



Mazda 3
Standard Safety Equipment

2019



Adult Occupant



98%

Child Occupant



87%

Vulnerable Road Users



81%

Safety Assist



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	●	●	✘

Version 041019

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	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 Fitted to the vehicle as part of the safety pack
 Not fitted to the test vehicle but available as option or as part of the safety pack
 ✗ Not available
 — Not applicable

 ADULT OCCUPANT

Total 37.5 Pts / 98%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Offset Deformable Barrier 7.7 / 8 Pts



Passenger



Driver

Frontal Full Width 8 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact 1.8 / 2 Pts



Front seat



Rear seat

Lateral Impact 16 / 16 Pts



Car



Pole

 ADULT OCCUPANT

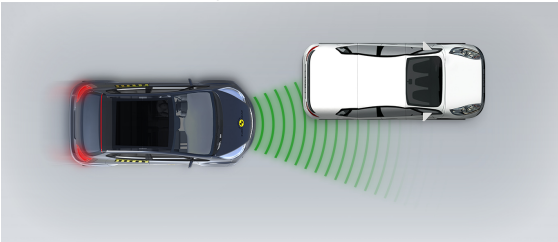
Total 37.5 Pts / 98%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

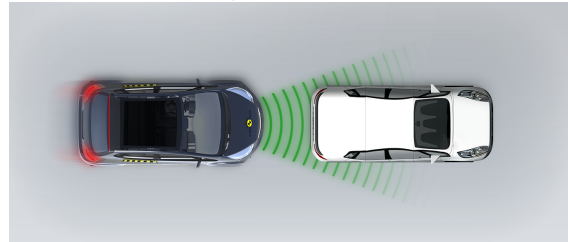
AEB City

 4 / 4 Pts

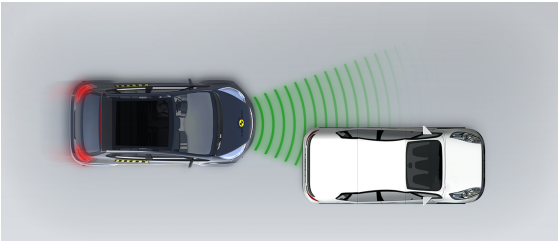
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

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.

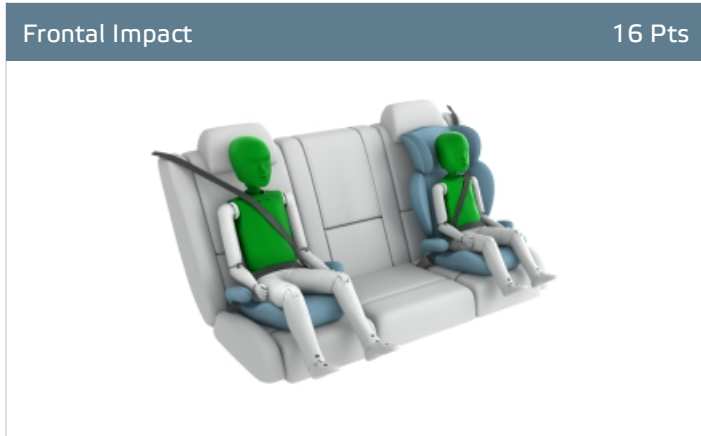
CHILD OCCUPANT

Total 43 Pts / 87%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

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
Isifix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

Fitted to test car as standard
 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

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIX i-Size (iSize)



ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	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)	□	●	□	●
BeSafe iZi Flex FIX 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.

VULNERABLE ROAD USERS

Total 39.2 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	30.6 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">18.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	18.6 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	18.6 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	8.6 / 12 Pts
System Name	Smart Brake Support
Type	Auto-Brake with Forward Collision Warning
Operational From	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.

