



**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.

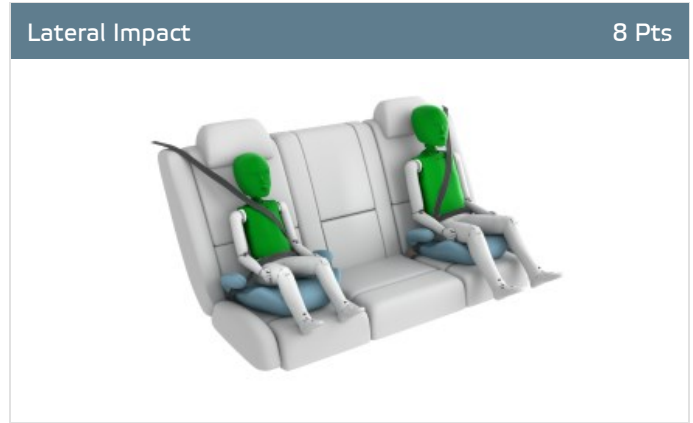
**CHILD OCCUPANT**

Total 43.2 Pts / 88%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



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

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**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

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## 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	

**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 ★★★★★ ✓