



Mazda CX-30

Standard Safety Equipment

2019



Adult Occupant



99%

Child Occupant



86%

Vulnerable Road Users



80%

Safety Assist



77%

SPECIFICATION

Tested Model	MAZDA CX-30 2.0 petrol, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1420kg
VIN From Which Rating Applies	- all CX-30s
Class	Small Off-Road

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	●	●	✗

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
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 37.6 Pts / 99%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Offset Deformable Barrier

7.8 / 8 Pts



Passenger



Driver

Frontal Full Width

8 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact

1.8 / 2 Pts



Front seat



Rear seat

Lateral Impact

16 / 16 Pts



Car



Pole



ADULT OCCUPANT

Total 37.6 Pts / 99%



GOOD



ADEQUATE



MARGINAL



WEAK



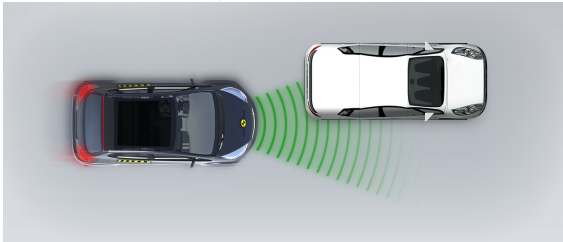
POOR

AEB City

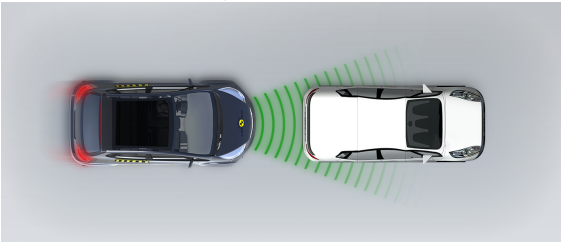


4 / 4 Pts

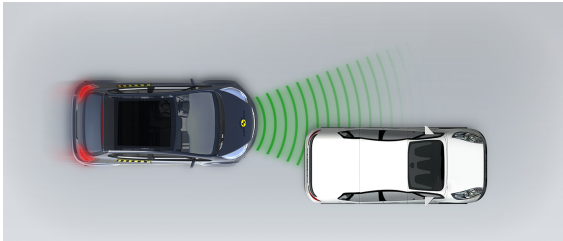
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 37.6 Pts / 99%

Comments

The passenger compartment of the CX-30 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Mazda showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of both the driver and rear passenger was good for all critical body areas, and the CX-30 scored maximum points in this test. Likewise, in both the side barrier impact and the more severe side pole test the CX-30 scored maximum points, with good protection all-round. Tests on the front seats and head-restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit 'Smart Brake Support' (SBS) performed well in tests of its functionality at the low speeds, typical of city driving, at which whiplash injuries often occur. With collisions avoided in all test scenarios, the CX-30 scored full points in this part of the assessment.

 CHILD OCCUPANT

Total 42.2 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.2 / 24 Pts

Frontal Impact

15.2 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix XP OEM*Restraint for 10 year old child: *Booster Cushion*

Safety Features

7 / 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 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)





CHILD OCCUPANT

Total 42.2 Pts / 86%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



 CHILD OCCUPANT

Total 42.2 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●
BeSafe iZi Flex FIT i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Britax Römer Duo Plus (ISOFIX)	□	●	□	●
Britax Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

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

Comments

In the frontal offset test, protection of all critical body areas was good or adequate for both dummies, with the exception of the neck of the 10 year old, for which readings of tensile forces indicated marginal protection. In the side barrier impact, protection was good for all critical parts of the body and the CX-30 scored full points for child occupant protection in this test. 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-30 is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 38.7 Pts / 80%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Pedestrian

30.7 / 36 Pts



Head Impact 18.7 Pts

Pelvis Impact 6 Pts

Leg Impact 6 Pts

Vulnerable Road Users

8 / 12 Pts

System Name

SBS (Smart Brake Support)

Type

Auto-Brake with Forward Collision Warning

Operational From

10 km/h

Comments

The protection offered to the head of a struck pedestrian was good over almost all of the bonnet surface and adequate over much of the rest. Good protection was provided to pedestrians' legs by the bumper and protection of the pelvis was also rated as good at all test locations. The autonomous emergency braking system ('Smart Brake Support') can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of its reaction to such road users, the system performed adequately, with collisions avoided or mitigated in most scenarios.



