



**Mazda MAZDA CX-80**  
Standard Safety Equipment

2024



Adult Occupant



92%

Child Occupant



88%

Vulnerable Road Users



84%

Safety Assist



79%

## SPECIFICATION

|                               |                           |
|-------------------------------|---------------------------|
| Tested Model                  | MAZDA CX-80 2.5 PHEV, LHD |
| Body Type                     | - 5 door SUV              |
| Year Of Publication           | 2024                      |
| Kerb Weight                   | 2206kg                    |
| VIN From Which Rating Applies | - all Mazda CX-80s        |
| Class                         | Large SUV                 |

## 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            | ●      | ●         | —    |

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| CHILD PROTECTION         |        |           |      |
| Isofix/i-Size            | —      | ✘         | ●    |
| Integrated CRS           | —      | ✘         | ✘    |
| Airbag cut-off switch    | —      | ●         | —    |
| Child presence detection | —      | ✘         | ●    |
| SAFETY ASSIST            |        |           |      |
| Seat Belt Reminder       | ●      | ●         | ●    |

## SAFETY EQUIPMENT (NEXT)

| OTHER SYSTEMS                   |   |
|---------------------------------|---|
| Active Bonnet                   | ✘ |
| AEB Vulnerable Road Users       | ● |
| AEB Pedestrian - Reverse        | ● |
| Cyclist Dooring Prevention      | ● |
| AEB Motorcyclist                | ● |
| AEB Car-to-Car                  | ● |
| Speed Assistance                | ● |
| Lane Assist System              | ● |
| Fatigue / Distraction Detection | ● |

**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 37.2 Pts / 92%


 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Impact 14.6 / 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 4.0 / 4 Pts



Rear Seat      Front Seat

 ADULT OCCUPANT

Total 37.2 Pts / 92%

 GOOD

 ADEQUATE


 MARGINAL

 WEAK

 POOR

## Rescue and Extrication

2.7 / 4 Pts

|                       |                          |   |
|-----------------------|--------------------------|---|
| Rescue Sheet          | Available, ISO compliant |  |
| Advanced eCall        | Available                |   |
| Multi Collision Brake | Available                |   |
| Submergence Check     | Compliant                |   |

## Comments

The passenger compartment of the Mazda CX-80 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and front passenger. Mazda demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical parts of the body of the front passenger dummy. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Mazda CX-80 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was rated as adequate but, otherwise, all critical parts of the body were well protected for both occupants. In both the side barrier test and the more severe side pole impact, protection was good for all critical body areas and the CX-80 scored full 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 adequate. The Mazda CX-80 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Mazda demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

**CHILD OCCUPANT**

Total 43.2 Pts / 88%

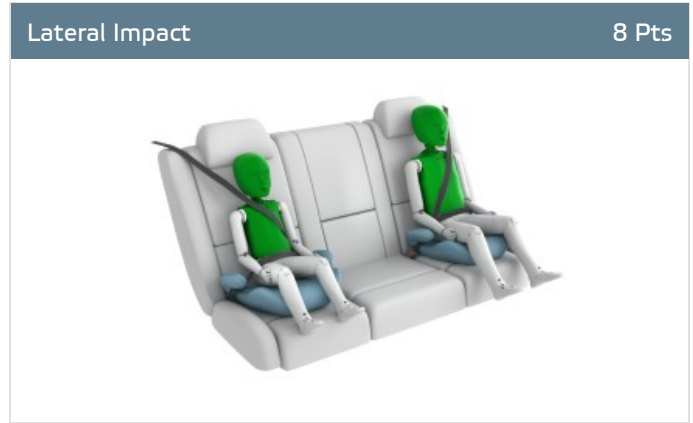
■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



16 Pts



8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size*  
 Restraint for 10 year old child: *Peg perego Viago shuttle*

**Safety Features**

7.3 / 13 Pts

|                          | Front Passenger | 2nd row outboard | 2nd row center |
|--------------------------|-----------------|------------------|----------------|
| Isofix                   | ✗               | ●                | ✗              |
| i-Size                   | ✗               | ●                | ✗              |
| Integrated CRS           | ✗               | ✗                | ✗              |
| Top tether               | ✗               | ●                | ✗              |
| Child Presence Detection | ✗               | ●                | ●              |

