



## Mazda MAZDA CX-60

Standard Safety Equipment

2022



### Adult Occupant



88%

### Child Occupant



91%

### Vulnerable Road Users



89%

### Safety Assist



76%

## SPECIFICATION

Tested Model	Mazda CX-60 2.5 PHEV 'Core+', LHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	2081kg
VIN From Which Rating Applies	- all Mazda CX-60s
Class	Large Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✖	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	●
Side pelvis airbag	●	●	●
Centre Airbag	●	●	—

Version 101022

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
AEB Car-to-Car	●
Speed Assistance	●
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 33.8 Pts / 88%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Impact

12.9 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

16.0 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.9 / 4 Pts



Rear Seat



Front Seat



## ADULT OCCUPANT

Total 33.8 Pts / 88%

 GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Not available	
Multi Collision Brake	Available	

## Comments

The passenger compartment of the CX-60 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. However, inspection of the vehicle after the test revealed that the driver's knee was only partially protected by the knee airbag, for which the car received a penalty. Mazda state that dummy knee was fully protected in development tests. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the CX-60 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be good. The CX-60 has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The CX-60 has a system which applies the brakes after an impact to avoid secondary collisions.



## CHILD OCCUPANT

Total 45 Pts / 91%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 &amp; 10 year old children

24.0 / 24 Pts

## Frontal Impact

16 Pts



## Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix iSize*Restraint for 10 year old child: *PEG PEREGO Viaggio*

## Safety Features

9.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard

○ Not on test car but available as option

✗ Not available

## CRS Installation Check

12.0 / 12 Pts

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

## ■ i-Size CRS

Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



## ■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 45 Pts / 91%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)







## CHILD OCCUPANT

Total 45 Pts / 91%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✗ Installation not allowed  
 — Not available

## Comments

In both the frontal offset and the side barrier impacts, protection of all critical body areas was good, for both the child dummies, and the CX-60 scored maximum points in this part of the assessment. 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-60 is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 48.2 Pts / 89%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

32.5 / 36 Pts



Head Impact	20.5 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

15.7 / 18 Pts

System Name	Smart Brake Support (SBS)
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h



## VULNERABLE ROAD USERS

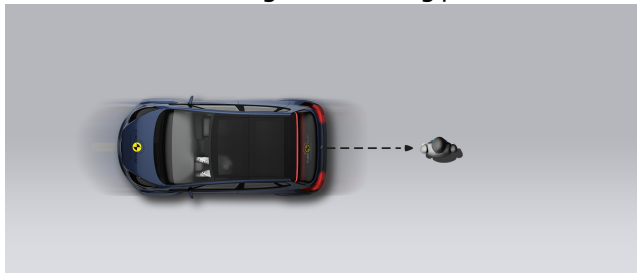
Total 48.2 Pts / 89%

## AEB Pedestrian

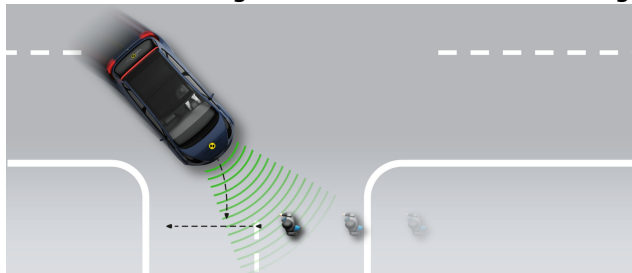
7.0 / 9 Pts

## ■ Day time

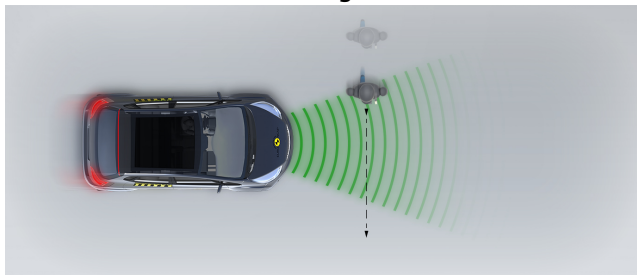
Vehicle reversing into standing pedestrian



