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## Cupra Tavascan V1 – Road Test

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**A brand which has accelerated from racetrack to road has to be something special, so the Cupra Tavascan deserves consideration if you're looking for an edgy everyday car.**

**Robin Roberts (and WheelsWithinWales) puts the car through its paces...**



Developed from the SEAT Sport series into the Cup Racing range nearly 30 years ago the Cupra line up represents the most powerful and advanced sophisticated series from its parent partner.

Cupra became a brand in its own right in 2018 with a very hot-hatchback but, of course, the market has evolved in three decades and now it's distinctive triangular copper coloured badge is thrusting forward on a range of SUVs.

The BORN hatchback was Cupra's first battery electric vehicle and the Tavascan is Cupra's second fully electric model, their first BEV SUV and is available in V1, V2, VZ1 and VZ2 trims between £47,340 and £62,170.

The V2 pack comes with bigger wheels, sunroof, intelligent headlights, head-up display, upgraded sound system and 12-way heated front seats, together with adaptive suspension in the dynamic chassis control system.

The Z models add an extra motor to give all-wheel-drive and some more sporting features for drivers.

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Probably a better buy for most is the Tavascan V1 we tested and fitted with the optional Winter Pack for £1,335. which includes an energy saving heat pump, heated windscreen and heated front seats.

The Tavascan is offered in two power outputs: single motor 286 PS and 340 PS – the latter with a dual-motor all-wheel drive. Their pulling power is the same but absolute power is raised and the top models are 1.3 secs quicker to



62 mph from standstill, no doubt helped by the additional driving wheels.



The ultimate range of the 286 PS models in V1 and V2 trim levels is greater than their stablemate 4×4 derivatives so we elected for the entry level V1 this time.

It's a big car with a smooth, flowing profile and wrap-around styling to slip



through the air and relies on the airflow to keep the back window clear of water or snow because no rear wiper or wash system is fitted.

Under the hood is a motor which an owner does not have to touch but instead just check washer, brake and steering reservoir levels.

The car is primed when a driver sits down although a column switch is also available. Then a simple twist of a column stalk selects direction of travel and you're away.

Acceleration is strong for an SUV but remarkably silent too and it's extremely smooth without a gearbox to interfere or add weight.

Driving modes are chosen through the very big infotainment screen in the middle of the fascia and there are five different settings from economy to Cupra and even a split down to individual elements for things like steering, ride, or suspension. A quick fix button on the steering wheel can be used to select the Cupra programme if needed very quickly.





The modes are displaying in the instruments' cluster ahead of the driver and it's a busy packed display, too cluttered I thought, for immediate clarity. Speed and driver assist systems on the wheelspokes are convenient but again packed into the available space and operated with a pronounced click each time.

The Cupra Tavascan's steering was nicely weighted but had a wide turning



circle for town use; however, it was vibration-free. Underfoot, the brakes were well up to their task, just modest pressure effecting a rapid deceleration if you did not rely on the car's sensors to slow down for limits, traffic or junctions, which the vehicle did very well. The auto parking brake worked well too.

The roadholding was good for a large vehicle, entirely predictable into and through a corner and it did not seem to be put off by mid-corner bumps. In fact, the ride comfort in the chosen setting was very compliant and agreeable.

A lot of the car's comfort is down to the large, well shaped and padded seating throughout with reasonable adjustment range on the front pair matched with an adjustable column for the driver's satisfaction.

Throughout the leg and headroom was very good and you could easily put three in the back without too much restriction to shoulder space.



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Luggage space was very good for a family car with the nominal area easily increased by dropping down the 60:40 split rear seatbacks into an almost flat position. This effectively doubles the total capacity of the boot.





Visibility was good to front and sides but more limited for those in the back with the rising waistline and thick c-pillars.

Mirrors were big, clear and contained alerts for approaching traffic either side.

Excellent strong headlights did a good job as did the front wash and wiper system but we thought the absence of a back wipe & wash facility was a mistake on days in slower moving traffic and the airflow did not blow off water.

One practical feature we did appreciate was the amount of oddments space throughout with bins, trays, pockets and compartments to take all manner of items very easily and there were pickup points for electrical equipment and



wireless charging of a phone.

The car's interior was well ventilated and the system was fairly easy to set up through the infotainment screen and backed up by a multitude of outlets and switches to select temperature, direction and volume along with powered windows all-round.

Noise levels were very low with just some road and suspension rumbles being heard in the absence of wind or mechanical sounds from the powertrain.

Its performance was effortless and deceptive, and over a variety of roads and traffic conditions we saw it indicate about 320 miles range as compared to the claimed 352 miles, but it was close enough for us and gave us a good margin for longer trips. It can also recharge quickly with the right power pack.

## VERDICT

There is no doubt the Cupra Tavascan V1 is a highly refined and sophisticated SUV which gets better the more you understand what it can do once you learn to use all the available features.

It's not the cheapest green SUV, but it is one of the most comfortable and well equipped except for that missing rear wiper.

For: Very comfortable and roomy, mechanically quiet, responsive and refined, good ride, stylish inside and out, high standard equipment, plenty of oddments space.



Against: Big to park with modest turning circle, poor rear visibility, some road rumbles, expensive, no rear wiper.





## **Fact file:** Cupra Tavascan V1

Price: £48,675

Mechanical: 286 PS single speed motor, 77 kWh battery, rear wheel drive

CO2: Zero

Maximum speed: 112 mph

0 - 62 mph: 6.8 secs

Range: 320 miles

Insurance group: 34E

BiK: 2% £10 FY, £.195 SR (**from April 2025**)

Rating: 4.5/ 5

Warranty: 5 years/ 90,000 miles & 8 years/ 100,000 miles battery

Size: L 4.65 m (15.26 ft), W 1.87 m (6.14 ft), H 1.60 m (5.25 ft)

Boot: 540 litres (19.07 cu.ft)

Kerb weight: 2,178 kg (4,802 lb)