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

**CRS Installation Check**

12.0 / 12 Pts

| i-Size | Seat Position |   |         |        |       |         |       |
|--------|---------------|---|---------|--------|-------|---------|-------|
|        | Front         |   | 2nd row |        |       | 3rd row |       |
|        |               |   | Left    | center | Right | Left    | Right |
|        | —             | — | ●       | —      | ●     | —       | —     |

● Easy   
 ● Difficult   
 ● Safety critical   
 ✗ Not allowed  
✗ Airbag ON   
 Rearward facing restraint installation not allowed   
✗ Airbag OFF

Version 031224

**CHILD OCCUPANT**

Total 43.2 Pts / 88%

| Isofix | Seat Position |   |         |        |       |         |       |
|--------|---------------|---|---------|--------|-------|---------|-------|
|        | Front         |   | 2nd row |        |       | 3rd row |       |
|        |               |   | Left    | center | Right | Left    | Right |
|        | -             | - | ●       | -      | ●     | -       | -     |
|        | -             | - | ●       | -      | ●     | -       | -     |
|        | -             | - | ●       | -      | ●     | -       | -     |
|        | -             | - | ●       | -      | ●     | -       | -     |
|        | -             | - | ●       | -      | ●     | -       | -     |
|        | -             | - | ●       | -      | ●     | -       | -     |

● Easy    ● Difficult    ● Safety critical    ✗ Not allowed  
 Airbag ON    Rearward facing restraint installation not allowed    Airbag OFF

| Seatbelt Attached | Seat Position |   |         |        |       |         |       |
|-------------------|---------------|---|---------|--------|-------|---------|-------|
|                   | Front         |   | 2nd row |        |       | 3rd row |       |
|                   |               |   | Left    | center | Right | Left    | Right |
|                   | ●             | ✗ | ●       | ●      | ●     | ●       | ●     |
|                   | ●             | ● | ●       | ●      | ●     | ●       | ●     |
|                   | ●             | ● | ●       | ●      | ●     | ●       | ●     |
|                   | ●             | ● | ●       | ●      | ●     | ●       | ●     |
|                   | ●             | ● | ●       | ✗      | ●     | ✗       | ✗     |
|                   | ✗             | ● | ●       | ✗      | ●     | ✗       | ✗     |

● Easy    ● Difficult    ● Safety critical    ✗ Not allowed  
 Airbag ON    Rearward facing restraint installation not allowed    Airbag OFF

Version 031224



## CHILD OCCUPANT

Total 43.2 Pts / 88%

## Comments

In both the frontal offset test and the side barrier impact, protection of all critical parts of the body was good for the 6 and 10 year dummy, and the Mazda CX-80 scored maximum points in this part of the assessment. The front passenger airbag is automatically disabled when a rearward-facing child restraint is installed in the front passenger seat. Mazda demonstrated that the system worked robustly, and the system was rewarded. The CX-80 is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the Mazda CX-80 is designed could be properly installed and accommodated in the car.



**VULNERABLE ROAD USERS**

Total 53.3 Pts / 84%



**VRU Impact Protection** 31.6 / 36 Pts



|                           |          |
|---------------------------|----------|
| Pedestrian & Cyclist Head | 13.6 Pts |
| Pelvis                    | 4.5 Pts  |
| Femur                     | 4.5 Pts  |
| Knee & Tibia              | 9.0 Pts  |

**VRU Impact Mitigation** 21.8 / 27 Pts

|                  |   |
|------------------|---|
| System Name      | Smart Brake Support                       |
| Type             | Auto-Brake with Forward Collision Warning |
| Operational From | 2 km/h                                    |



**AEB Pedestrian**  8.3 / 9 Pts

| Scenario  | Day time | Night time |
|---|----------|------------|
| Car reversing into adult or child                 |          | —          |
| Adult crossing a road into which a car is turning |          | —          |
| Adult crossing the road                           |          |            |
| Child running from behind parked vehicles         |          |            |
| Adult along the roadside                          |          |            |

— Currently not tested

**AEB Cyclist**  7.4 / 8 Pts

| Scenario   | Day time |
|--|----------|
| Approaching cyclist crossing from behind parked vehicles |          |
| Turning across path of an oncoming cyclist               |          |
| Approaching a crossing cyclist                           |          |
| Approaching a cyclist along the roadside                 |          |

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**VULNERABLE ROAD USERS**

Total 53.3 Pts / 84%



**Cyclist Dooring Prevention**  0.8 / 1 Pts

| Scenario                  |                          |
|---------------------------|--------------------------|
| Dooring a passing cyclist | warning, all side doors" |