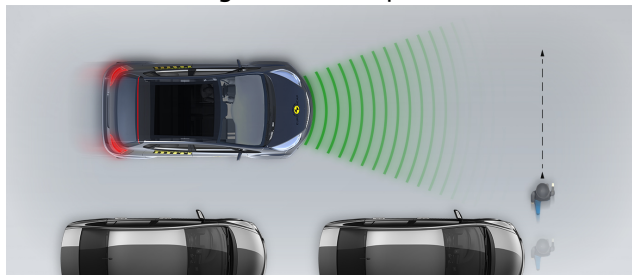
Pedestrian crossing a road into which a car is turning



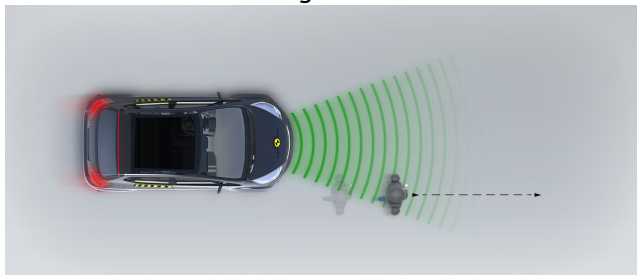
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

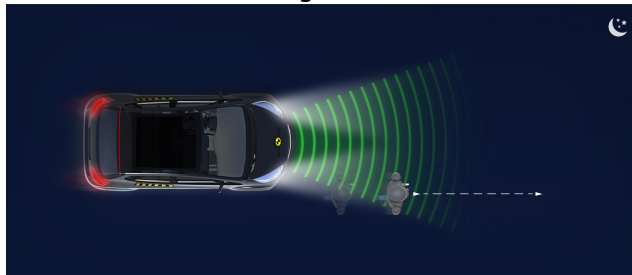


## ■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 48.2 Pts / 89%

## AEB Cyclist

8.7 / 9 Pts

Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



## Comments

The protection provided by the bonnet to the head of a struck pedestrian was good over almost its entire surface. The bumper offered good protection to pedestrians' legs and protection of the pelvis region was also good at all test locations. The autonomous emergency braking (AEB) system of the CX-60 can respond to vulnerable road users, as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and well when tested using targets representing cyclists, with collisions avoided or mitigated in most scenarios.



## SAFETY ASSIST

Total 12.2 Pts / 76%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

## Speed Assistance


 2.5 / 3 Pts








System Name	Traffic Sign Recognition System (TSR) / Intelligent Speed Assistance (ISA)
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




## Occupant Status Monitoring

 2.0 / 3 Pts

## &gt; Seatbelt Reminder

 1.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		—

 Pass
  Fail
  Not available

## &gt; Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Attention Alert (DAA)
Type	Steering input
Operational From	65 km/h



SAFETY ASSIST

Total 12.2 Pts / 76%



Lane Support 2.3 / 4 Pts

System Name	Lane-keep Assist System (LAS)/Emergency Lane Keeping (ELK)		
Type	LKA and ELK		
Operational From	55 km/h		
PERFORMANCE			
Emergency Lane Keeping	<div></div>	MARGINAL	
Lane Keep Assist	<div></div>	GOOD	
Human Machine Interface	<div></div>	GOOD	

AEB Car-to-Car 5.5 / 6 Pts

System Name	Smart Brake Support (SBS)	
Type	Autonomous emergency braking and forward collision warning	
Operational From	4 km/h	
Sensor Used	camera and radar	

