



Seat Tarraco
Standard Safety Equipment

2019



Adult Occupant



97%

Child Occupant



84%

Vulnerable Road Users



79%

Safety Assist



79%

SPECIFICATION

Tested Model	SEAT Tarraco 1.5 TSI R4, LHD
Body Type	- Large SUV
Year Of Publication	2019
Kerb Weight	1524kg
VIN From Which Rating Applies	- all Tarracos
Class	Large Off-Road 4x4

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

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

 ADULT OCCUPANT

Total 37.1 Pts / 97%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR


Frontal Offset Deformable Barrier 7.7 / 8 Pts



Passenger Driver

Detailed description: This panel shows two crash test dummies seated in a car. The dummy on the left is labeled 'Passenger' and is colored green (GOOD). The dummy on the right is labeled 'Driver' and is colored yellow (ADEQUATE). Both dummies are wearing seatbelts. The background is white.

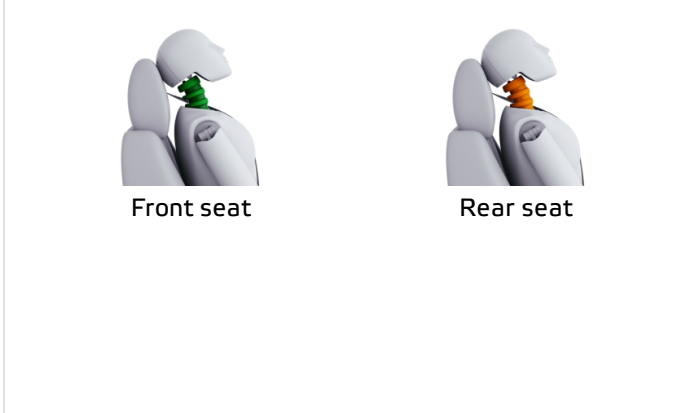
Frontal Full Width 7.8 / 8 Pts



Rear Passenger Driver

Detailed description: This panel shows two crash test dummies seated in a car. The dummy on the left is labeled 'Rear Passenger' and is colored yellow (ADEQUATE). The dummy on the right is labeled 'Driver' and is colored green (GOOD). Both dummies are wearing seatbelts. The background is white.

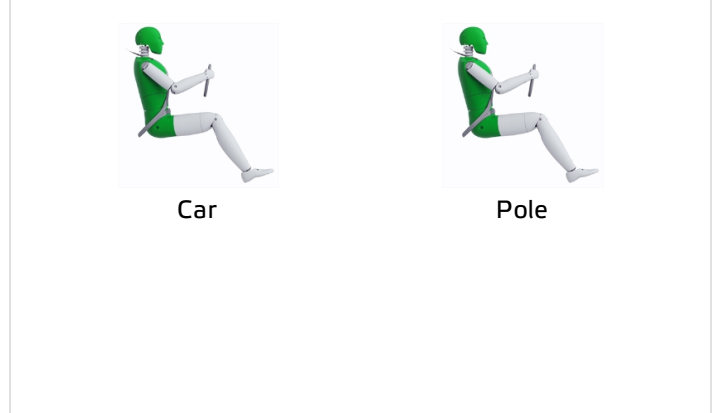
Whiplash Rear Impact 1.6 / 2 Pts



Front seat Rear seat

Detailed description: This panel shows two crash test dummies seated in a car, viewed from the back. The dummy on the left is labeled 'Front seat' and is colored green (GOOD). The dummy on the right is labeled 'Rear seat' and is colored orange (MARGINAL). The background is white.

Lateral Impact 16.0 / 16 Pts



Car Pole

Detailed description: This panel shows two crash test dummies seated in a car, viewed from the side. The dummy on the left is labeled 'Car' and is colored green (GOOD). The dummy on the right is labeled 'Pole' and is colored green (GOOD). Both dummies are wearing seatbelts. The background is white.

