Green NCAP © CUPRA Born
12/25 – Version 220526

CUPRA Born

60/63 E-BOOST 170 KW
ELECTRIC RWD AUTOMATIC

Sustainability Rating

2025 | ★★★★½ | 86%

Clean Air
8.9 /10

Energy Efficiency
7.7 /10

Greenhouse Gases
9.2 /10

Driving Experience

Consumption & Range
ADEQUATE

Cold Winter Performance
ADEQUATE

Charging Capability
ADEQUATE

Our verdict

The CUPRA Born is a fully electric car produced by SEAT, part of the Volkswagen Group. Tested here is the 'e-Boost' version with 170 kW. The usable battery capacity is a reasonable 59 kWh and an empty mass of 1.8 tonnes. Supported by good consumption figures, the sustainability assessment comes put at a creditable 4½ stars and an average score of 86%.

- The CUPRA Born has no tailpipe emissions and excels in mitigating harmful brake dust through regenerative braking and the use of rear drum brakes. Production and energy supply slightly reduce its score.
- Energy use is typical. Cabin heating in cold winter conditions raises demand temporarily, but it stabilizes to sensible figures when stable in-cabin temperature conditions have been reached. The Highway consumption offers no surprises.
- Low consumption, a reasonable battery size and Europe's clean electricity mix, together with production in Germany boost the CUPRA Born's greenhouse has performance and its environmental rating.

Disclaimer

Think before you print

Clean Air

8.9 /10

Comments

The electric CUPRA Born naturally doesn't have any tailpipe emissions. It collects about half of the available points for tyre abrasion but receives all of them for brake abrasion. This excellent score is thanks to a high brake energy recuperation share and the use of an enclosed brake system (drums) on the rear axle. The pollutant emissions of the vehicle production and energy supply have a moderately negative impact on the good performance in this part of the assessment.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. Read more

GOOD ● **10.0** /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more

GOOD ● **10.0** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	○	●	○	●	○	●	8.0 /8
Warm weather	●	●	●	●	●	●	10.0 /10
Highway	●	●	●	●	●	●	10.0 /10
Winter cold start	●	●	●	●	●	●	10.0 /10
Winter warm start	●	●	●	●	●	●	10.0 /10

On road

An on-road driving test , using portable emissions measuring equipment complements Green NCAP's laboratory tests. Read more

GOOD ● **10.0** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	○	●	○	●	●	○	10.0 /10
Short city trip	○	●	○	●	●	○	10.0 /10
Congestion	○	●	○	○	○	○	2.0 /2

● good ● adequate ● marginal ● weak ● poor ○ not applicable

Clean Air

8.9 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

ADEQUATE

7.4 /10

Tyre wear

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. Read more

MARGINAL

2.9 /6

	Result	Score
Influence of mass		1.4 /3
Wheel alignment		0.5 /1
Accelerator response		1.0 /2

Brake wear

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. Read more

GOOD

6.0 /6

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		3.0 /6
Recuperative braking - warm test		5.2 /6

good adequate marginal weak poor not applicable

Clean Air

8.9 /10

Additional Life Cycle Assessment information

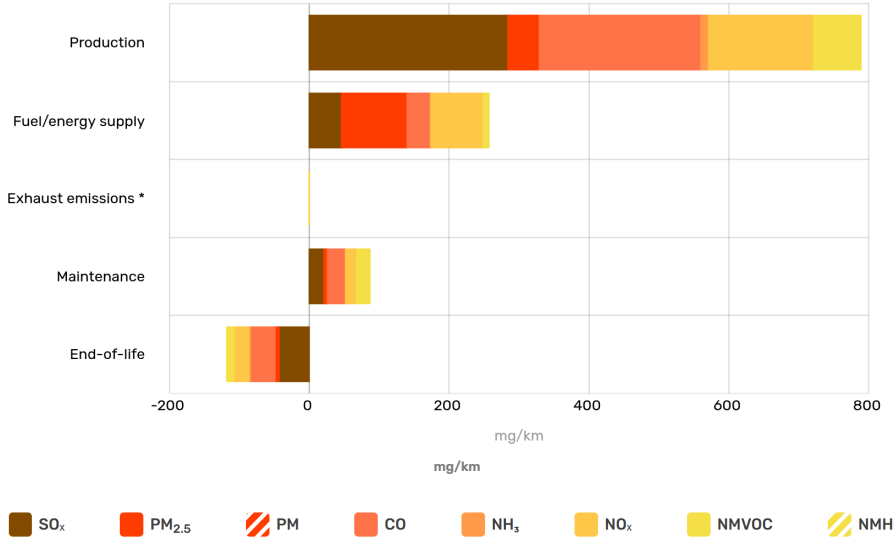
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