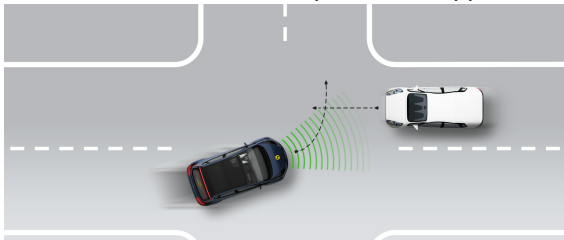


## SAFETY ASSIST

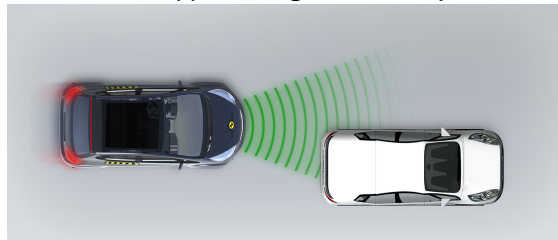
Total 12.2 Pts / 76%

## ■ Autobrake function only

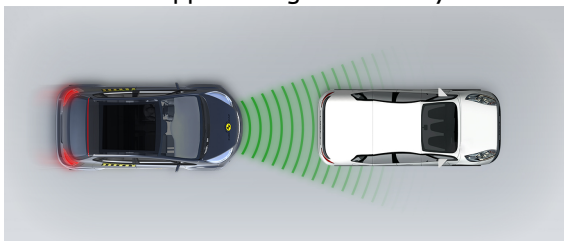
Test car turns across the path of an approaching car



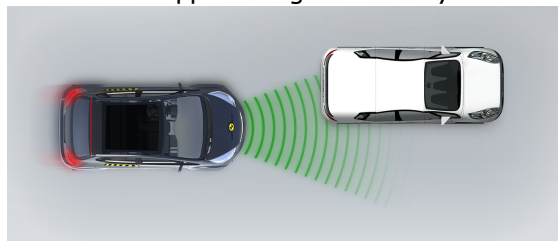
Approaching a stationary car



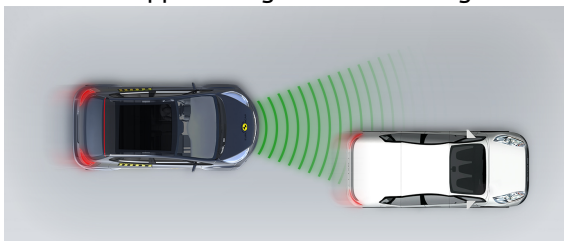
Approaching a stationary car



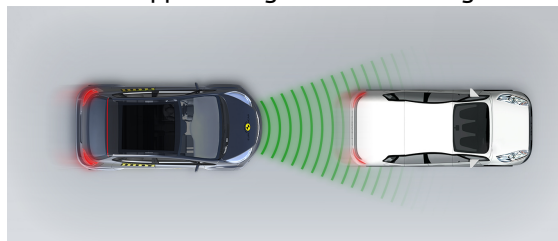
Approaching a stationary car



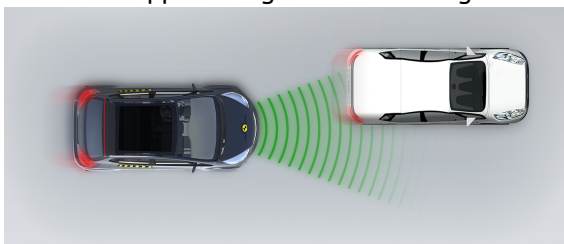
Approaching a slower moving car



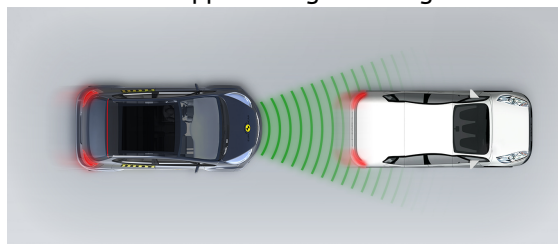
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



