

MAZDA CX-3 (2015 - December 2022)



Frontal offset test at 64km/h

This ANCAP safety rating applies to:

Make / Model	Mazda CX-3
Year Range	2015 - December 2022
Variant(s)*	All variants
Vehicle Type	Compact SUV

The Mazda CX-3 was introduced in Australia and New Zealand in March 2015. This ANCAP safety rating applies to all variants.

Dual frontal, side chest and side head airbags (curtains) are standard. Electronic brake distribution (EBD) and Emergency brake assist (EBA) are also standard. Autonomous emergency braking (AEB) and a blind spot monitoring (BSM) system are optional on vehicles built to July 2018. AEB and BSM are standard on vehicles built from August 2018. Advanced seat belt reminders are fitted to all seats.

Injury Outcomes.

Frontal Offset

Driver Passenger



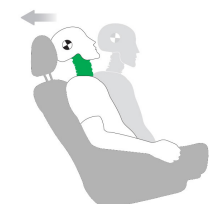
Side Impact & Pole[#]

Driver



Whiplash Protection

Driver



GOOD
ACCEPTABLE
MARGINAL
POOR

Test Results Summary.

Airbags	Dual Frontal, Side, Head
Frontal Offset Test	15.44 (out of 16)
Side Impact Test	16.00 (out of 16)
Pole Test	2 (out of 2)
Whiplash Protection	Good
Pedestrian Protection	Good
ESC	Standard
Seat Belt Reminders	3.0 (out of 3)
Overall Score	36.44 (out of 37)
ANCAP Safety Rating	★★★★★
Rating Year[^]	2015

Occupant Protection.

Frontal Offset Test

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.97 points
Upper legs:	4.00 points
Lower legs:	3.47 points

The passenger compartment held its shape well in the frontal 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. After the crash all doors could be opened with normal effort.

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

Score:	2.00 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 is assessed to the RCAR Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	Good

Tests conducted by Insurance Institute for Highway Safety.

[#] Head protection only.

MAZDA CX-3 (2015 - December 2022)

Pedestrian Protection.

Pedestrian Test

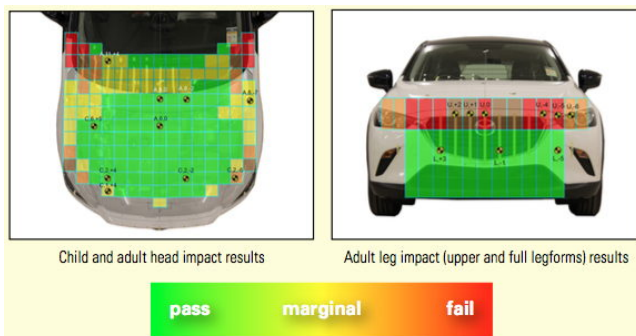
Scored out of 36 points

Adult & child head impacts: 20.05 points

Upper leg impacts: 1.55 points

Lower leg impacts: 6.00 points

This vehicle scored 27.60 out of 36 points (Good). Mostly good head protection was provided over the bonnet. Upper leg protection was poor to marginal. Lower leg protection was good. (v8)



Score Deductions.

Deductions from frontal offset test scores

Head / neck: No deductions
Chest: No deductions
Upper legs: No deductions
Lower legs: No deductions

Deductions from side impact test score

Chest: No deductions.

Deductions from pole test score

Head: No deductions.

Safety Features & Technologies.

Descriptions of each of these safety features and safety assist technologies (SAT) and detail on fitting requirements for each star rating level can be found at ancap.com.au.

Safety Feature / Safety Assist Technology	Availability
Seat belts (three-point) for all forward-facing seats	S
Seat belt pretensioners (front)	S
Seat belt pretensioners (rear outboard)	X
Intelligent seat belt reminder (driver)	S
Intelligent seat belt reminder (front passenger)	S
Intelligent seat belt reminder (2 nd row seats)	S
Airbag - Front (driver)	S
Airbag - Front (passenger)	S
Airbag - Side, chest protection (front seats)	S
Airbag - Side, chest protection (2 nd row seats)	X
Airbag - Side, head protection (front seats)	S
Airbag - Side, head protection (2 nd row seats)	S
Airbag - Knee (driver)	X
Airbag - Knee (front passenger)	X
Head restraints for all seats	S
Adaptive cruise control (ACC)	X / V[^]
Antilock braking system (ABS)	S
Automatic headlights	V
Automatic high beam	V
Autonomous emergency braking (AEB)	O / S#
Blind spot monitoring (BSM)	O / S[^]
Daytime running lights (DRL)	V
Electronic brakeforce distribution (EBD)	S
Electronic stability control (ESC)	S
Emergency brake assist (EBA)	S
Emergency stop signal	S
Hill launch assist	S
Lane support system (LSS)	V / S[^]
Rear cross-traffic alert	O / S[^]
Reversing collision avoidance	V
Tyre pressure monitoring system (TPMS)	X

These specifications are subject to change. Please check with the manufacturer for the latest specifications.

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.

E = Available in Europe / USA but not available on any Australasian variant.

^ = Variants built from August 2018.

= Vehicles built from April 2017.



Injury Values & Measurements.

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
Head			
HIC	225.00	224.00	23.00
Acceleration (g for 3ms)	34.90	35.90	14.50
Neck			
Shear (kN)	0.25	0.29	-
Tension (kN)	0.66	0.42	-
Extension (Nm)	20.00	24.90	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	21.10	22.20	21.60
Viscous criterion (m/s)	0.06	0.08	0.14
Abdomen			
Force (kN)	-	-	0.65
Pelvis			
Force (kN)	-	-	1.28
Upper legs			
Femur force left (kN)	0.38	0.22	
Femur force right (kN)	0.27	0.27	
Knee displacement left (mm)	0.20	0.04	
Knee displacement right (mm)	0.32	0.39	
Lower legs			
Force left (kN)	1.83	1.06	
Force right (kN)	2.39	1.82	
Index (upper / lower) left	0.52 / 0.33	0.27 / 0.13	
Index (upper / lower) right	0.51 / 0.34	0.37 / 0.31	
Intrusion Measurements*			
Steering column			
Forward (mm)	61		
Downward (mm)	4		
Sideways (mm)	6		
Pedals			
Brake - rearward (mm)	5		
Brake - upward (mm)	2		
A-Pillar			
Rearward (mm)	0		

* Steering column and pedal movements are measured relative to the driver's seat.

* ANCAP safety 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. For further information about the application of ANCAP safety ratings to model variants, see the ANCAP Variant Policy.

^ The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and may be based on the year in which a new vehicle model is first launched into the Australian and/or New Zealand markets; the year in which the vehicle was tested (if tested by Euro NCAP); or, for vehicles which hold an existing ANCAP safety rating, the year in which the rating was updated (or earlier applicable year).

Assessment Details.

Tested Make / Model	Mazda CX-3
Tested Vehicle(s) Built	2015
Tested Body Type	Wagon
Tested Vehicle Kerb Weight	1200 kg
Tested Vehicle Engine	2.0 litre petrol
Tested By	ANCAP
Assessed By	ANCAP
Document Reference	CX3_15
Document created/revised	28 August 2015
Rating Published	September 2015
Rating Updated	Annual Review (2020)