 ADULT OCCUPANT

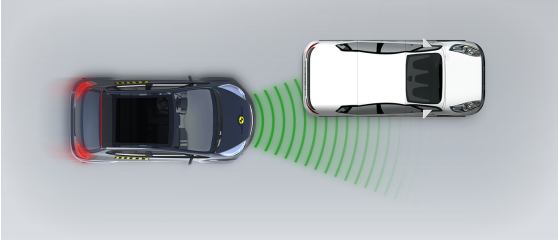
Total 37.1 Pts / 97%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

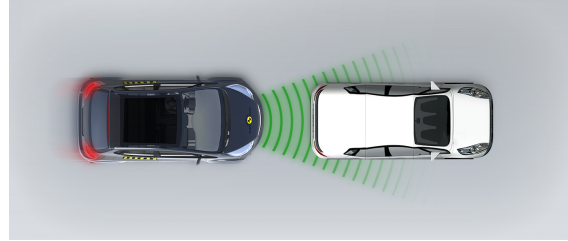
AEB City

 4.0 / 4 Pts

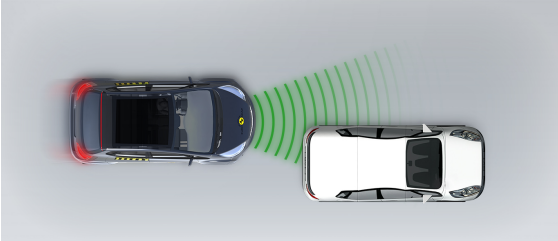
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 37.1 Pts / 97%

Comments

The passenger compartment of the Tarraco remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. SEAT showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver was good for all critical body areas. For the rear dummy, protection was good or adequate for all critical parts of the body. In both the side barrier test and the side pole impact, protection of all critical body areas was good and the Tarraco scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests at the low speeds, typical of city driving, at which many whiplash injuries are caused.

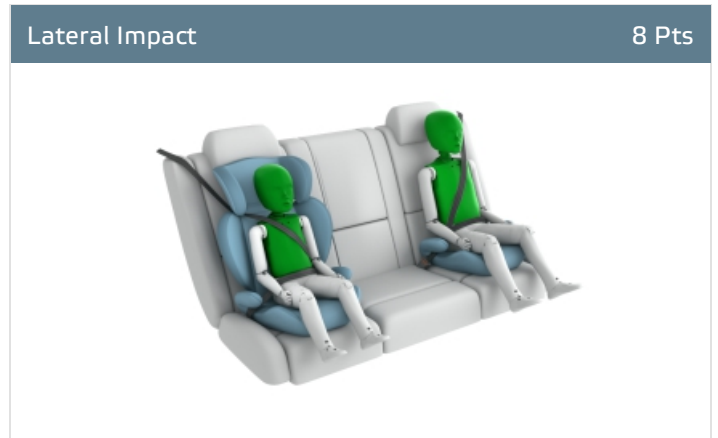
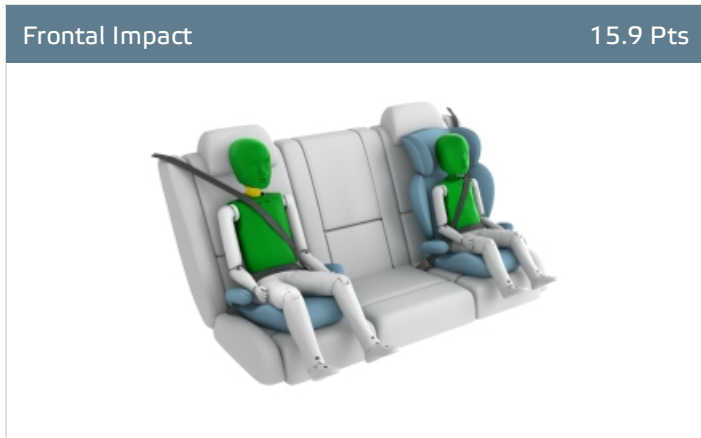
CHILD OCCUPANT

