MAZDA CX-80

APPLIES TO
All variants

VEHICLE TYPE
Large SUV

ENGINE / MOTOR TYPES
Petrol + Diesel + Hybrid

BUILT FROM
July 2024

ON SALE FROM
AUS: October 2024
NZ: November 2024

MODEL SERIES
KL

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

AIRBAGS
Dual frontal, side chest, side head, centre, driver knee

ANCAP SAFETY

TESTED 2024 ★★★★★

The Mazda CX-80 was introduced in Australia in October 2024 and New Zealand in November 2024. This ANCAP safety rating applies to all variants.

Dual frontal, side chest (1st & 2nd row), side head (1st, 2nd & 3rd row), and driver knee airbag are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with a speed sign recognition system are standard on all variants.

ASSESSMENT SCORES

Adult Occupant Protection
92%
37.18 out of 40

Child Occupant Protection
87%
43.00 out of 49

Vulnerable Road User Protection
84%
53.33 out of 63

Safety Assist
83%
15.06 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Mazda CX-80 Pure	5 door SUV	3.3 litre petrol	4WD	✓	✓
Mazda CX-80 Touring	5 door SUV	3.3 litre petrol	4WD	✓	✓
Mazda CX-80 GT	5 door SUV	3.3 litre petrol	4WD	✓	✓
Mazda CX-80 Azami	5 door SUV	3.3 litre petrol	4WD	✓	✓
Mazda CX-80 Touring	5 door SUV	2.5 litre PHEV	4WD	✓	✓
Mazda CX-80 GT	5 door SUV	2.5 litre PHEV	4WD	✓	✓
Mazda CX-80 Azami	5 door SUV	2.5 litre PHEV	4WD	✓	✓
Mazda CX-80 Touring	5 door SUV	3.3 litre diesel	4WD	✓	✓
Mazda CX-80 GT	5 door SUV	3.3 litre diesel	4WD	✓	✓
Mazda CX-80 Azami	5 door SUV	3.3 litre diesel	4WD	✓	✓
Mazda CX-80 SP Hybrid	5 door SUV	3.3 litre petrol	4WD	-	✓
Mazda CX-80 SP PHEV	5 door SUV	2.5 litre PHEV	4WD	-	✓
Mazda CX-80 Homura PHEV	5 door SUV	2.5 litre PHEV	4WD	-	✓

* Correct at time of publication. Subject to change. Check with manufacturer.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

92%

37.18 out of 40

FRONTAL OFFSET (MPDB)#
6.66 points out of 8

OBLIQUE POLE#
6.00 points out of 6

RESCUE & EXTRICATION
2.67 points out of 4

FULL WIDTH FRONTAL#
7.86 points out of 8

WHIPLASH PROTECTION
4.00 points out of 4

SIDE IMPACT#
6.00 points out of 6

FAR SIDE IMPACT
4.00 points out of 4

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Mazda CX-80 remained stable in the **frontal offset (MPDB)** test. Protection of the driver chest was ADEQUATE, with GOOD protection offered to all other body regions. Protection was GOOD for all body regions of the front passenger.

The front structure of the Mazda CX-80 presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.45 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was ADEQUATE for the chest, with GOOD protection offered to all other critical body regions for both the driver and rear passenger.

In the **side impact** test and the **oblique pole** test, protection offered to all critical body regions was GOOD and the Mazda CX-80 scored maximum points in both of these tests.

The Mazda CX-80 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario. Maximum points were scored for **whiplash protection**.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors and windows of the Mazda CX-80 would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	2.76 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-1.45 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	3.44 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

92%

37.18 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	0.67 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

87%

43.00 out of **49**

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and the Mazda CX-80 scored maximum points in these tests.

The Mazda CX-80 is fitted with lower ISOFix anchorages on the rear outboard seats in the second row of seats, and top tether anchorages for all rear seating positions.

A child presence detection (CPD) system is not fitted to Australian or New Zealand vehicles.

Installation of typical child restraints available in Australia and New Zealand showed GOOD results and the Mazda CX-80 scored full points for this assessment.