ADEQUATE

7.3 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

good adequate marginal weak poor not applicable

Energy Efficiency

7.7 /10

Comments

The consumption values are as expected for a vehicle of this type and are very close to those recently measured with the VW ID.4. Heating the cabin quickly in cold winter conditions increases the electricity demand considerably, but once the desired comfort level is reached the consumption figures drops significantly. The high speed and power demand Highway Test, performed in the lab, needed 27.1 kWh/100 km – a plausible value and slightly better than VW's small SUV. The real-world test on sunny dry road resulted in 17.9 and the short urban trip in 13.8 kWh/100 km, respectively.

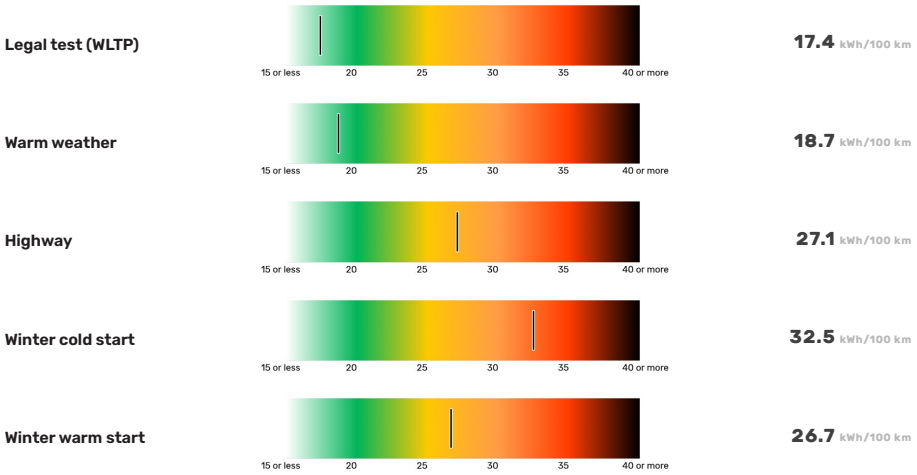
Energy demand

ADEQUATE **7.8** /10

Propulsion energy consumption in laboratory

GOOD **9.1** /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



good adequate marginal weak poor not applicable

Energy Efficiency

7.7 /10

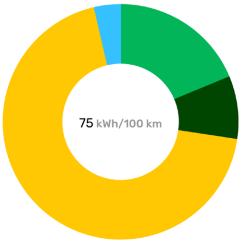
Additional Life Cycle Assessment information

ADEQUATE

8.2/10

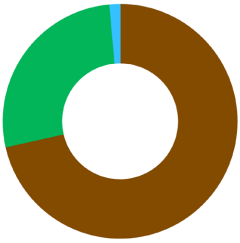
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



- Production & recycling 18.8%
- Battery production 8.6%
- Fuel/energy supply * 69.0%
- Maintenance 3.6%

Energy source share in total LCA consumption



- Fossil 71.5%
- Renewable 27.1%
- Other 1.4%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

MARGINAL

5.3/10

good | adequate | marginal | weak | poor | not applicable

Greenhouse Gases

9.2 /10

Comments

The consumption figures and the reasonable battery size help the CUPRA Born score well in this index. The relatively green European average electricity mix benefits the operation phase of the car. Following Green NCAP's life cycle assessment principle, the production of the vehicle and its battery are accounted for. Vehicle production in Europe offers an advantage and the final LCA greenhouse gas emissions value is 125.5 g CO_2-eq./km.