VULNERABLE ROAD USERS

Total 38.7 Pts / 80%

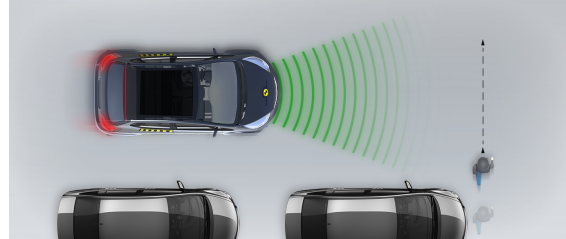
AEB Pedestrian

■ Day time

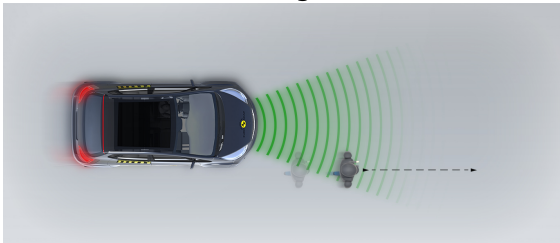
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

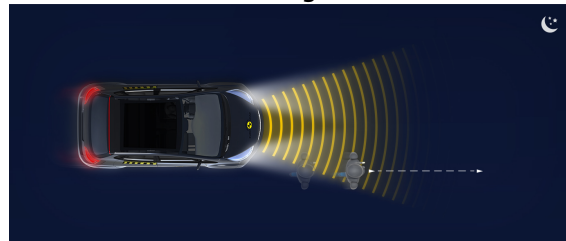


■ Night time

Adult crossing the road

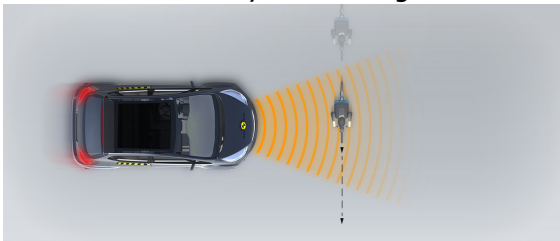


Adult along the roadside

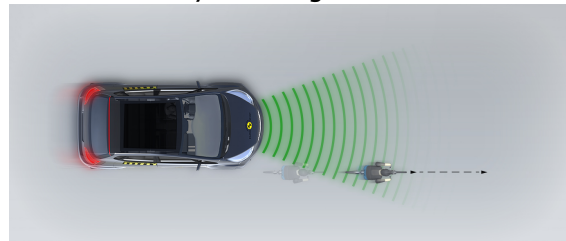


AEB Cyclist

Cyclist crossing



Cyclist along the roadside





SAFETY ASSIST

Total 10.0 Pts / 77%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Speed Assistance

 3 / 3 Pts

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

Seat Belt Reminder

 2.5 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual			
Audible			
Occupant detection	—		—

 Pass
  Fail
 — Not available

Lane Support

 2 / 4 Pts

System Name	Lane-keep Assist System (LAS)
Type	LKA (including LDW)
Operational From	55 km/h
PERFORMANCE	
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD



SAFETY ASSIST

Total 10.0 Pts / 77%

AEB Inter-Urban

2.6 / 3 Pts

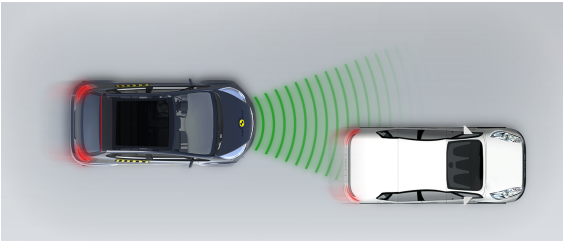
System Name	SBS (Smart Brake Support)
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	4 km/h
Additional Information	Supplementary warning

Comments

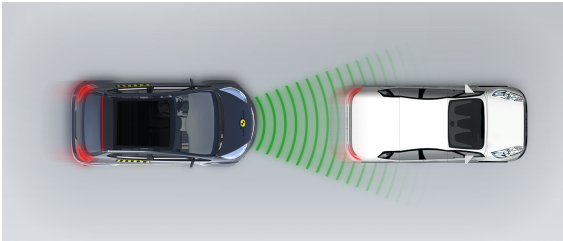
The SBS autonomous emergency braking system performed well in tests of its functionality against other vehicles at highway speeds. A seatbelt reminder system is standard equipment for the front and rear seats. A speed assistance system uses a camera and digital mapping to determine the local speed limit. This information is presented to the driver, allowing the speed limiter to be set appropriately. A lane support system helps to avoid inadvertent drifting out of lane by warning the driver and gently correcting the steering of the vehicle.