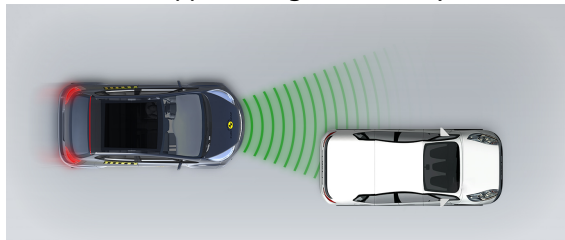


## SAFETY ASSIST

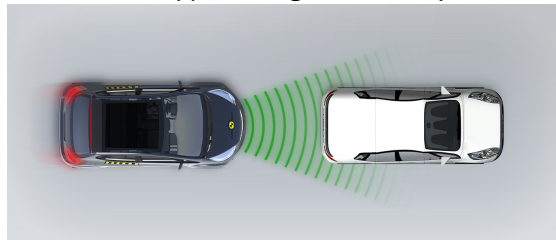
Total 12.2 Pts / 76%

## ■ Driver reacts to warning

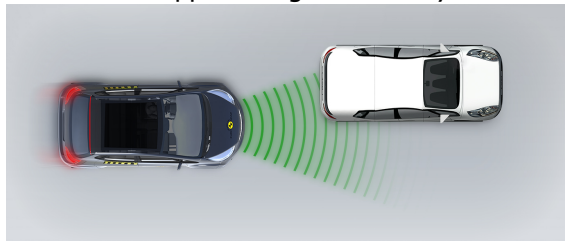
Approaching a stationary car



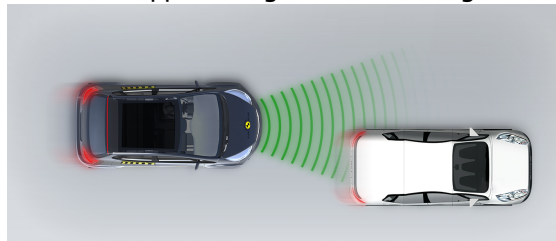
Approaching a stationary car



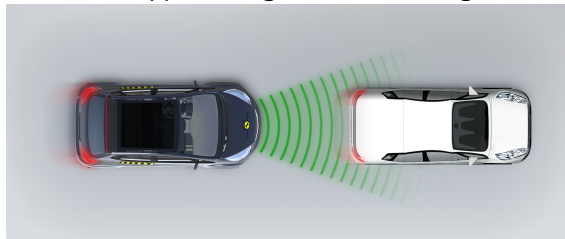
Approaching a stationary car



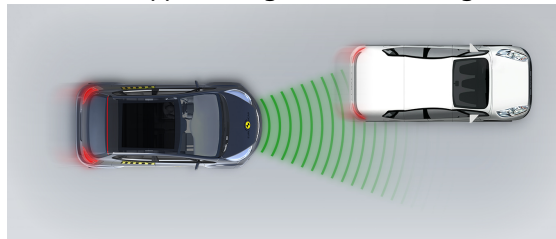
Approaching a slower moving car



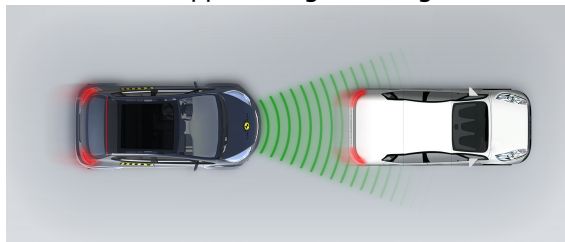
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







SAFETY ASSIST

Total 12.2 Pts / 76%

Comments

The CX-60's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles, with collisions avoided or mitigated in most test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system detects the local speed limit and the driver can choose to allow the maximum speed of the car to be automatically set by the system.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	2.5 litre PHEV*	4 x 4	✓	✓
5 door SUV	3.3 litre diesel **	4 x 2 4 x 2	✓	✓
5 door SUV	3.0 litre petrol ***	4 x 2 4 x 2		

\* Tested variant

\*\* To be sold in Jan 2023

\*\*\* Information not yet available

### Annual Reviews and Facelifts

Date	Event	Outcome	
September 2022	Rating Published	2022 ★ ★ ★ ★ ★	✓