Exhaust GHG emissions

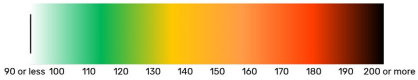
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO_2. Green NCAP's assessment considers methane (CH_4) and laughing gas (N_2O) as well. Together, these are counted with their global warming potential to a sum known as CO_2 equivalent.

GOOD

10.0 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



Legal test (WLTP)		**0.0** g CO_2-eq./km
Warm weather		**0.0** g CO_2-eq./km
Highway		**0.0** g CO_2-eq./km
Winter cold start		**0.0** g CO_2-eq./km
Winter warm start		**0.0** g CO_2-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

9.2 /10

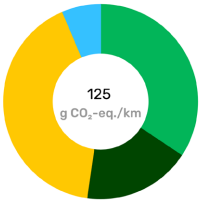
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

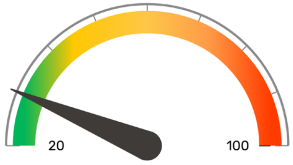
MARGINAL

5.7 /10

Total LCA GHG emissions



- Production & recycling 34.3%
- Battery production 17.9%
- Tailpipe emissions * 0.0%
- Fuel/energy supply 41.4%
- Maintenance 6.4%



tonnes CO_2-equivalent/vehicle

Vehicle Life Cycle average emissions **30** (+/-)
(best **27** | worst **34**)

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.

good adequate marginal weak poor not applicable

Driving Experience

Consumption & Range

ADEQUATE

Cold Winter Performance

ADEQUATE

Charging Capability

ADEQUATE

Green NCAP Comment

- The estimated real-world consumption values of the CUPRA Born are in the 'adequate' range for all warm weather scenarios – urban, rural, highway and mixed driving. The predicted performance in cold winter conditions remains adequate as well, although the rural consumption just crosses the threshold to a 'poor' assessment. The sensible consumption figures in combination with the reasonable battery size deliver driving ranges that are mostly seen as adequate. The consumption readings on the board computer display are very accurate.
- Drivers are advised to preheat the vehicle before cold winter trips, if possible. By doing so, an increased driving range can be achieved. The possible values are not high for the tested CUPRA, but are still a valuable contribution to a longer driving range in cold conditions. The vehicle's heat-up of the cabin in -7°C cold ambient conditions is mediocre – it is seen as poor at head level and was adequate in other places. The car is equipped with the optional heat pump. Its cabin insulation is found to be 'adequate'.
- The vehicle's home charging grid-to-battery-efficiency is a typical 89.3%. The fast DC charging is seen as adequate. The tested vehicle did not offer any possibility to supply electricity to external consumers, but it is worth mentioning that the version with the 79 kWh battery can provide up to 10 kW of electric power in a vehicle-to-home mode, which is an impressive function not many cars on the market today are equipped with.

Consumption & Range

ADEQUATE

Estimated actual consumption

ADEQUATE

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	19.2	19.8	22.2	20.0	kWh/100 km
Cold Winter	32.2	26.2	30.0	29.6	kWh/100 km

Driving range

ADEQUATE

What driving range can be expected in real world conditions?

Of special importance to consumers is the real-world driving range of electric vehicles. Green NCAP estimates this based on measured data, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	342	331	294	328	km
Cold Winter	204	250	218	221	km

Accuracy of display

GOOD

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

ADEQUATE

Driving range benefit of pre-warming

POOR

How much further can you drive in winter, if the car is pre-warmed?

A cold vehicle has increased energy consumption at the start of its trip, mostly due to the cabin heating demand. Pre-warming the car while it is plugged, when possible, can significantly benefit its driving range in cold weather conditions. Green NCAP's winter tests are performed at -7°C.

Type	Driving Range Benefit	Result
Urban trip	+79 km	
Mixed trip	+44 km	

Cabin heating

ADEQUATE

Does the vehicle get warm quickly in winter?

This indicates the time needed to reach 16°C in seconds at different positions in the cabin after the cold vehicle has been started at -7°C ambient temperature.

