

MAHINDRA SCORPIO



APPLIES TO
All variants

BUILT FROM
April 2023

RATING CRITERIA
2023-2025

VEHICLE TYPE
Large SUV

ON SALE FROM
AUS: April 2023
NZ: August 2023

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Diesel

MODEL SERIES
N/A

AIRBAGS
Dual frontal, side chest, side head



ANCAP
SAFETY

TESTED
2023

ZERO STARS

The Mahindra Scorpio was introduced in Australia in April 2023 and New Zealand in August 2023. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (first and second rows only) airbags are standard. The side head-protecting airbags do not extend to protect occupants seated in the third row. A centre airbag to prevent occupant-to-occupant interaction is not available.

ANCAP's assessment is based on six-seat variants available in Australia. A seven-seat variant with a centre seat in the second row is available in New Zealand, and is fitted with a lap-only seatbelt in the second row centre seating position. A lap-only seatbelt does not offer the same level of protection as a lap-sash (three point) seatbelt. ANCAP does not recommend that lap-only seatbelts are used for occupants of any size.

Neither an autonomous emergency braking (AEB) system, or a lane support system (LSS), are available on any variant of the Mahindra Scorpio.

A seatbelt reminder (SBR) system is fitted as standard to the front seating positions only. Seatbelt reminders are not provided for any second or third row seating positions.

A driver monitoring system (DMS) is not available.

A speed limit information function (SLIF) is not available.

A child presence detection (CPD) system is not available.

SAFETY NOTE

Top tether anchorages are not fitted to the centre seating position in the second row of seven-seat variants (NZ) or third row seating positions of any variant. Installation of child restraints in these seating positions is not recommended. This vehicle is not suitable for transporting young children in these seating positions.

ASSESSMENT SCORES



Adult Occupant Protection

44%

17.67 out of 40



Child Occupant Protection

80%

39.27 out of 49



Vulnerable Road User Protection

23%

14.94 out of 63



Safety Assist

0%

0.00 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Mahindra Scorpio Z8 6 seat	5 door SUV	2.2 litre diesel	4WD	✓	-
Mahindra Scorpio Z8L 6 seat 	5 door SUV	2.2 litre diesel	4WD	✓	✓
Mahindra Scorpio Z8 7 seat	5 door SUV	2.2 litre diesel	2WD	-	✓
Mahindra Scorpio Z8 7 seat	5 door SUV	2.2 litre diesel	4WD	-	✓
Mahindra Scorpio Z8L 7 seat	5 door SUV	2.2 litre diesel	4WD	-	✓

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



Adult Occupant Protection

44%

17.67 out of 40

FRONTAL OFFSET (MPDB)*
3.33 points out of 8

OBLIQUE POLE*
5.31 points out of 6

RESCUE & EXTRICATION
2.50 points out of 4

FULL WIDTH FRONTAL*
0.00 points out of 8

WHIPLASH PROTECTION
0.53 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
0.00 points out of 4

* Scaled scores. Total test scored out of 16.00 points.

The passenger compartment remained stable in the **frontal offset (MPDB)** test. Protection of the driver's chest and lower legs was ADEQUATE. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Mahindra Scorpio presented a high risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and the maximum 8.00 point penalty was applied.

In the **full width frontal** test, protection of the driver dummy was WEAK for the chest and GOOD for all other critical body areas. Protection of the rear passenger head, neck and chest was POOR based on dummy readings and high seatbelt loads.

In the **side impact** test, protection offered to all critical body regions of the driver was GOOD however the driver seatbelt was observed to unlatch during impact, increasing risk of the potential injury.

In the **oblique pole** test, protection was MARGINAL for the chest of the driver and GOOD for all other critical body regions. A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available. Prevention of excursion (movement towards the other side of the vehicle) was not assessed as Mahindra did not supply the relevant technical evidence required.

Testing of the front seats indicated POOR protection from whiplash injury in rear impact crashes. A geometric assessment of the second and third row seats showed MARGINAL protection for those positions.

A multi-collision braking system is not fitted. It was demonstrated that, if the car entered water, the doors of the Mahindra Scorpio would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

A Rescue Sheet, providing information for first responders in the event of a crash has been provided.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.91 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	2.76 pts	4.00 pts
Deductions	No penalty	No penalty



COMPATIBILITY

Deductions	-8.00 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	0.00 pts
Neck	4.00 pts	0.00 pts
Chest	1.21 pts	0.00 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	-1.00 pts (shoulder belt load)

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	2.15 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

44%

17.67 out of 40

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



SIDE IMPACT (60km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	N/A



OBLIQUE POLE (32km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	N/A



OCCUPANT-TO-OCCUPANT	
Head Contact	Not assessed

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	0.03 pts	0.50 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	✗	No penalty
Multi-Collision Braking	✗	Not available
Advanced eCall	✗	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✗	Not demonstrated

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



Child Occupant Protection

80%

39.27 out of 49

DYNAMIC TEST (FRONT)

14.27 points out of 16

RESTRAINT INSTALLATION

10.00 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** test, protection of the neck and chest of the 10 year old child dummy was rated as MARGINAL. Otherwise, protection of both child dummies was GOOD. In the **side impact** test, protection of both child dummies was GOOD.

The Mahindra Scorpio is fitted with lower ISOFix anchorages and top tether anchorages for the second row outboard seats. Neither ISOFix nor top tether anchorages are available in the third row. Installation of child restraints in these seating positions is therefore not recommended.

