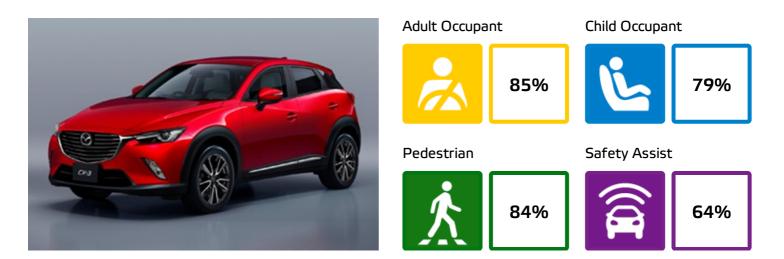
TEST RESULTS



Mazda CX-3 Supermini



2015 📩 🛧 🛧 🟠



SPECIFICATION

Tested Model	Mazda CX-3 2.0 'Core', LHD
Body Type	- 5 door wagon
Year Of Publication	2015
Kerb Weight	1231kg
VIN From Which Rating Applies	- all CX-3s
Class	Supermini

X Rating Expired



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			×

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SAFETY EQUIPMENT (NEXT)

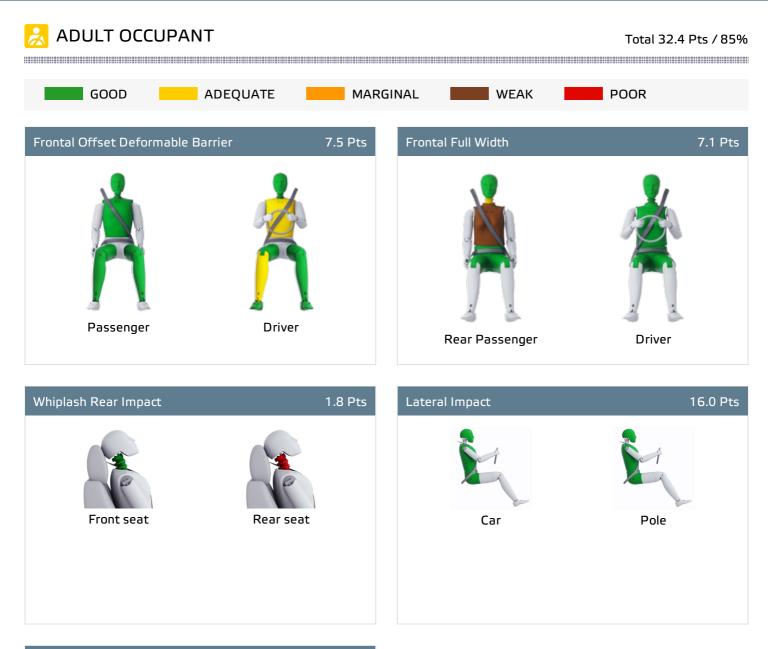
	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	٠
Integrated CRS		×	×
Airbag cut-off switch			
SAFETY ASSIST			
Seat Belt Reminder	•		٠

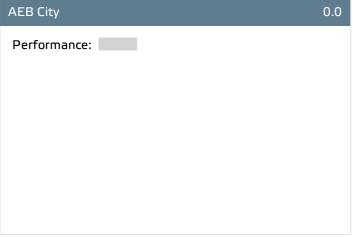
OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	0
AEB Inter-Urban	0
Speed Assistance System	0
Lane Assist System	0

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

- Fitted to the vehicle as standard
- 🚫 Not fitted to the test vehicle but available as option 🛛 🗙 Not Available 🛛 Not Applicable