Total 41.6 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.9 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	●	●	✘	✘
i-Size	●	●	✘	✘
Integrated CRS	✘	✘	✘	✘

* Third row seats available as option

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

10.7 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIX i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41.6 Pts / 84%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 41.6 Pts / 84%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	—	●	—	—
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	—	●	—	—
BeSafe iZi Kid X2 i-Size (iSize)	●	●	—	●	—	—
BeSafe iZi Flex FIX i-Size (iSize)	—	●	—	●	—	—
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	●	—	●	—	—
BeSafe iZi Kid X4 ISOfix (ISOFIX)	●	●	—	●	—	—
Britax Römer Duo Plus (ISOFIX)	●	●	—	●	—	—
Britax Römer KidFix XP (ISOFIX)	●	●	—	●	—	—
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available


Comments

In the frontal offset test, protection of all critical body areas was good or adequate for both the 6 year and 10 year dummies. In the side barrier test, protection of both child dummies was good and maximum points were scored. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Tarraco is designed could be properly installed and accommodated in the front passenger seat and the second row. However, the optional third row seats were too small to accommodate universal child restraints properly.

 **VULNERABLE ROAD USERS**

Total 38.0 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	26.9 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">14.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	14.9 Pts	Pelvis Impact	6.0 Pts	Leg Impact	6.0 Pts
Head Impact	14.9 Pts						
Pelvis Impact	6.0 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users	11.1 / 12 Pts

Comments

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate over most of its surface, with areas of good and poor performance. Protection of pedestrian's legs and of the pelvis area was good in all test areas and the Tarraco scored maximum points. The AEB system can detect pedestrians and cyclists, as well as other vehicles. The system performed well when tested for its reaction to vulnerable road users such as these.

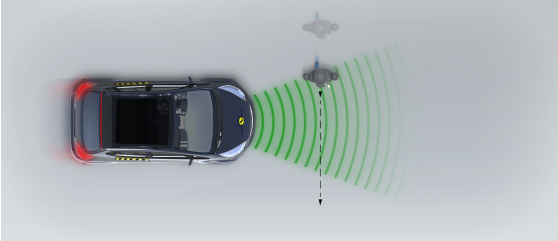
 VULNERABLE ROAD USERS

Total 38.0 Pts / 79%

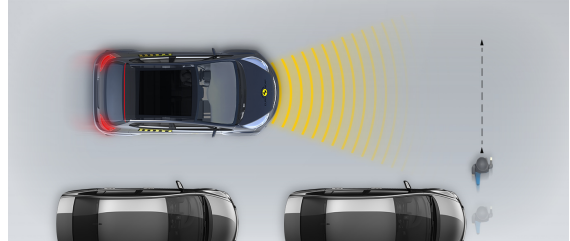
AEB Pedestrian 

■ Day time

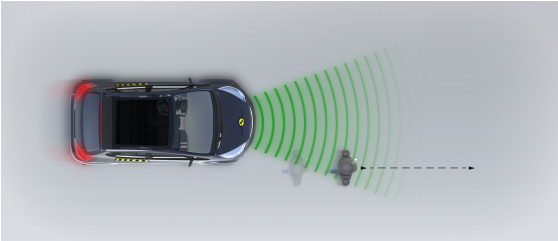
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