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	✕	✕	-
Top Tether Anchorage	✕	●	●	●	-
Airbag Disabling	●	-	-	-	-
Child Presence Detection 0.25 pts (out of 4.00pts)	✕	✕	✕	✕	-

● FITTED AS STANDARD ✕ NOT AVAILABLE - N/A

	CHILD RESTRAINT TYPE^*	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	Rearward-facing capsule	✕	●	●	●	●	-	●
	Rearward-facing with harness - convertible (Model A)	✕	●	●	●	●	-	●
	Rearward-facing with harness - convertible (Model B)	✕	●	●	●	●	-	●
	Forward-facing with harness - convertible (Model A)	✕	●	●	●	●	-	●
	Forward-facing with harness - convertible (Model B)	✕	●	●	●	●	-	●
	Booster - 4 to 8 years	✕	●	●	●	●	-	●
	Booster - 4 to 10 years	✕	●	●	●	●	-	●
ISOFIX	Rearward-facing capsule	✕	●	-	●	●	-	●
	Rearward-facing with harness - convertible (Model A)	✕	●	-	●	●	-	●
	Rearward-facing with harness - convertible (Model B)	✕	●	-	●	●	-	●
	Forward-facing with harness - convertible (Model A)	✕	●	-	●	●	-	●
	Forward-facing with harness - convertible (Model B)	✕	●	-	●	●	-	●

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED - N/A

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.
* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.
^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Vulnerable Road User Protection

84%

53.33 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **13.64 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **8.14 points** out of 9
PELVIS PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Forward) **6.31 points** out of 7	AEB MOTORCYCLE **2.25 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **2.00 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

The bonnet and windscreen of the Mazda CX-80 provided predominantly GOOD protection to the head of a struck **pedestrian** over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, the base of the windscreen, and front edge of the bonnet surface. Protection of the pelvis, femurs and lower legs was GOOD with full points scored.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Tests of this system showed GOOD performance in **AEB Pedestrian** test scenarios including in reverse (AEB Backover) and turning scenarios, with collisions avoided or mitigated in most tests.

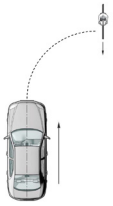
GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at most test speeds, including nearside turning scenarios. The vehicle provides a warning when a bicycle is approaching from behind (cyclist anti-dooring).

Mixed performance was seen in the **AEB Motorcyclist** tests. The Mazda CX-80 was not able to avoid impact when turning across the path of an oncoming motorcycle.

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Smart Brake Support
Type	Autonomous emergency braking with forward collision warning
Operational From	2.-80km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	●
Retention (driver door)	✕
Warning or retention (all other doors)	●

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

84%

53.33 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	GOOD			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	ADEQUATE		

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	POOR		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane-Keep Assist System
Operational From	45-200 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

83%

15.06 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.48 points out of 2

SPEED ASSISTANCE SYSTEMS
2.41 points out of 3

AEB / AES (Car-to-Car)
3.61 points out of 4

AEB / AES (Junction & Crossing)
3.56 points out of 4

AEB / AES (Head-On)
1.00 points out of 1

LANE SUPPORT SYSTEMS
3.00 points out of 3

The Mazda CX-80 is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality. A blind spot monitoring (BSM) system is also standard.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in **AEB Junction** and some of the **AEB Crossing** scenarios (where the test vehicle can autonomously brake to avoid crashes when crossing into the path of an oncoming vehicle). Tests of the **AEB Head-On** system functionality also showed GOOD performance.