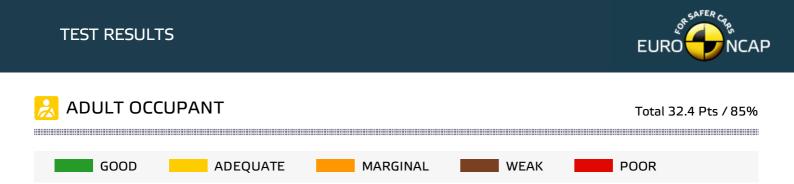






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ADULT OCCUPANT

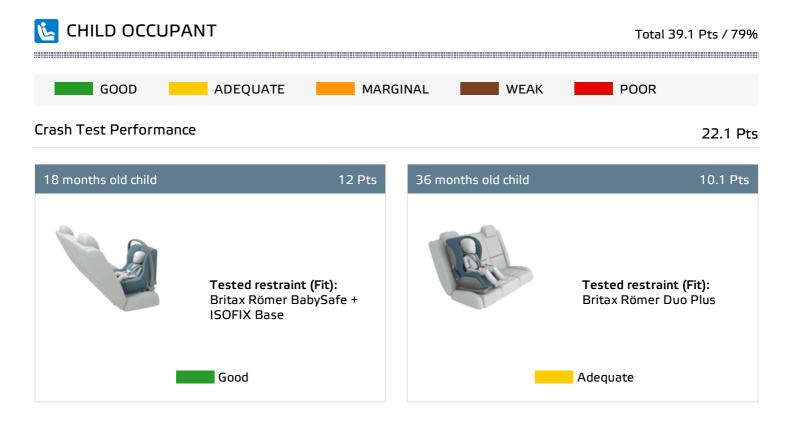
Total 32.4 Pts / 85%

Comments

The passenger compartment of the CX-3 remained stable in the offset frontal impact. For the front passenger dummy, all critical body areas were well protected. Dummy readings indicated good protection of the knees and femurs for both the driver and passenger. Mazda showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width frontal test, the driver passenger scored maximum points with good protection of all body areas. However, readings of chest compression in the rear passenger dummy indicated weak protection of that body region, despite the standard-fit seatbelt pre-tensioners and load-limiters in the rear seats. In the side barrier test, the CX-3 scored full points with good protection of all critical areas. Even in the more severe side pole impact, full points were scored. The front seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats and restraints indicated poor whiplash protection for the occupants of these seats. A low-speed autonomous emergency braking system is available as an option. As it is not standard equipment, it did not qualify for inclusion in the assessment.







Safety Features

5.0 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				12.0 Pts
Install without problem	all with care 🥚 Safety critical problem	X Installation r	not allowed	
Infants up to 13 kg				
Maxi Cosi Cabriofix (Belt)	Maxi Cosi Cabriofix & EasyFix (Belt)	Maxi Cosi (Cabriofix & Easy	Fix (ISOFIX)





Total 39.1 Pts / 79%

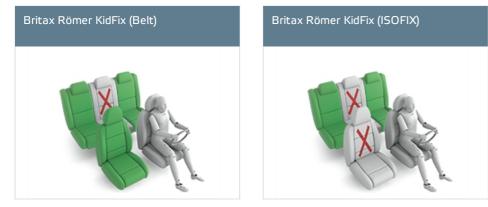
Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg



Toddlers over 18 kg







Total 39.1 Pts / 79%

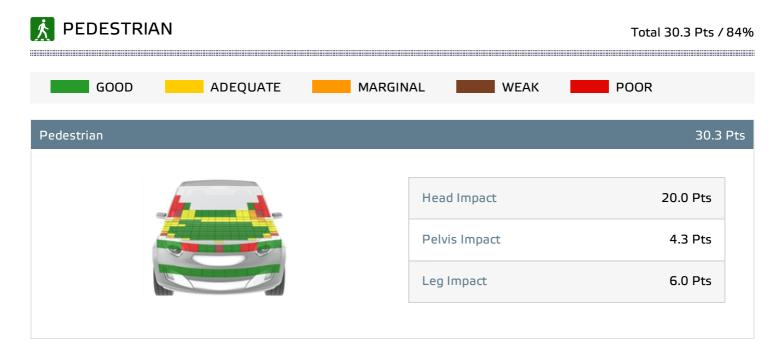
		Seat Position			
	Front	Front 2nd row			
	PASSENGER	LEFT	CENTER	RIGHT	
Maxi Cosi Cabriofix (Belt)	•	•	×	•	
Britax Römer King Plus (Belt)	•	•	×	•	
Britax Römer Duo Plus (ISOFIX)	×	•	×		
Britax Römer KidFix (Belt)	•	•	×		
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	×		
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	×		
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×		×		
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	*	•	
Britax Römer KidFix (ISOFIX)	*		×		

Not available

Comments

The CX-3 scored maximum points for its protection of the 1½ year dummy in the dynamic impact tests. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both child dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the car interior. 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 restraint types for which the CX-3 is designed could be properly installed and accommodated in the car.





Comments

The bumper scored maximum points for its protection of pedestrians' legs, showing good results in all areas tested. However, protection of the pelvis region was mixed, with areas of good, poor and weak performance. The bonnet of the CX-3 performed well and results were good or adequate over almost the entire bonnet surface.



Speed Assistance

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System Name	Adjustable Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

MARGINAL

WEAK

Electronic Stability Control

System Name	DSC	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	3.3%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	3%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.98 m	meets ECE requirements

Seatbelt Reminder

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass Not available 🔴 Fail

Lane Support



1.3 Pts

3 Pts

3.0 Pts

1.0 Pts



POOR



SAFETY ASSIST

ADEQUATE

GOOD



SAFETY ASSIST

Total 8.3 Pts / 64%

Comments

Electronic stability control is standard equipment, as is a seatbelt reminder for the front and rear seats. A driver-set speed limiter is available as an option and is expected to be fitted to most cars sold as is a lane departure warning system. An autonomous emergency braking system for the speeds typical of highway driving is available as an option but is not expected to be fitted enough vehicles to qualify for assessment.



RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2015	Rating Published	2015 🚖 🚖 🚖 🏠	✓
September 2016	Annual Review	2015 ★ ★ ★ 🏠	~
December 2016	Facelift Review	2015 🚖 🚖 🚖 🛣	~
September 2017	Annual Review	2015 🚖 🚖 🚖 🛣	~
September 2018	Annual Review	2015 🚖 🚖 🚖 🛣	~
September 2019	Annual Review	2015 🚖 🚖 🚖 🛣	~
September 2020	Annual Review	2015 🚖 🚖 🚖 🛣	~
September 2021	Annual Review	2015 🚖 🚖 🚖 🛣	~
January 2022	Rating Expired	2015 ★ ★ ★ 🏠	×