CUPRA LEON

NZ: JULY 2021 - ONWARDS
AUS: JULY 2022 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2020 ★★★★★

RATING YEAR	2020
VEHICLE TYPE	Small Car
ENGINE TYPE	Petrol
BUILT FROM	March 2021
ON SALE FROM	July 2021
SERIES	N/A
AIRBAGS	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.

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.

91% ADULT OCCUPANT PROTECTION

88% CHILD OCCUPANT PROTECTION

71% VULNERABLE ROAD USER PROTECTION

80% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Cupra Leon VZ	5 door hatch	2.0 litre petrol	2WD	✓	✓^
Cupra Leon VZ Sportstourer	5 door wagon	2.0 litre petrol	AWD	-	✓^
Cupra Leon VZx	5 door hatch	2.0 litre petrol	2WD	✓	-
Cupra Leon VZe	5 door hatch	1.4 litre hybrid	2WD	✓	-

^ 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.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

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.

FRONTAL OFFSET (MPDB)#	6.17	(out of 8)
FULL WIDTH FRONTAL#	7.66	(out of 8)
SIDE IMPACT#	5.52	(out of 6)
OBLIQUE POLE#	5.97	(out of 6)
WHIPLASH PROTECTION	3.60	(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:	2.08 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

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

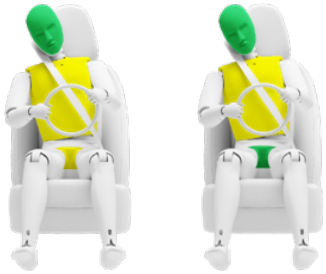
REAR PASSENGER

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



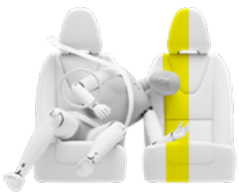
SIDE IMPACT (MDB) (60km/h)

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

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.

88%

43.20 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		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	✕	●	–	●	–	–	–
		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.

^ 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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

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.

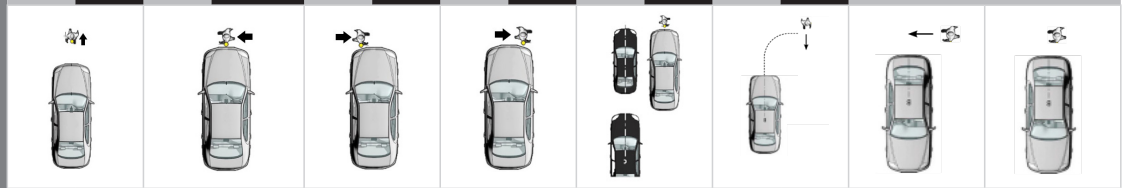
The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with MARGINAL performance recorded in daylight scenarios and GOOD performance in night-time 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.

HEAD IMPACTS	14.93	(out of 24)
UPPER LEG IMPACTS	6.00	(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)

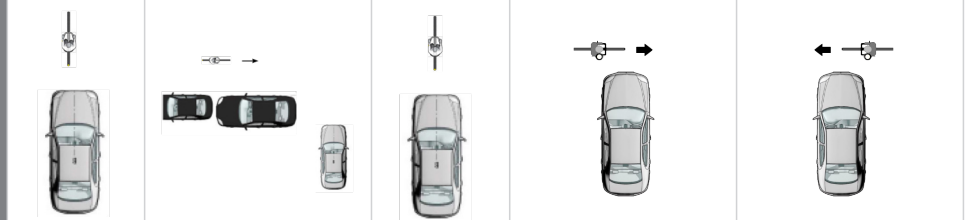
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

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

	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	
TEST SCENARIO																
PERFORMANCE				–						–		–				
	ADEQUATE															

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	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
TEST SCENARIO					
PERFORMANCE					
	ADEQUATE				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR

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.

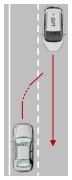
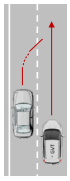
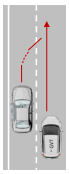
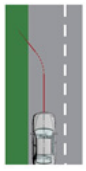
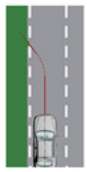
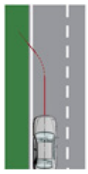
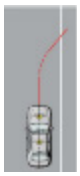
A seatbelt reminder system with occupancy detection is fitted to all seating positions.

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)

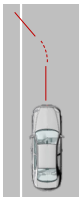
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Assist
OPERATIONAL FROM: 65-250 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
TEST SCENARIO											
PERFORMANCE											
	GOOD										

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION		
	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

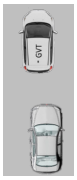
80%
12.83 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

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

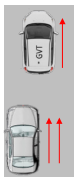
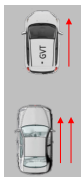
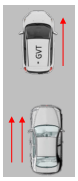
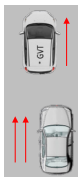
HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
					
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
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

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	September 2022

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)	✕	✕

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.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

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