

# Mazda 3

Mazda 3 2.0 Core, LHD

2013



93%

ADULT OCCUPANT



86%

CHILD OCCUPANT



65%

PEDESTRIAN



81%

SAFETY ASSIST

## ADULT OCCUPANT

Total 34 pts | 93%

### FRONTAL IMPACT

15,4 pts



Driver



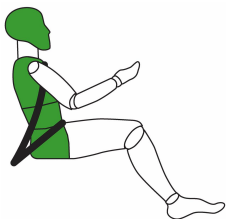
Passenger

### SIDE IMPACT CAR

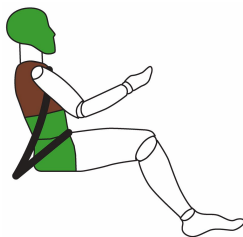
8 pts

### SIDE IMPACT POLE

6,6 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

3,7 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	1mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	Accelerator - 13mm
Upward pedal movement	none

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Standard cloth, 4 way manual
Head restraint type	Passive
Geometric assessment	1 pts

#### TESTS

- High severity	2,7 pts
- Medium severity	2,9 pts
- Low severity	2,7 pts

## CHILD OCCUPANT

Total 42 pts | 86%

## CRASH TEST PERFORMANCE

## 18 MONTH OLD CHILD

**Restraint** Britax RÖMER Baby-safe Plus ISOFIX

**Facing** rearward facing

**Installation** ISOFIX and Supportleg



PERFORMANCE

12 pts

## FRONTAL IMPACT

**Head forward movement** protected

**Head acceleration** good

**Chest load** good

## SIDE IMPACT

**Head containment** protected

**Head acceleration** good

## 3 YEAR OLD CHILD

**Restraint** Britax RÖMER Duo-Plus

**Facing** forward facing

**Installation** ISOFIX and TopTether



PERFORMANCE

11,6 pts

## FRONTAL IMPACT

**Head forward movement** protected

**Head acceleration** good

**Chest load** good

## SIDE IMPACT

**Head containment** protected

**Head acceleration** good

## CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isofix

**Safety features score** 7 pts

**Installation check score** 11,8 pts

*Pass* Install without problem

*Partial Fail* Install with care

*Fail* Safety critical problem

*Exempt* Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Pass	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Pass	Pass	Fail	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer BabySafe + ISOFIX Base (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

## PEDESTRIAN

Total 24 pts | 65%



GOOD	GOOD
ADEQUATE	ADEQUATE
MARGINAL	MARGINAL
WEAK	WEAK
POOR	POOR

HEAD	17,1 pts
PELVIS	0,5 pts
LEG	6 pts

## SAFETY ASSIST

Total 7 pts | 81%

## SPEED ASSISTANCE SYSTEM 1,3 pts

Standard	
Speed Information	NOT ASSESSED
Speed Assistance (Manual)	PASS

## ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- DSC	Pass
Yaw rate ratio (1.00s)	3,60 %
Yaw rate ratio (1.75s)	3,51 %
Lateral displacement (1.07s)	3,68 m

## SEATBELT REMINDER 3 pts

- driver and passenger	Pass
- rear	Pass

## DETAILS OF TESTED CAR

### SPECIFICATIONS

Tested model	Mazda 3 2.0 Core, LHD
Body type	5 door hatchback
Year of publication	2013
Kerb weight	1249kg
VIN from which rating applies	applies to all Mazda 3s of the specification tested

### SAFETY EQUIPMENT

Front seatbelt pretensioners
Front seatbelt load limiters
Driver frontal airbag
Front passenger frontal airbag
Side body airbags
Side head airbags
Speed Limitation Assistance
Electronic Stability Control
Seatbelt Reminder

## COMMENTS

### Adult occupant

The passenger compartment of the Mazda 3 remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Mazda showed that a similar level of protection would be provided to occupants of different sizes and to those in different positions. In the side barrier test, the car scored maximum points with good protection of all body regions. In the more severe side pole impact, dummy readings of rib compression indicated a weak level of chest protection. The front seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision.

### Child occupant

Based on dummy readings in the dynamic tests, the Mazda 3 scored maximum points for its protection of the 1½ year infant. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle 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 about the status of the airbag and the system was rewarded. The risks of using a rearward-facing seat in the front passenger seat without first disabling the airbag are clearly indicated in the car. All of the child restraint types for which the car is designed could be properly installed and accommodated, apart from the belted Group 0+ restraint in the rear centre seat. In this case, the support leg of the base of the restraint rested on the centre tunnel and lifted the restraint into an unsuitable position.

### Pedestrian

The bumper scored maximum points for the protection provided to pedestrians' legs. However, the protection provided by the front edge of the bonnet was predominantly poor. The bonnet surface showed good or adequate protection over most of its surface, with poor results recorded on the stiff windscreen pillars.

### Safety assist

The Mazda 3 has electronic stability control as standard equipment, and met Euro NCAP's test requirements. A seatbelt reminder is provided for the front and rear seats and a driver-set speed limitation device is also standard equipment.