	Front	Rear
Head area	550 s	521 s
Footwell	465 s	

The rear footwell area left reached the temperature in 737 seconds and in the right in 450 seconds.

good adequate poor not applicable

Cold Winter Performance

ADEQUATE

Additional heating functions

What functions can be used to improve heating comfort?

Unlike a combustion car, which usually uses the engine's waste heat to provide warmth to the cabin, in electric vehicles, the energy needed comes from the battery. Therefore, there is a trade-off between thermal comfort and energy consumption. Some additional heating functions can deliver good thermal comfort performance at lower energy use compared to heating up the entire cabin. If they can be scheduled or remotely activated before a trip, while the vehicle is still plugged, both comfort and driving range can be notably improved.

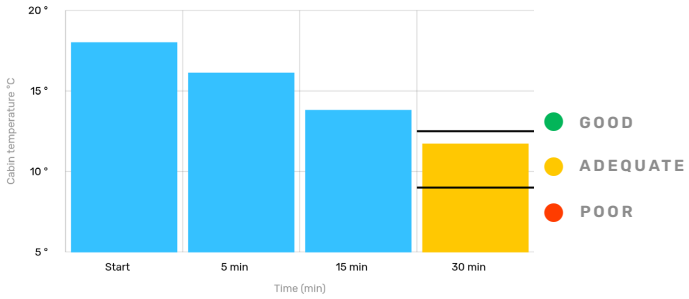
	Y/N	Fitment
Heat pump	✓	Optional
Seating heating front	✓	Optional
Seating heating rear	✗	
Steering wheel heating	✓	Standard
Sheduled pre-heating of seats	✓	Optional
Scheduled steering wheel pre-heating	✓	Standard
Scheduled cabin air pre-heating	✓	Standard
Smart cabin heating management	✓	Standard

Cabin thermal insulation

ADEQUATE

How well does the cabin maintain its temperature?

Assessed here is the average cabin temperature drop after 30 minutes, starting from 18°C when the outside temperature is -7°C and the vehicle is inactive.



good adequate poor not applicable

Charging Capabilities

ADEQUATE

Battery pre-conditioning

Does the vehicle have the ability to optimize the battery temperature for fast charging?

Fast charging is quicker when the battery temperature is in a certain range, and many vehicles possess the function to actively prepare for a coming fast charging event. Most use the charger destination in the navigational system to control the process, and some would offer a manual activation function.

	Manual	Automatic
Battery pre-conditioning	✗	✓

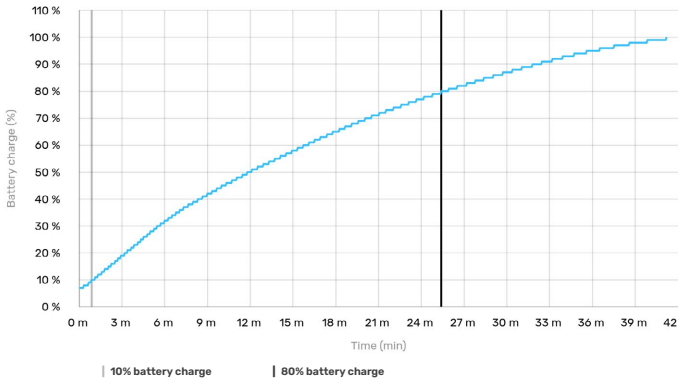
Fast charging

ADEQUATE

Green NCAP's fast charging test verifies the vehicle's ability to recharge fast, which is crucial at long trips or tight schedules. Although constantly improving, not all vehicles offer the same capabilities.

