EV FACT SHEET

Cupra Tavascan

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Cupra Tavascan. Image: SEAT media

INTRODUCTION

If you are wondering who Cupra are: Cupra are the performance sub-brand of the Spanish vehicle manufacturer Seat. If that does not ring any bells – this should: Seat is a wholly owned subsidiary of VW.

The Tavascan is built on VW's MEB electric-only platform, with production occurring at the VW joint venture manufacturing operation in China. It is classified in Australia as a 'medium SUV' and, at launch, comes in two grades: the two-wheel drive (2WD) Endurance and all-wheel drive (AWD) VZ.

At 540 litres, it has a good size boot - plus a rear seating area capable of fitting full-size adults in comfort. The Tavascan also has a decent tow rating (1000 kg for the 2WD and 1200 kg for the AWD). However, like most new cars these days: there is no spare wheel.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead they generally quote the more achievable ranges found using the newer European WLTP test cycle.

Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

	Testing system range estimates		
Variant	**NEDC (Aust)**	**WLTP (Euro)**	**EPA (USA)**
Endurance (2WD)	Not rated	534 km	NA[1]
VZ (AWD)	Not rated	499 km	NA[1]

Table 1: Driving range estimates for the Cupra Tavascan

Using the WLTP range (with a roughly 10% discount for extended highway driving) a Cupra Tavascan should be capable of a return trip from the Melbourne GPO to Stawell (NW of Melbourne), provided neither the heating nor air conditioning were heavily used. For this sort of trip, it could be useful to do either a ½ - 1 hour top-up charge at an AC charger or 5 to 10 min at a DCFC (DC fast-charger) at one of the expanding number of AC and DCFC sites along this route.

For further charging options and availability, see: https://www.plugshare.com/

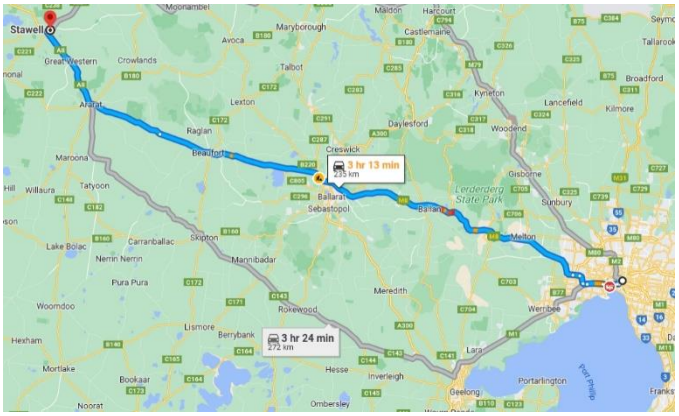

Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

The Cupra Tavascan is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[2] as well as CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:

1. The Cupra Tavascan is not sold in the US
2. The Tavascan can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Cupra Tavascan is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 kW (32A)
Three phase: 11 kW (16A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Cupra Tavascan are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (135+kW)
34h	22.75h	11.5h	11kW: 7.6h 22kW: 7.6h	80m	35m

Table 2: Approx. charging times for the Cupra Tavascan

DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf), the Cupra Tavascan uses the CCS2 DC fast-charge connector and can charge at up to 135 kW DC.

V2X capability:

The Tavascan does not (yet) include V2X functionality.

Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for Cupra Tavascan, an 11kW AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at EVchoice.com.au or read articles in:
   (a) Renew magazine edition 143. (EVSE wiring)
   (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating: 5

Boot volumes in litres: (1 litre = 10 x 10 x 10 cm)

- Boot - seats up: 540 L
- Boot - seat folded/to roof: Not supplied

Dimensions:

- Overall length: 4,644 mm
- Overall height: 1,597 mm
- Ground clearance: 154 mm
- Overall width (edge of doors): 1,861 mm
- Overall width (edge of mirrors): 2,108 mm

Battery:

- 82 kWh (77 useable)

Energy consumption: (WLTP test cycle)

- 16 kWh/100km (TBC)

Kerb weight:

- 2,178 kg

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 135 kW.

Charge port location:

- Rear right side (above rear wheel).

Drive configuration:

- Endurance: Rear-wheel drive
- VZ: all-wheel drive

Towing:

- 2WD: 750kg/1000kg
- AWD: 750kg/1200kg

Performance:

Variant	Max. Power (kW)	0 to 100km/h (Sec)
2WD	210	6.8
AWD	250	5.5

Spare tyre: No

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gaton (EVChoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.