

CUPRA FORMENTOR

JUNE 2021 - ONWARDS
NZ VARIANTS



ANCAP

SAFETY

TESTED
2021



RATING YEAR	2021
VEHICLE TYPE	Small SUV
ENGINE TYPE	Petrol
BUILT FROM	March 2021
ON SALE FROM	June 2021
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head, centre, driver knee

The Cupra Formentor was introduced in New Zealand in June 2021. This ANCAP safety rating applies to all NZ variants.

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 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.



93%

ADULT OCCUPANT
PROTECTION



88%

CHILD OCCUPANT
PROTECTION



68%

VULNERABLE ROAD USER
PROTECTION



80%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Cupra Formentor V4Drive	5 door SUV	2.0 litre petrol	AWD	-	✓
Cupra Formentor VZ	5 door SUV	2.0 litre petrol	AWD	-	✓

ADULT OCCUPANT PROTECTION



93%

35.56 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Dummy readings indicated MARGINAL protection for the driver's chest and ADEQUATE protection for the lower legs of both the driver and front passenger. Protection for all other critical body regions for the driver and the front passenger was GOOD. The front structure of the Cupra Formentor presented a moderate risk to the occupants of an oncoming vehicle in this test, and a 1.27 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 and the oblique pole test, protection offered to all critical body regions was GOOD and the Cupra Formentor scored maximum points in these tests.

Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for 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, and a multi-collision braking system are available.

FRONTAL OFFSET (MPDB)#	6.30 (out of 8)
FULL WIDTH FRONTAL#	7.62 (out of 8)
SIDE IMPACT#	6.00 (out of 6)
OBLIQUE POLE#	6.00 (out of 6)
WHIPLASH PROTECTION	3.65 (out of 4)
FAR SIDE IMPACT	4.00 (out of 4)
RESCUE & EXTRICATION	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:	2.52 pts
Upper legs:	4.00 pts
Lower legs:	3.35 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.71 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-1.27 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.66 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.84 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:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 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:	2.90 pts
Rear passenger:	0.75 pts



88%

43.61 POINTS
OUT OF 49

In the frontal offset (MPDB) test, protection of the neck of both the 10 year and 6 year dummies was ADEQUATE, while the protection offered to all other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The Cupra Formentor is fitted with lower ISOFix anchorages and top tether anchorages for both rear outboard seating positions. 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.

NOTE: Installation of AS/NZS-approved child restraints in the 2nd row centre seating position is not recommended as there is no top tether anchorage.

DYNAMIC TEST (FRONT)	15.61 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

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	●	●	×	-	-
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

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.



68%

36.95 POINTS
OUT OF 54

The bonnet of the Cupra Formentor provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis was mixed, with areas of GOOD and POOR performance. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations.

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. The AEB system does not react to vulnerable road users in reverse, and hence AEB Backover tests were not conducted. In cyclist test scenarios, the AEB system offered ADEQUATE performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	15.69	(out of 24)
UPPER LEG IMPACTS	3.70	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	5.37	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	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	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL	MARGINAL	WEAK	WEAK	WEAK	WEAK
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	ADEQUATE	GOOD	ADEQUATE	MARGINAL
ADEQUATE					

PEDESTRIAN IMPACT TEST (40 KM/H)





80%

12.83 POINTS
OUT OF 16

The Cupra Formentor 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	POOR	POOR	POOR	POOR	GOOD	GOOD	GOOD	GOOD	GOOD	
GOOD											

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

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



80%

12.83 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Front Assist
 TYPE: Autonomous emergency braking with forward collision warning
 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	Cupra Formentor LHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.5 litre petrol
RATING PUBLISHED	July 2021
RATING UPDATED	n/a

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.

* Except 2nd row centre seating position.

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