CUPRA TERRAMAR

APPLIES TO
All variants

VEHICLE TYPE
Medium SUV

ENGINE / MOTOR TYPES
Petrol + Hybrid

BUILT FROM
AU: November 2024
NZ: February 2025

ON SALE FROM
NZ: April 2025
AU: July 2025

MODEL SERIES
N/A

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2025 ★★★★★

The Cupra Terramar was introduced in New Zealand in April 2025 and Australia in July 2025. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag, which provides added protection to front seat occupants in side impact crashes, is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with a speed sign recognition system are standard.

SAFETY NOTE

Installation of child restraints in the centre seat of the second row of New Zealand vehicles is not recommended as there is no top tether anchorage for this position.

ASSESSMENT SCORES

Adult Occupant Protection
89%
35.89 out of 40

Child Occupant Protection
87%
43.00 out of 49

Vulnerable Road User Protection
82%
51.78 out of 63

Safety Assist
78%
14.14 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Cupra Terramar S	5 door SUV	1.5L petrol	FWD	✓	✓
Cupra Terramar V	5 door SUV	2.0L petrol	AWD	✓	✓
Cupra Terramar VZ	5 door SUV	2.0L petrol	AWD	✓	✓
Cupra Terramar Ve	5 door SUV	1.5L hybrid	FWD	-	✓
Cupra Terramar VZe	5 door SUV	1.5L hybrid	FWD	✓	-

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

Adult Occupant Protection

89%

35.89 out of 40

FRONTAL OFFSET (MPDB)#
4.60 points out of 8

OBLIQUE POLE#
5.94 points out of 6

RESCUE & EXTRICATION
4 .00 points out of 4

FULL WIDTH FRONTAL#
7.45 points out of 8

WHIPLASH PROTECTION
3.90 points out of 4

SIDE IMPACT#
6.00 points out of 6

FAR SIDE IMPACT
4.00 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Cupra Terramar remained stable in the **frontal offset (MPDB)** test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. Dummy readings for the passenger showed GOOD protection for all critical body areas.

The front structure of the Cupra Terramar presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 5.83 point penalty (out of 8.00 points) was applied.

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

In the **side impact** test, GOOD protection was offered to all critical body regions for the driver and maximum points were scored for this test.

In the **oblique pole** test, chest protection for the driver dummy was ADEQUATE, with GOOD protection of all other critical body areas.

The Cupra Terramar is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the Cupra Terramar would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.82 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.20 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-5.83 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.77 pts
Chest	4.00 pts	2.04 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	3.84 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

89%

35.89 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.90 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

87%

43.00 out of **49**

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD, and the Cupra Terramar scored maximum points in these tests.

The Australian-supplied Cupra Terramar is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. New Zealand-supplied vehicles are fitted with top tether anchorages and lower ISOFix anchorages on the rear outboard seats. A top tether anchorage is not available in the centre seat of the second row of New Zealand vehicles.

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard. However, this system does not qualify for scoring under ANCAP protocols for 2025 ratings.

Installation of typical child restraints available in Australia and New Zealand showed GOOD results and the Cupra Terramar scored full points for this assessment.

NOTE: Installation of child restraints in the centre seat of the second row of New Zealand vehicles is not recommended as there is no top tether anchorage for this position.

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	✕	–	–
Top Tether Anchorage	✕	●	●/✕#	–	–
Airbag Disabling	✕/●*	–	–	–	–
Child Presence Detection 0.00 pts (out of 4.00pts)	✕	✕	✕	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

* Not available on Australian vehicles, standard on New Zealand vehicles
# Not available on New Zealand vehicles, standard on Australian vehicles

	CHILD RESTRAINT TYPE^**	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	Rearward-facing capsule	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	Rearward-facing capsule	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

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

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR ■ NOT TESTED

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.
* 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 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.