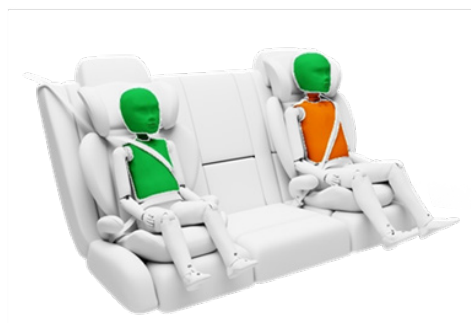
A child presence detection (CPD) system is not fitted to any variant.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in the second row outboard seating positions using the seat belt, however the child restraints using the ISOFix restraints could not be correctly installed as the seat trim interfered with attachment of the anchor fittings.

NOTE: Top tether anchorages are not fitted to the centre seating position in the second row of seven-seat variants, or the third row of any variant. Installation of child restraints in these seating positions is not recommended as there are no top tether anchorages. This vehicle is not suitable for transporting young children in these seating positions.

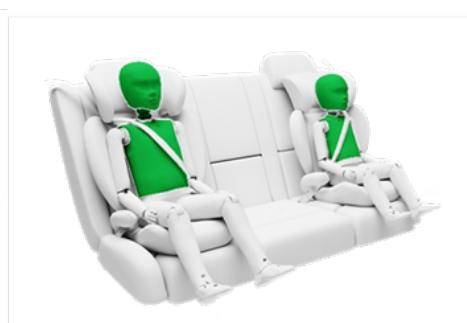
FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD

10 YEAR OLD



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 0.00 pts (out of 4.00pts)	×	×	×	×	-

● FITTED AS STANDARD × NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE [^]		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	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	×	●	×	●	×	-	×
ISOFIX	Booster - 4 to 10 years	×	●	×	●	×	-	×
	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.childrestraints.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.



Vulnerable Road User Protection

23%

14.94 out of 63

HEAD PROTECTION (Adult, Child, Cyclist)
7.45 points out of 18

KNEE & TIBIA PROTECTION
1.39 points out of 9

AEB CYCLIST
0.00 points out of 9

PELVIS PROTECTION
1.60 points out of 4.5

AEB PEDESTRIAN (Forward)
0.00 points out of 7

AEB MOTORCYCLE
0.00 points out of 6

FEMUR PROTECTION
4.50 points out of 4.5

AEB PEDESTRIAN (Backover)
0.00 points out of 2

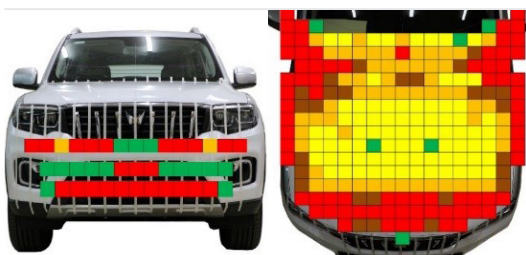
LSS MOTORCYCLE
0.00 points out of 3

The protection provided by the bonnet of the Mahindra Scorpio to the head of a struck pedestrian was mostly MARGINAL or ADEQUATE, with WEAK and POOR results recorded on the front of the bonnet, at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis, femurs and lower legs was mostly POOR.

The Mahindra Scorpio is not fitted with any form of autonomous emergency braking (AEB), lane support, or cyclist anti-dooring system and these tests were not conducted.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Not available
Type	N/A
Operational From	N/A

	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							
	POOR (NOT AVAILABLE)						

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

23%

14.94 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	POOR (NOT AVAILABLE)			

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														
	POOR (NOT AVAILABLE)													

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			TARGET MOTORCYCLE SPEED		
							30km/h	45km/h	60km/h
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	POOR (NOT AVAILABLE)						PERFORMANCE		
							POOR (NOT AVAILABLE)		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	[NOT AVAILABLE]
Operational From	N/A

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 72km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	POOR (NOT AVAILABLE)				



Safety Assist

0%

0.00 out of 18

SEAT BELT REMINDERS
0.00 points out of 1DRIVER MONITORING
0.00 points out of 2SPEED ASSISTANCE SYSTEMS
0.00 points out of 3AEB / AES (Car-to-Car)
0.00 points out of 4AEB / AES (Junction & Crossing)
0.00 points out of 4AEB / AES (Head-On)
0.00 points out of 1LANE SUPPORT SYSTEMS
0.00 points out of 3

The Mahindra Scorpio is not fitted with any form of autonomous emergency braking (AEB) system, lane support system (LSS), or blind spot monitoring system (BSM), and these tests were not conducted.

An intelligent speed assistance system is not available.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats and therefore not eligible for scoring.

A driver monitoring system (DMS) is not available.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Not available
Type	N/A
Operational From	N/A



GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO
NO PERFORMANCE PREDICTED

NOT TESTED

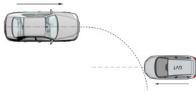
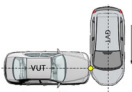




Safety Assist

0%

0.00 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		POOR (NOT AVAILABLE)			POOR (NOT AVAILABLE)				

		HEAD-ON In the path of oncoming vehicle	
		50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight		
			-
	Lane change		
			-
PERFORMANCE		POOR (NOT AVAILABLE)	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Not available
Operational From	N/A

		Dashed line	Solid line
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car			
PERFORMANCE		POOR (NOT AVAILABLE)	

		Oncoming vehicle		Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car											
PERFORMANCE		POOR (NOT AVAILABLE)									

GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO
NO PERFORMANCE PREDICTED

NOT TESTED



Safety Assist

0%

0.00 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)	Not available
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	×

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 (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
Mahindra Scorpio Z8L, RHD

TESTED VEHICLE ENGINE
2.2 litre diesel

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
December 2023