Charging time

How quickly can the battery charge?



good adequate poor not applicable

Charging Capabilities

ADEQUATE

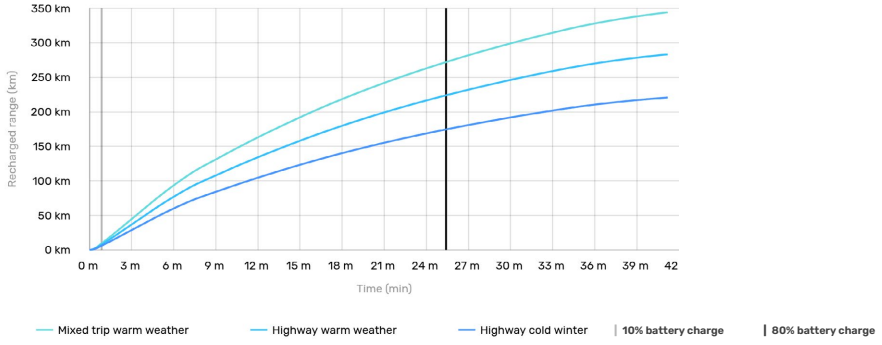
Fast charging

ADEQUATE

Green NCAP's fast charging test verifies the vehicle's ability to recharge fast, which is crucial at long trips or tight schedules. Although constantly improving, not all vehicles offer the same capabilities.

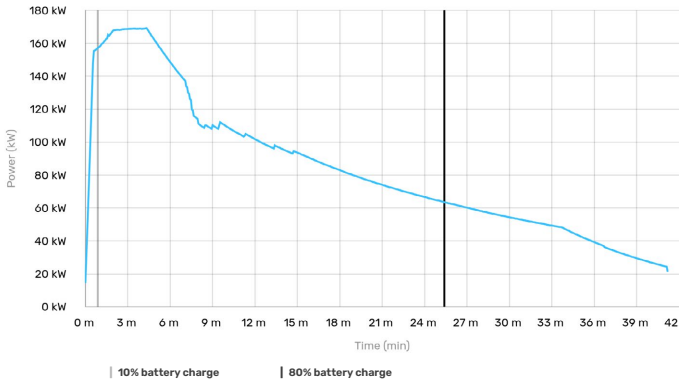
Recharged range gain per charging time

How long do you need to fast charge to drive a certain distance?



Charging power

How quickly does energy flow into the battery, depending on its charge level?



good adequate poor not applicable

Charging Capabilities

ADEQUATE

Home charging efficiency

ADEQUATE

Is charging at home efficiently utilizing the energy withdrawn from the grid?

The assessed efficiency value is the grid-to-battery-output efficiency, which describes what share of the energy taken from the electricity grid is available for the vehicle to use for propulsion and other auxiliary functions. The value encompasses not only the charger efficiency but considers several other losses as well.

Home charging efficiency	89%
Maximum home charging power	11.0 kW

Bidirectional charging

POOR

How capable is the vehicle of supplying energy from its battery to other devices or systems?

Bi-directional charging is available in some vehicles and is gaining increasing popularity. It comes with different power and functionality levels. However, battery usage for purposes additional to regular vehicle driving and charging might be disadvantageous for its durability and manufacturers might introduce limitations to protect it.

Power output

Not available

Compatibility

Vehicle-to-Load (V2L)
The inlet or the interior socket can provide AC power through an electrical domestic socket.

Vehicle-to-Household (V2H)
The vehicle can provide power to a household through a charger.

Vehicle-to-Grid (V2G)
The vehicle can return power to the grid.

Grid integration

Basic
No integration (just a socket for a stand-alone load). No scheduling option. Very basic visualisation.

Limited
Energy management system through the vehicle app (timers availability and power monitoring). Dedicated interface in the car, with mobile app monitoring.

Advanced
Advanced settings available such as tariff and consumption control, linked to distributor energy prices. Advanced real time energy flow visualization. AI powered suggestions for optimal usage.

good adequate poor not applicable

Specifications

Vehicle class
Small Family Car

System power/torque
170 kW/310 Nm

Engine size
n.a.

Declared consumption
17.4 kWh/100 km

Declared driving range
Overall 384 km
City 491 km

Declared CO_2
n.a.

Declared battery capacity
Usable (net) 60.0 kWh
Installed (gross) 63.0 kWh

Mass
1,839 kg

Heating concept
Waste heat & PTC heater & heat pump

Tyres
235/40 R20 96Y XL

Emissions class
AX

Tested car
VSSZZZK14SP00xxxx

Publication date
12 2025

Also covered by this rating

Variants
CUPRA Born
60/63 e-Boost 170 kW Edition Dynamic electric RWD automatic