



Tested model
Cupra Raval Endurance, LHD

Body type
Hatchback

Kerb weight
1558 kg

Class
City Car

Rating applies to
all Cupra Raval

Publication
September 2026



Verdict

With the safety equipment fitted as standard equipment across the model range, the Cupra Raval demonstrated good performance in each of the four stages of safety, leading to a four-star rating. The car with the optional safety pack offers predictive adaptive cruise control and front traffic alert.

Safe Driving

The Raval scored full points for ensuring correct driver seatbelt use: it correctly identifies misuse, such as a belt worn behind the driver's back, and has a seatbelt reminder for all rear seats. The front passenger airbag can be manually disabled to allow a rearward-facing child restraint to be used in that seating position. The Raval does not have a system to recognise if the front passenger is sitting in a position that would be dangerous in an accident, with their feet on the dashboard, for example. However, the car can identify the stature of the front seat occupants and adapt the restraint systems accordingly. The Raval does not have a child presence detection system to warn if a child has been left in the car. The driver monitoring system scores well, both for distraction and for impairment. Good use is made of physical controls such as buttons and switches, both for key

driving controls and infotainment. Based on a test drive of some 2000 km through Italy, France and Spain, the speed limit information function correctly identified the limit in 80 percent of cases, equivalent to some 92 percent of the driving distance.

Crash Avoidance

The Raval has all of the latest crash avoidance systems. Its autonomous emergency braking (AEB) system far exceeds the requirements of legislation and performs well in many of the advanced test scenarios required by Euro NCAP. The car has a system to prevent 'dooring', where a door is opened into the path of a cyclist approaching from behind.

Crash Protection

Protection was good or adequate for all occupants in the frontal offset test. Good protection was provided to both of the child dummies, sitting in the rear seats, and to the small female in the front passenger seat. In the full-width test, protection of all critical body areas was good for all occupants and maximum points were scored. Additional data and validated computer modelling demonstrated good protection in most of the various

combinations of test configuration and occupant stature. Overall, the Raval scored well for the robustness of the protection it offered. Full points were scored in the side barrier test, but chest protection was rated as marginal in the more severe side pole impact, based on dummy readings of rib compression. The Raval has a centre airbag to mitigate occupant to occupant injuries in side impacts. The airbag performed well, with good protection for both occupants in the side pole test. Protection of the head of a struck pedestrian or cyclist was mostly good or adequate, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. Maximum points were scored for the protection offered to the pelvis, the femur and the knee and tibia.

Post Crash

The Raval drops only a few out of a maximum 100 points in Post Crash Safety. In the event of a crash, the advanced eCall system provides detailed information to the emergency services regarding the type and severity of the accident, and the occupants in the car. Good provision is made for speedy extrication by first responders.

Safe Driving

58%

Details

Crash Avoidance

66%

Details

Crash Protection

91%

Details

Post Crash Safety

95%

Details



Occupant monitoring

63%

Seatbelt usage

Correct belt routing	100%
Rear seat occupancy	100%

Occupant classification

Passenger airbag status	25%
Out of position	0%
Stature classification	100%

Occupant presence

Child presence detection	0%
Crash occupancy information	80%

Driver engagement

83%

Driver monitoring

Distraction	83%
Impairment	80%

Driving controls

Driving	80%
Comfort & infotainment	100%

Vehicle assistance

35%

Speed assistance

Speed limit information	75%
Speed control function	63%

Speed assistance



Adaptive Cruise Control performance

Car-to-car	
Car-to-motorcyclist	
Car-to-VRU	0%
Additional features	0%
Auto resume	0%

Steering assistance

Steering assistance	0%
Lane change assist	0%



Safe Driving

58%

Details



Crash Avoidance

66%

Details



Crash Protection

91%

Details



Post Crash Safety

95%

Details

Frontal collisions

69%

Car & motorcyclist

Moving in same direction	92%
Junction – turning	96%
Junction – crossing	20%

Pedestrian & cyclist

Moving in same direction	96%
Turning	68%
Crossing	70%

Lane departure collisions

89%

Single vehicle

Driver acceptance	100%
Lane departure	85%

Car & motorcyclist

Car-to-car	94%
Car-to-motorcyclist	78%

Low speed collisions

33%

Car & motorcyclist

Junction – turning	100%
Junction – crossing	0%

Pedestrian & cyclist	
Crossing	0%
Manoeuvring	30%
Dooring	56%



Safe Driving

58%

Details



Crash Avoidance

66%

Details



Crash Protection

91%

Details



Post Crash Safety

95%

Details

Good

Adequate

Marginal

Weak

Poor

Frontal impact

94%

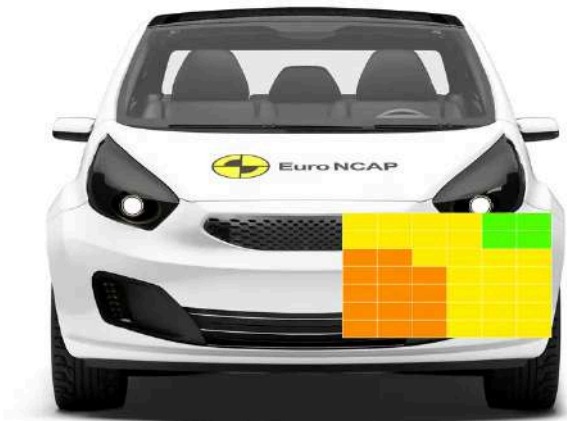
Offset

Driver	95%
Front passenger	100%
Rear passengers	100%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	100%
Front passenger	100%
Rear passenger	100%