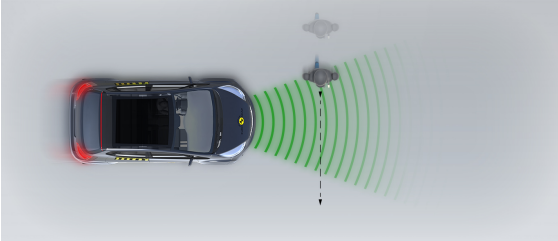
 VULNERABLE ROAD USERS

Total 39.2 Pts / 81%

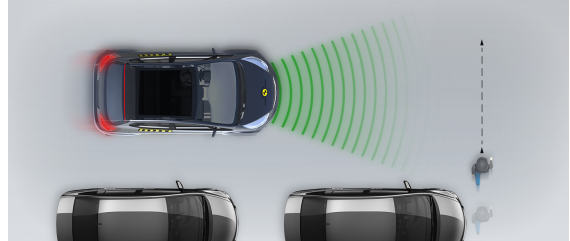
AEB Pedestrian 

■ Day time

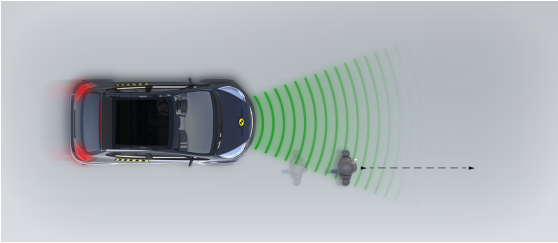
Adult crossing the road



Child running from behind parked vehicles

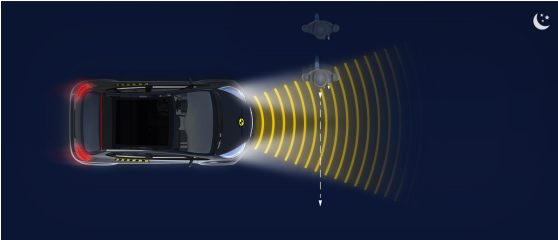


Adult along the roadside

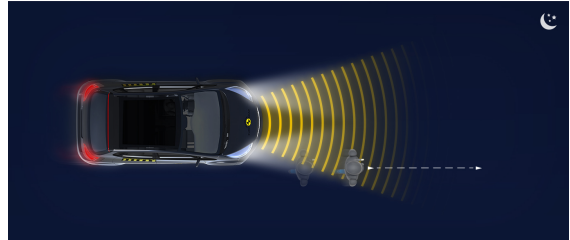


■ Night time

Adult crossing the road

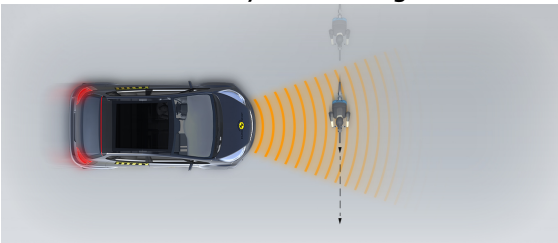


Adult along the roadside

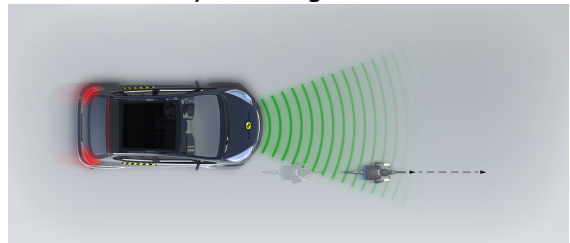


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.5 Pts / 73%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

2.4 / 3 Pts

System Name	Speed Limit Sign Alert
Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

Applies To	Not available		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	●

Pass
 Fail
 Not available

Lane Support

2 / 4 Pts

System Name	Lane-Keep Assist System
Type	LKA (including LDW)
Operational From	55 km/h

PERFORMANCE	
Emergency Lane Keeping	 NOT AVAILABLE
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

SAFETY ASSIST

Total 9.5 Pts / 73%

AEB Inter-Urban

2.6 / 3 Pts

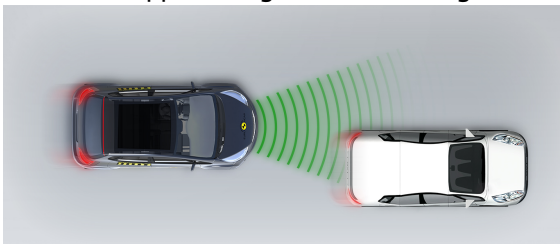
System Name	Smart Brake Support
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	4 km/h
Additional Information	Supplementary warning

Comments

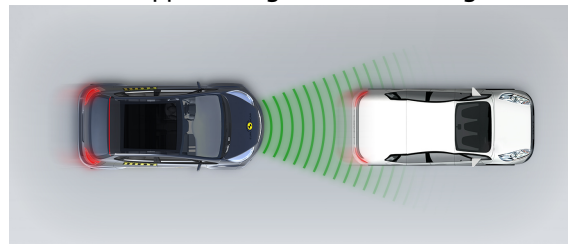
The 2019 Mazda 3 has a seatbelt reminder for the front and rear seats as standard. The AEB system performed well in tests of its functionality at highway speeds. The speed assistance system uses a camera and digital mapping to identify the local speed limit and offers the driver the opportunity to set 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**

