

ANCAP Safety Rating

MAZDA 3 (From 2014)



Test Vehicle(s).

Variant:	Mazda 3 "Core" 2.0 hatch LHD
Kerb Mass:	1250 kg
Built:	2013
Engine:	2.0 Petrol
Category:	Small Car
Variant Applicability*:	All petrol variants

Note: The left-hand-drive European hatch was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to all Australasian variants.



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	15.40 (out of 16)	16 (out of 16)	2 (out of 2)	GOOD	ACCEPTABLE	3 (out of 3)	36.40 (out of 37)	★★★★★

The tested model of Mazda 3 was introduced in Australia and New Zealand in 2014. This ANCAP safety rating applies to all petrol variants. Diesel variants are unrated.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard.

In the frontal offset crash test, driver chest and leg protection was acceptable. Passenger leg protection was also acceptable. In the side impact crash test driver protection was good. In the pole test the driver head protection was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.95 points
Upper legs:	4.00 points
Lower legs:	3.45 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection assessed to the Euro NCAP Protocol

Geometric test:	GOOD
Dynamic test:	GOOD

Overall whiplash rating: GOOD

Injury Outcomes.

Frontal Offset Driver



Passenger



Side Impact & Pole Driver



Whiplash

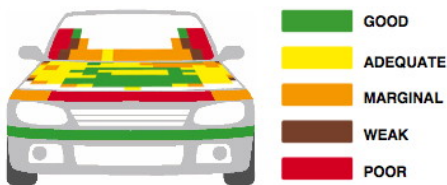


PEDESTRIAN PROTECTION

Pedestrian Test.

ACCEPTABLE - Scored 23.67 out of 36 points

Child & adult head impacts: 17.13 points
 Upper leg impacts: 0.54 points
 Lower leg impacts: 6.00 points



(Tested by Euro NCAP v6)

The bumper scored maximum points for the protection provided to pedestrians' legs. However, the protection provided by the front edge of the bonnet was predominantly poor. The bonnet surface showed good or adequate protection over most of its surface, with poor results recorded on the stiff windscreen pillars.



Mazda 3 hatch

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	V
Autonomous emergency braking (AEB)	O
Lane support system	V
Blind spot monitoring	O
Emergency stop signal (ESS)	S
Hill launch assist	S
Secondary collision brake assist (multi-collision brake)	O
Daytime running lights	S
Reversing collision avoidance	V

S = Standard on all variants.
 O = Optional on base variant. May be standard on higher variants.
 V = Not available on base variant but standard or optional on higher variants.
 X = Not available on any variant.

INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v6)		Side impact test at 50 km/h (v6)
	Driver	Passenger	Driver
Head			
HIC	213.00	109.00	34.00
Acceleration (g for 3ms)	35.40	27.10	19.90
Neck			
Shear (kN)	0.41	0.36	-
Tension (kN)	1.21	0.61	-
Extension (Nm)	6.60	14.50	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	22.35	20.81	15.47
Viscous criterion (m/s)	0.09	0.06	0.06
Abdomen			
Force (kN)	-	-	0.48
Pelvis			
Force (kN)	-	-	1.01
Upper legs			
Femur force left (kN)	0.42	1.07	
Femur force right (kN)	0.45	0.59	
Knee displacement left (mm)	0.01	0.98	
Knee displacement right (mm)	0.11	1.95	
Lower legs			
Force left (kN)	2.83	2.10	
Force right (kN)	2.69	1.42	
Index (upper / lower) left	0.39 / 0.39	0.25 / 0.20	
Index (upper / lower) right	0.47 / 0.38	0.26 / 0.23	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	64mm
Upwards:	28mm
Sideways:	7mm

Pedals

Accelerator (rearwards):	13mm
Accelerator (downwards):	2mm

A-Pillar (rearwards):	1mm
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SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for frontal offset test.

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

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