Vulnerable Road User Protection

82%

51.78 out of 63

HEAD PROTECTION (Adult, Child, Cyclist)
12.58 points out of 18

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB CYCLIST
7.77 points out of 9

PELVIS PROTECTION
3.65 points out of 4.5

AEB PEDESTRIAN (Forward)
6.28 points out of 7

AEB MOTORCYCLE
6.00 points out of 6

FEMUR PROTECTION
4.50 points out of 4.5

AEB PEDESTRIAN (Backover)
0.00 points out of 2

LSS MOTORCYCLE
2.00 points out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the Cupra Terramar provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the stiff windscreen pillars, the base of the windscreen and front edge of the bonnet surface.

Protection of the pelvis was mixed, with areas of GOOD and WEAK performance, while protection of the femurs and lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in forward **AEB Pedestrian** test scenarios, including turning scenarios, with collisions avoided or mitigated in most tests. The AEB system does not react to vulnerable road users in reverse, and **AEB Backover** tests were therefore not conducted.

GOOD performance was seen in **AEB Cyclist** test scenarios, with collisions avoided or mitigated at all test speeds including in turning scenarios. A system to detect when a bicycle is approaching from behind (**cyclist anti-dooring**) is standard on Australian vehicles and optional on New Zealand vehicles. This system was not standard on the tested vehicle and hence these tests were not conducted.

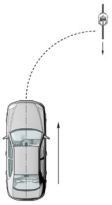
GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning scenarios, and in some of the emergency lane keeping scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Front Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85 km/h

AEB CYCLIST TEST SCENARIOS (forward)

Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
DAY	DAY	DAY	DAY	DAY	DAY	DAY
						
PERFORMANCE							
GOOD							

CYCLIST DOORING

Information (driver door)	✕
Warning (driver door)	✕
Retention (driver door)	✕
Warning or retention (all other doors)	✕

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

82%

51.78 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	POOR			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle TARGET MOTORCYCLE SPEED		
	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Advanced Lane Departure Warning
Operational From	65-215 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	ADEQUATE				

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

78%

14.14 out of **18**

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.25 points out of 2

SPEED ASSISTANCE SYSTEMS
2.16 points out of 3

AEB / AES (Car-to-Car)
4.00 points out of 4

AEB / AES (Junction & Crossing)
3.72 points out of 4

AEB / AES (Head-On)
0.50 points out of 1

LANE SUPPORT SYSTEMS
2.50 points out of 3

The Cupra Terramar is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA), and lane departure warning (LDW).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all car-to-car rear test scenarios, including in **AEB Junction** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. The vehicle was also able to avoid impact in most of the **AEB Crossing** tests. The **AEB Head-On** system functionality showed ADEQUATE performance.

Tests of **lane support system** functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical emergency lane keeping scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard in Australia, informing the driver of the local speed limit and automatically changing the speed accordingly. The iACC system is optional on some variants in New Zealand. An intelligent speed limiter is standard for both Australia and New Zealand.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. An indirect driver drowsiness monitor system is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Front Assist
Type	Autonomous emergency braking with forward collision warning
Operational From	5-250 km/h

GOOD · ADEQUATE · MARGINAL · WEAK · POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED · NOT TESTED

Safety Assist

78%

14.14 out of **18**

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			GOOD				

			HEAD-ON In the path of oncoming vehicle	
		TARGET VEHICLE SPEED	50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h		-
		70km/h	-	
	Lane change	50km/h		-
		70km/h	-	
PERFORMANCE			ADEQUATE	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Advanced Lane Departure Warning
Operational From	65-215 km/h

	Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car				
PERFORMANCE	GOOD			

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	ADEQUATE								

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

78%

14.14 out of 18

OCCUPANT STATUS

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

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✕	✕
Fatigue	●	✕
Unresponsive Driver	-	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	●/✕*
Intelligent Speed Limitation (ISL)	●

* Standard on Australian vehicles, optional on some New Zealand vehicles

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	●
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	✕

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✕	✕
Airbag disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	✕	✕
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	✕	✕
Blind spot monitor (BSM)	●	○
Child presence detection / alert	●	●
Cyclist dooring detection / alert	●	○
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	○
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Cupra Terramar LHD

TESTED VEHICLE ENGINE
1.5 TSI 200 kW eHybrid

RATING UPDATED
n/a

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
July 2025