Autobrake function only

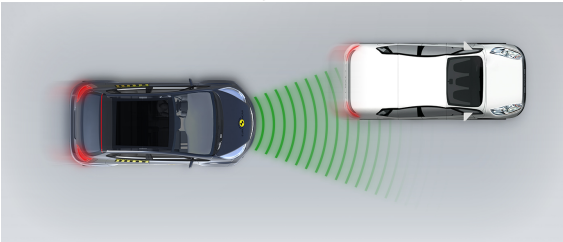
Approaching a slower moving car



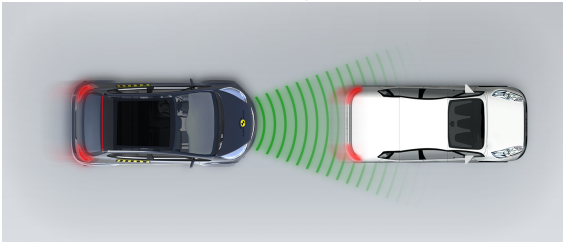
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



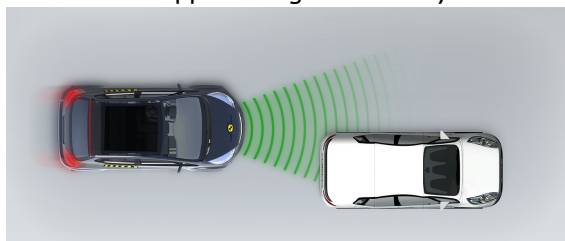


SAFETY ASSIST

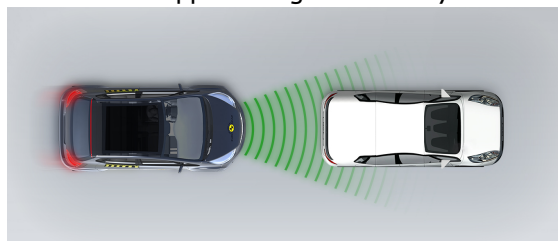
Total 10.0 Pts / 77%

■ Driver reacts to warning

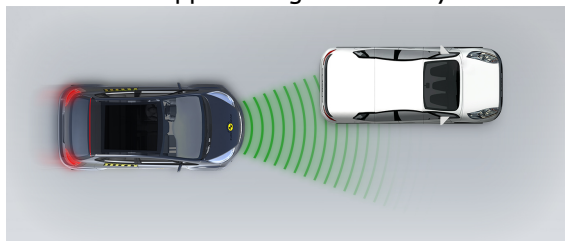
Approaching a stationary car



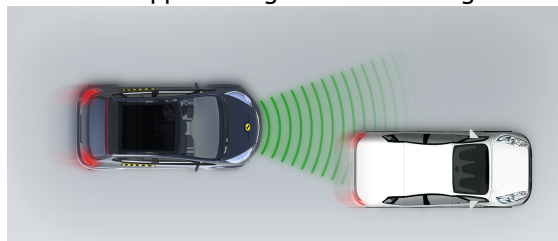
Approaching a stationary car



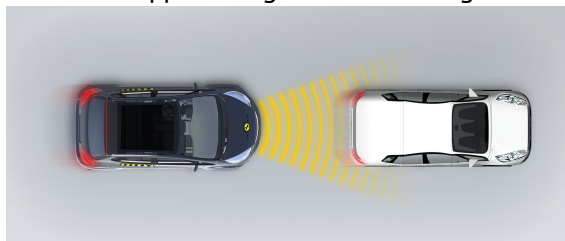
Approaching a stationary car



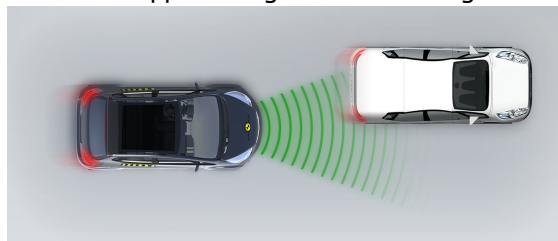
Approaching a slower moving car



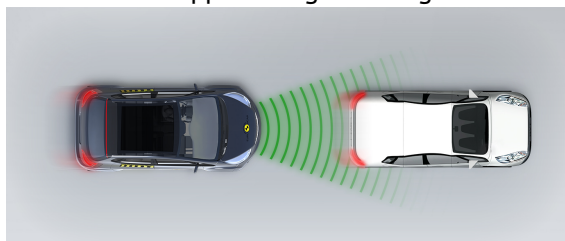
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	2.0 litre petrol*	4 x 2	✓	✓
5 door SUV	2.0 litre petrol	4 x 4	✓	✓
5 door SUV	1.8 litre diesel	4 x 2	✓	✓
5 door SUV	1.8 litre diesel	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2019	Rating Published	2019 ★ ★ ★ ★ ★	✓