<https://qa.euroncap.com/assessments/cupra/raval/1242/>

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Full width



VT & sled

Driver	92%
Front passenger	94%

VT & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact

94%

Side mobile barrier

Driver	100%
Rear passengers	100%

Side mobile barrier



Side pole

Driver



Side pole



Far-side

Occupant-to-occupant



Side mobile barrier



Side pole



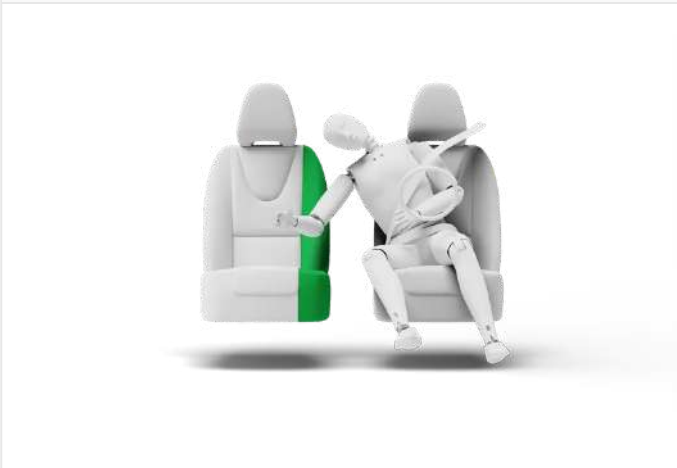
Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



Rear impact

100%

Dynamic

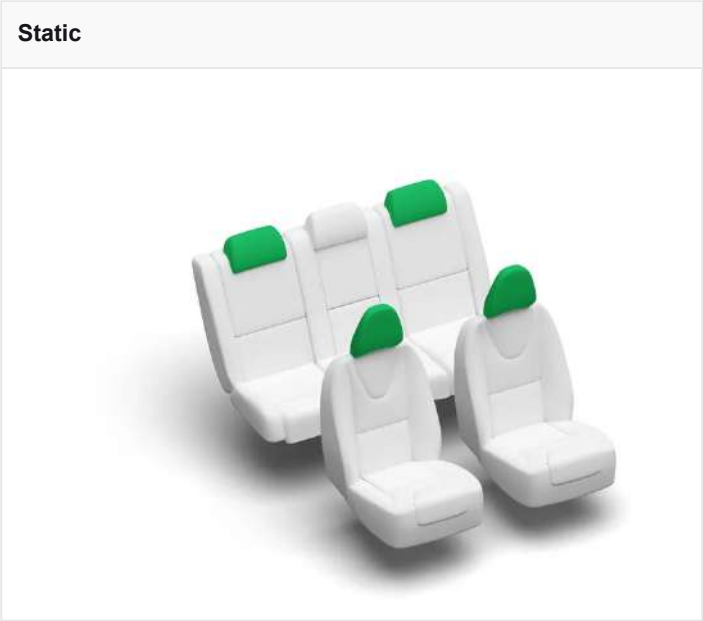
Driver

100%

Dynamic



Static	
Front passengers	100%
Rear passengers	100%



VRU impact

81%

Head impact	
Child pedestrian	70%
Adult pedestrian	54%
Cyclist	67%

Head impact



Pelvis & leg impact

Pelvis	100%
Femur	100%
Knee & tibia	100%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled

Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



● Easy installation

● Difficult installation

● Safety critical installation

✗ Installation not allowed

⊗ Airbag ON

Safe Driving

58%

Details

Crash Avoidance

66%

Details

Crash Protection

91%

Details

Post Crash Safety

95%

Details

Post Crash Safety

95%

Rescue information

	100%
Rescue guide	100%

Post crash intervention

Advanced eCall	75%
Hazard light activation	100%

Vehicle extrication

Energy management	100%
Occupant extrication	100%

Safety equipment

Safe Driving	
Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	✗
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	○
Steering assistance	○
Crash Avoidance	
Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection			
	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	×	✓
Integrated child seat	–	×	×
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	×
Centre airbag	✓	✓	–
VRU impact			
Active pedestrian protection		×	

Post Crash Safety	
Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

Note: other equipment may be available on the vehicle but was not considered in the test year

✓ Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack ○ Not fitted to the test vehicle but available as option or as part of the safety pack × Not available

– Not applicable

Rating validity

Annual reviews and facelifts			
Date	Event	Outcome	
2026-09-02	Rating Published	2026 ★★★★★	✓

Variants of model range				
Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
door Hatchback	Electric - Endurance*	4x2	✓	✓
door Hatchback	Electric - 166kW	4x2	✓	✓
door Hatchback	Electric - 99kW	4x2	✓	✓
door Hatchback	Electric - 85kW	4x2	✓	✓

* Tested variant