integrated child restraints	✗	✗	✗	-	-
Top tether anchorage	AUS: ✗ NZ: ●	●	AUS: ● NZ: ✗	-	-
Airbag disabling	AUS: ✗ NZ: ●	-	-	-	-

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

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

**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](http://www.childcarseats.com.au).



88%

43.20 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	✗	●	●	●	-	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	✗	●	●	●	-	-	-
	TYPE F	Booster - 4 to 10 years	✗	●	●	●	-	-	-
ISOFIX	TYPE A	Rearward facing capsule	✗	●	-	●	-	-	-
	TYPE A	Rearward facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



# 71%

38.49 POINTS  
OUT OF 54

The bonnet of the Cupra Leon provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some MARGINAL and POOR results recorded along the side of the bonnet 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 pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with MARGINAL performance recorded in daylight scenarios and GOOD performance in night-time scenarios. In cyclist test scenarios, the AEB system offered ADEQUATE performance. The AEB system does not react to vulnerable road users in reverse, and hence AEB Backover tests were not conducted. The system's overall performance was classified as ADEQUATE.

<b>HEAD IMPACTS</b>	14.93 (out of 24)
<b>UPPER LEG IMPACTS</b>	6.00 (out of 6)
<b>LOWER LEG IMPACTS</b>	6.00 (out of 6)
<b>AEB - Pedestrian (forward)</b>	5.37 (out of 7)
<b>AEB - Pedestrian (backover)</b>	0.00 (out of 2)
<b>AEB - Cyclist</b>	6.18 (out of 9)

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

**SYSTEM NAME:** Front Assist  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 5-250 km/h  
**DESCRIPTION:** System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD										BACKOVER	
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	MARGINAL	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL	MARGINAL	MARGINAL	POOR	POOR
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD	MARGINAL	GOOD	MARGINAL	MARGINAL
ADEQUATE					

## PEDESTRIAN IMPACT TEST (40 KM/H)





80%

12.83 POINTS  
OUT OF 16

The Cupra Leon 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 (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most scenarios. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of LSS functionality showed GOOD performance in the LKA scenarios, with the system intervening in some of the more critical emergency lane keeping (ELK) test scenarios. Overall performance of the LSS system was classified as GOOD.

A manually-set speed assistance system is standard equipment. A speed limit information function is not available.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

**OCCUPANT STATUS**

- Seat belt reminders 2.00 (out of 2)
- Driver monitoring 1.00 (out of 1)

**SPEED ASSISTANCE SYSTEMS** 1.25 (out of 3)

**LANE SUPPORT SYSTEMS** 3.50 (out of 4)

**AEB - Car-to-Car** 3.75 (out of 4)

**AEB - Junction Assist** 1.33 (out of 2)

**LANE SUPPORT SYSTEMS (LSS)**

SYSTEM NAME: Lane Assist  
OPERATIONAL FROM: 65-250 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				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
<b>GOOD</b>											

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD	GOOD	GOOD	GOOD
<b>GOOD</b>				

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



**AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)**

SYSTEM NAME: Front Assist  
 TYPE: Autonomous emergency braking with forward collision warning & emergency steering assist  
 OPERATIONAL FROM: 5-250 km/h  
 DESCRIPTION: Defaults ON for every journey

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

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
	30 KM/H			45 KM/H			55 KM/H		
AEB (10-50 km/h)						10 KM/H			
FCW (30-80 km/h)						15 KM/H			
PERFORMANCE	GOOD					20 KM/H			
							ADEQUATE		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
	AEB (10-50 km/h)								
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

**OCCUPANT STATUS**

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

**SPEED ASSISTANCE SYSTEMS (SAS)**

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	[NOT AVAILABLE]
Speed Limitation Function	Manually set

● 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 - centre	●#	●#
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)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✗	✗
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	○
Child presence alert	✗	✗
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	○
Rear cross-traffic alert (RCTA)	●	✗
Reversing collision avoidance (camera)	●	●
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	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

## TESTED MAKE / MODEL

SEAT Leon & Cupra Leon LHD

## TESTED VEHICLE(S) BUILT

2020

## TESTED BODY TYPE

5 door hatch

## TESTED VEHICLE ENGINE

1.5 litre petrol

## RATING PUBLISHED

July 2021

## RATING UPDATED

January 2026

### 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.

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

# Centre airbag not available on Cupra Leon VZx Extreme Package.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE

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