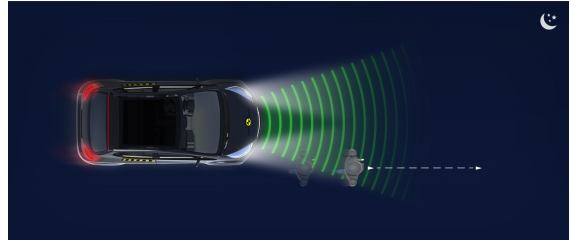


■ Night time

Adult crossing the road

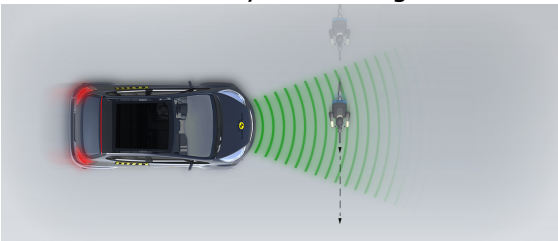


Adult along the roadside

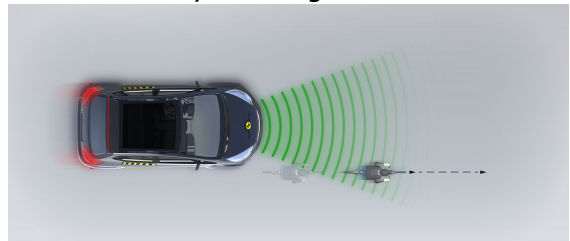


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.3 Pts / 79%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 / 3 Pts

System Name	SEAT Speed Limiter
Speed Limitation Function	Manually set (accurate to 5km/h)

Seatbelt Reminder

3.0 / 3 Pts

Applies To	Not available		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

Lane Support

3.5 / 4 Pts

System Name	Lane Assist
Type	LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

SAFETY ASSIST

Total 10.3 Pts / 79%

AEB Inter-Urban

2.6 / 3 Pts

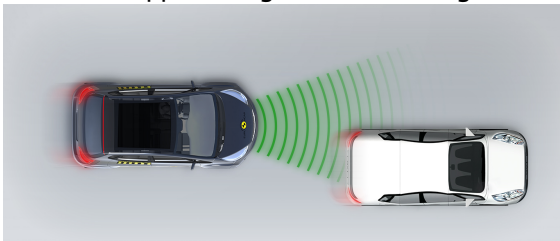
System Name	Front Assist
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	10 km/h
Additional Information	Supplementary warning

Comments

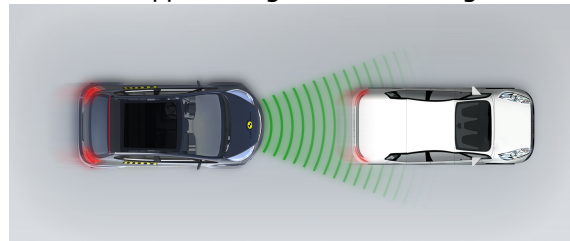
The AEB system gave generally good results in tests of its functionality at highway speeds. The car has a lane assistance system which helps prevent inadvertent drifting out of lane but can also intervene in some more critical situations. A driver-seat speed assistance system allows the limiter to be manually set to the appropriate speed. A seatbelt reminder is standard for front and rear seats.

■ **Autobrake function only**

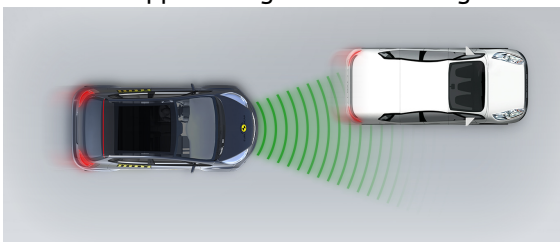
Approaching a slower moving car



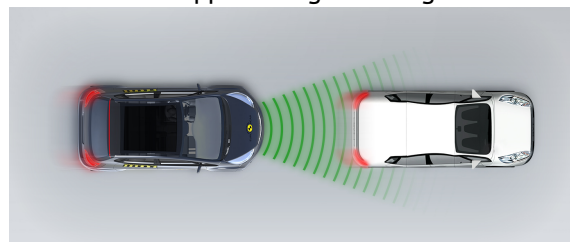
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

