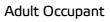


Mazda 3 Standard Safety Equipment

2019









98%





Safety Assist

87%

Vulnerable Road Users



81%



73%

### **SPECIFICATION**

Tested Model	Mazda 3 2.0 petrol, LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1346kg
VIN From Which Rating Applies	- all Mazda 3s
Class	Small Family Car

## **SAFETY EQUIPMENT**

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	×
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	•	×	×
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	×
Side pelvis airbag	•	•	×



# **SAFETY EQUIPMENT (NEXT)**

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	_	×	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB Pedestrian	•
AEB Cyclist	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	•

Fitted to the vehicle as standard	Fitted to the \	vehicle as part of t	the safety pack
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O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



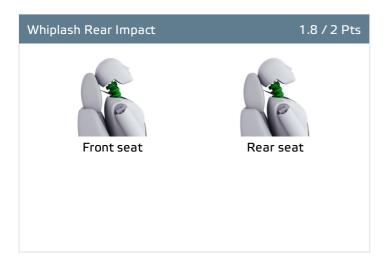


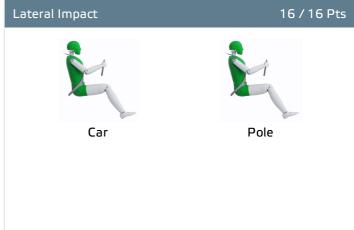
Total 37.5 Pts / 98%















Total 37.5 Pts / 98%

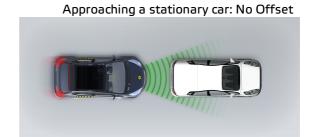
GOOD ADEQUATE MARGINAL WEAK POOR

**AEB City** 

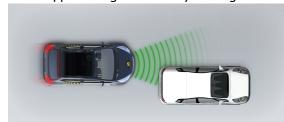
4 / 4 Pts







Approaching a stationary car: Right Offset







Total 37.5 Pts / 98%

#### Comments

The passenger compartment of the Mazda 3 remained stable in the frontal offset test. Dummy readings showed good protection for all critical body regions of the passenger. Good protection was provided to the knees and femurs of both the driver and passenger. Mazda showed that a similar level of protection would be provided to occupants of different sizes and those sitting in different positions. In the full-width, rigid barrier test, maximum points were scored for the front driver and rear passenger occupants, with good protection of all critical parts of the body. Similarly, in the side barrier test and the more severe side pole impact, all parts of the body were well protected and the car scored full points. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system, known as 'Smart Brake Support', performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur. Collisions were avoided in all test scenarios.



Total 43 Pts / 87%



#### Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts





Restraint for 6 year old child: *Britax Römer KIDFIX XP*Restraint for 10 year old child: *Booster Cushion*Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

#### **CRS Installation Check**

12 / 12 Pts

Install without problem
Install with care
Safety critical problem
Installation not allowed

#### i-Size CRS









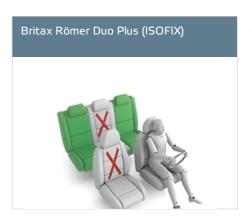


Total 43 Pts / 87%

#### ISOFIX CRS







Britax Römer KidFix XP (ISOFIX)



#### Universal Belted CRS







Britax Römer KidFix XP (Belt)





Total 43 Pts / 87%

	Seat Position			
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•		
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)		•		•
BeSafe iZi Kid X2 i-Size (iSize)		•		
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)		•		
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		
Britax Römer Duo Plus (ISOFIX)		•		
Britax Römer KidFix XP (ISOFIX)		•		
Maxi Cosi Cabriofix (Belt)	•	•		
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	
Britax Römer King II LS (Belt)	•	•	•	•
Britax Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

#### Comments

In the frontal offset test, good protection was provided to both the 6 and 10 year infants. Similarly, in the side barrier impact, all critical parts of the body were well protected for both dummies and the Mazda 3 scored maximum points for its performance for child protection in the dynamic tests. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraint types for which the Mazda 3 is designed could be properly installed and accommodated.





Total 39.2 Pts / 81%



8.6 / 12 Pts
Smart Brake Support
Auto-Brake with Forward Collision Warning
10 km/h

#### Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good, and at least adequate over almost all of the surface. Protection of pedestrian's legs and of the pelvis area was good in all test areas and the Mazda 3 scored maximum points. The AEB system can detect vulnerable road users such as pedestrians and cyclists. In tests of these functionalities, the system demonstrated good performance for pedestrians and adequate performance in the more challenging cyclist scenarios.