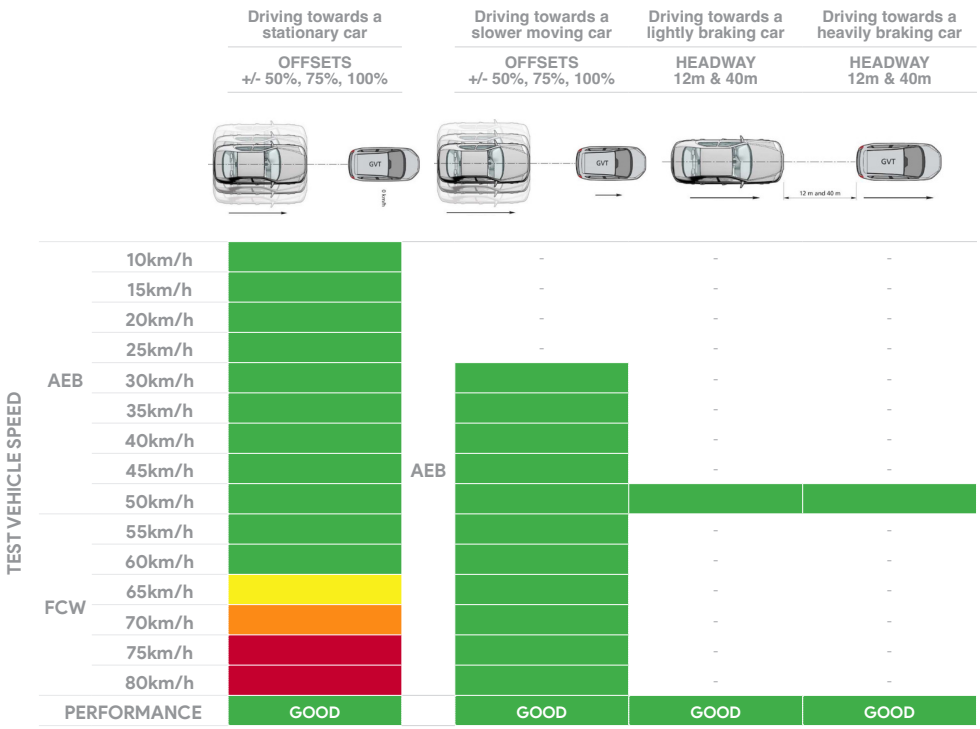
Tests of lane support system functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) detecting driver drowsiness, and some limited forms of distraction, is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Smart Brake Support
Type	Autonomous emergency braking with forward collision warning
Operational From	4-160 km/h



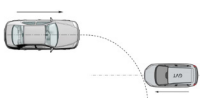
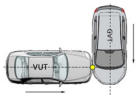
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

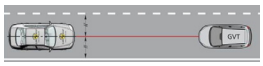
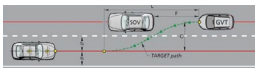
Safety Assist

83%

15.06 out of 18

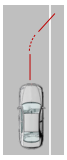
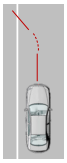
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

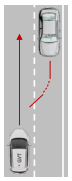
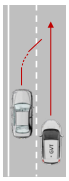
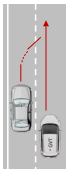
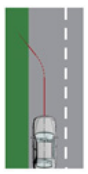
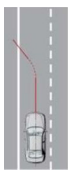
		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop								
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			GOOD				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle	
				50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
PERFORMANCE				GOOD	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane-Keep Assist
Operational From	45-200km/h

	Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car				
PERFORMANCE	GOOD			

	Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE	GOOD								

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

83%

15.06 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	✕
Fatigue	●	✕
Unresponsive Driver	-	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	●

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors	✕
Lane Departure Warning (LDW)	✕
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard seats) - 3rd row	✕	✕
Seat belt pre-tensioners (rear centre seat) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	●	●
Airbag - dual frontal (driver & front passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	●	●
Airbags - side, chest protection (3rd row seats)	✕	✕
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	●	●
Airbag - centre	●	●
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✕	✕
Airbag - pedestrian (external)	✕	✕
Airbag disabling switch - automatic (front passenger)	●	●
Airbag disabling switch - manual (front passenger)	✕	✕
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence detection / alert	✕	✕
Cyclist dooring detection / alert	●	●
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✕	✕
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Mazda CX-80 High Grade LHD

TESTED VEHICLE ENGINE
2.5 litre PHEV

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
January 2025