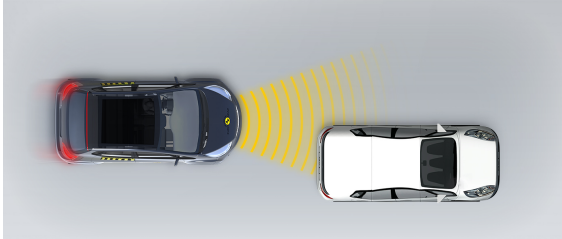


 SAFETY ASSIST

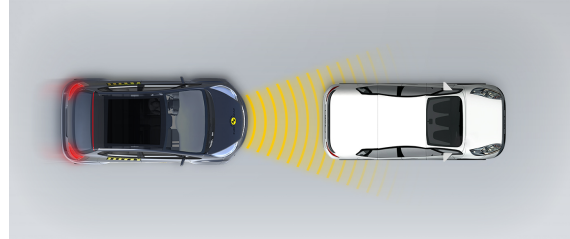
Total 10.3 Pts / 79%

■ Driver reacts to warning

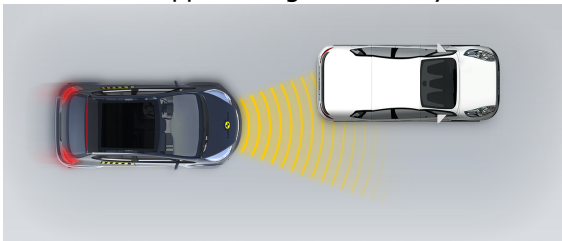
Approaching a stationary car



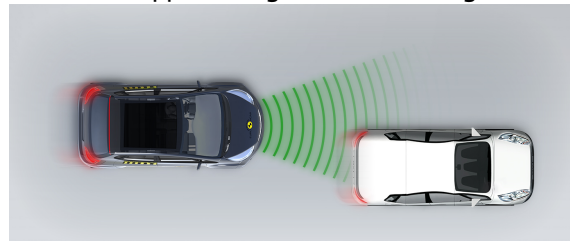
Approaching a stationary car



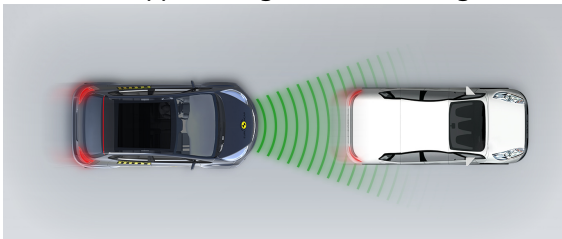
Approaching a stationary car



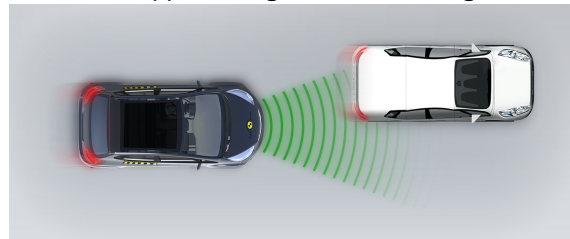
Approaching a slower moving car



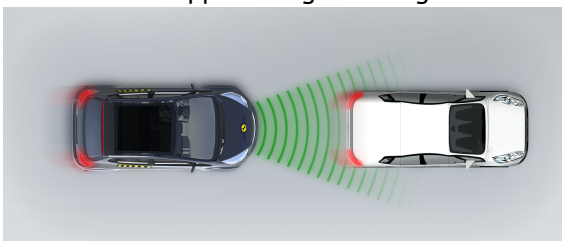
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.5 petrol*	4 x 2	✓	✓
5 door SUV	2.0 petrol	4 x 4	✓	✓
5 door SUV	2.0 diesel	4 x 2	✓	✓
5 door SUV	2.0 diesel	4 x 4	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
February 2019	Rating Published	2019 ★ ★ ★ ★ ★ ✓
February 2020	Annual Review	2019 ★ ★ ★ ★ ★ ✓
February 2021	Annual Review	2019 ★ ★ ★ ★ ★ ✓