Total 39.2 Pts / 81%

### **AEB** Pedestrian

### Day time

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



Night time

Adult crossing the road



Adult along the roadside



## AEB Cyclist

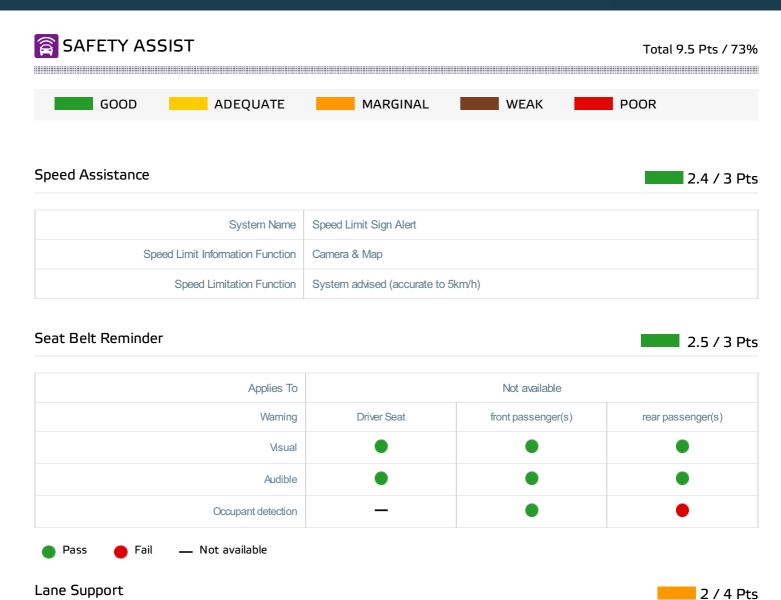
Cyclist crossing



### Cyclist along the roadside







System Name	Lane-Keep Assist System
Туре	LKA
Operational From	55 km/h
PERFORMANCE	
Emergency Lane Keeping	NOT AVAILABLE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD





Total 9.5 Pts / 73%

## AEB Interurban 2.6 / 3 Pts

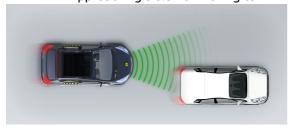
System Name Smart Brake Support	
Туре	Autonomous Emergency Braking and Forward Collision Warning
Operational From	4 km/h
Additional Information	Supplementary warning

#### Comments

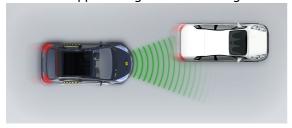
The 2019 Mazda 3 has a seatbelt reminder for the front and rear seats as standard. The AEB system performed well in tests of its functionality at highway speeds. The speed assistance system uses a camera and digital mapping to identify the local speed limit and offers the driver the opportunity to set the limiter appropriately. The lane support system assists in preventing the vehicle from drifting out of lane but does not intervene in more critical scenarios, as do the systems on some cars.

#### Autobrake function only

#### Approaching a slower moving car



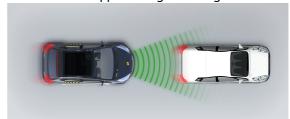
Approaching a slower moving car



Approaching a slower moving car



#### Approaching a braking car

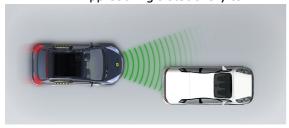




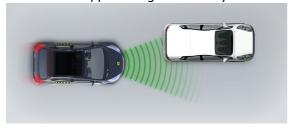
Total 9.5 Pts / 73%

### Driver reacts to warning

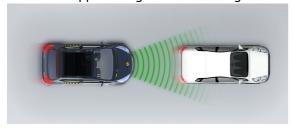
Approaching a stationary car



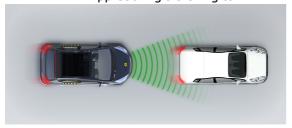
Approaching a stationary car



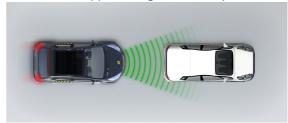
Approaching a slower moving car



Approaching a braking car



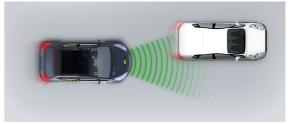
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





# RATING VALIDITY

## Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
			✓	
			<b>~</b>	
4 door saloon	2.0 petrol	4 x 2		~
4 0001 3810011	2.0 petror	7 / 2		•
			~	
				,
4 door saloon	1.8 diesel	4 x 2		~
			✓	
5 door	2.0 petrol*	4 x 2		$\checkmark$
hatchback				
			✓	
5 door hatchback	2.0 petrol	4 x 4		~
			~	
				1
5 door hatchback	1.8 diesel	4 x 2		•

<sup>\*</sup> Tested variant

Date	Event	Outcome	
May 2019	Rating Published	2019 * * * * *	✓