**AEB Motorcyclist**  2.3 / 6 Pts

| Scenario   | Autobrake function only | Driver reacts to warning |
|--|-------------------------|--------------------------|
| Approaching a stationary motorcyclist            |                         |                          |
| Approaching a braking motorcyclist               |                         |                          |
| Turn across the path of an oncoming motorcyclist |                         | —                        |

— Currently not tested

**Lane Support Motorcyclist**  3.0 / 3 Pts

| Scenario  | Day time |
|---|----------|
| Changing lane across the path of an oncoming motorcyclist   |          |
| Changing lane across the path of an overtaking motorcyclist |          |

**Comments**

Protection of the head of a struck pedestrian or cyclist was predominantly good, with a few poor results recorded only on the stiff windscreen pillars. Protection of the pelvis was good at all test locations. Protection was good at all test locations for the pelvis, the femur and for the knee and tibia, and the CX-80 scored maximum points in each of these areas of assessment. The autonomous emergency braking (AEB) system of the Mazda can respond to vulnerable road users as well as to other vehicles. The system's response both to pedestrians was good, including its reaction to pedestrians to the rear of the car. The system's performance in tests of its reaction to cyclists was good, including protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. However, the performance of the AEB system was marginal in tests of its response to motorcyclists.

**SAFETY ASSIST**

Total 14.3 Pts / 79%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

**Speed Assistance**  1.6 / 3 Pts

|                                  |  |
|----------------------------------|--|
| System Name                      | Traffic Sign Recognition / Intelligent Speed Assistance      |
| Speed Limit Information Function | Camera & Map, subsigns supported                             |
| Speed Limitation Function        | Intelligent Speed Limiter not default ON (accurate to 5km/h) |

**Occupant Status Monitoring**  1.5 / 3 Pts

**> Seatbelt Reminder**  1.0 / 1 Pts

| Applies To         | Front and rear seats, including third row |                    |                   |
|--------------------|---|--------------------|-------------------|
| Warning            | Driver Seat                               | Front Passenger(s) | Rear Passenger(s) |
| Visual             | ●   | ●                  | ●                 |
| Audible            | ●   | ●                  | ●                 |
| Occupant Detection | —   | ●                  | ●                 |

● Pass   
 ● Fail   
 — Not available

**> Driver Monitoring**  0.5 / 2 Pts

|                  |                           |
|------------------|---------------------------|
| System Name      | Driver Monitoring         |
| Type             | Direct eye monitoring     |
| Operational From | 5 km/h                    |
| Fatigue          | Drowsiness and Microsleep |
| Distraction      | Long Distraction          |

SAFETY ASSIST

Total 14.3 Pts / 79%

Lane Support

3.0 / 3 Pts

|                         |                         |
|-------------------------|-------------------------|
| System Name             | Lane-keep Assist System |
| Type                    | LKA and ELK             |
| Operational From        | 45 km/h                 |
| <b>PERFORMANCE</b>      |                         |
| Emergency Lane Keeping  | GOOD                    |
| Lane Keep Assist        | GOOD                    |
| Human Machine Interface | GOOD                    |

AEB Car-to-Car

8.2 / 9 Pts

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

| Scenario                                   | Autobrake function only | Driver reacts to warning |
|--|-------------------------|--------------------------|
| Approaching a car crossing a junction      |                         |                          |
| Approaching a car head-on                  |                         | —                        |
| Turning across the path of an oncoming car |                         | —                        |
| Approaching a stationary car               |                         |                          |
| Approaching a slower moving car            |                         | —                        |
| Approaching a braking car                  |                         | —                        |

— Currently not tested



## SAFETY ASSIST

Total 14.3 Pts / 79%

## Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with impacts being avoided in most tests. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some types of distraction. 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 identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

## RATING VALIDITY

### Variants of Model Range

| Body Type  | Engine      | Model Name/Code | Drivetrain | Rating Applies |     |
|------------|-------------|-----------------|------------|----------------|-----|
|            |             |                 |            | LHD            | RHD |
| 5 door SUV | 2.5L PHEV * | CX-80           | 4 x 4      | ✓              | ✓   |
| 5 door SUV | 3.3L DE     | CX-80           | 4 x 4      | ✓              | ✓   |

\* Tested variant

### Annual Reviews and Facelifts

| Date          | Event            | Outcome      |
|---------------|------------------|--------------|
| December 2024 | Rating Published | 2024 ★★★★★ ✓ |