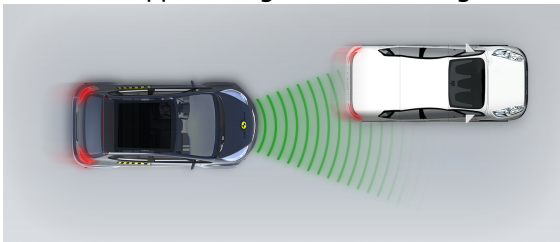
Approaching a slower moving car



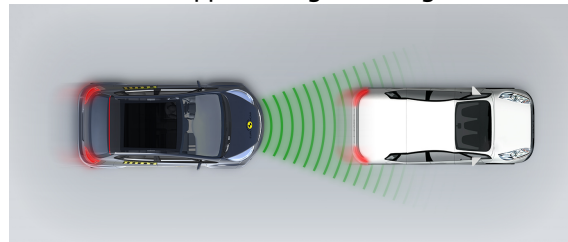
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

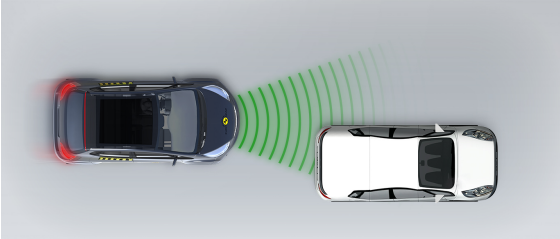


 SAFETY ASSIST

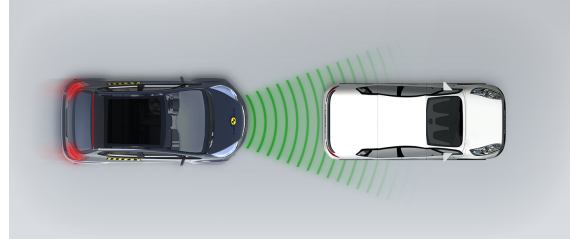
Total 9.5 Pts / 73%

■ Driver reacts to warning

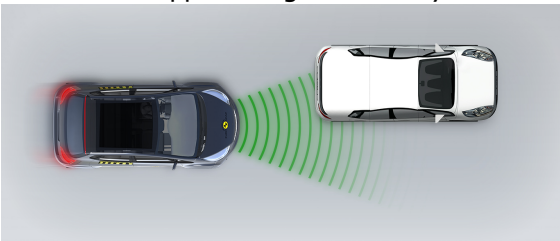
Approaching a stationary car



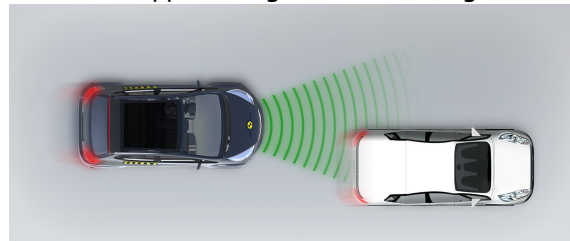
Approaching a stationary car



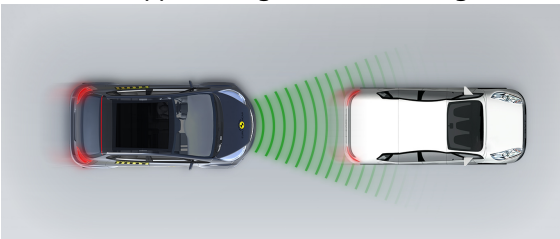
Approaching a stationary car



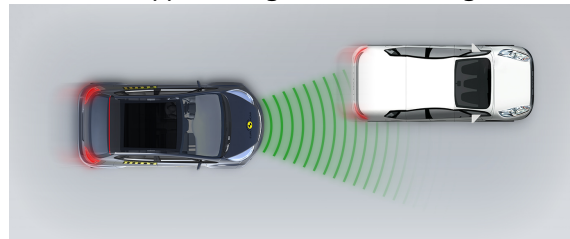
Approaching a slower moving car



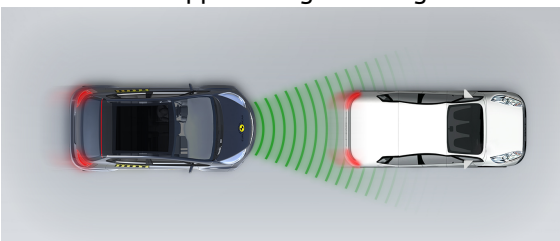
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
4 door saloon	2.0 petrol	4 x 2	✓	✓
4 door saloon	1.8 diesel	4 x 2	✓	✓
5 door hatchback	2.0 petrol*	4 x 2	✓	✓
5 door hatchback	2.0 petrol	4 x 4	✓	✓
5 door hatchback	1.8 diesel	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

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