

Crash Tests

New Car Safety

Mazda 6

09/2008 on 12/2012 - Frontal+Side+Head

Overall Evaluation



Overall Score
Variant: Limited

32.74 out of 37
Engine: 2.5 litre
Category: Medium Car

The right-hand-drive European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Mazda6 was introduced in Australia during 2008.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD), emergency brake assist and electronic stability control (ESC) are also standard. Intelligent seat belt reminders are fitted to both front seats.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 5

5 stars. The Mazda6 scored 13.25 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious chest injury for the driver and slight risk of serious leg injury for the driver and passenger.

The vehicle scored 15.48 out of 16 in the side impact crash test. There was a slight risk of serious chest injury for the driver. A further two points were scored in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4.000 pts, chest 3.09 pts, upper legs 3 pts, lower legs 3.16 pts.

The passenger compartment held its shape well in the offset crash test. The clutch pedal moved rearwards by 121 mm. The brake pedal moved downwards 78 mm. The steering wheel hub moved 12 mm rearward, 52 mm upward and 13 mm sideways. The front ("A") pillar moved 8 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Steering column and dash components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4 pts, chest 3.48 pts, abdomen 4 pts, pelvis 4 pts.

The vehicle was eligible for an optional pole impact test since it had head-protecting side airbags. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.2)



Child head impacts 7.28
Adult head impacts 2.81
Upper leg impacts 1.48
Lower leg impacts 6
Total (out of 36) 17.57

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.2)		Side Impact Crash Test aa 50km/h (v4.2) Driver
	Driver	Passn	
Head			
- HIC	367	211	48
- Acceleration (g for 3ms)		38.1	23.5
Neck			
- Shear (kN)	0.33	0.63	
- Tension (kN)	1.41	0.68	
- Extension (Nm)	22.7	17.1	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	28.35	20.63	24.58
- Viscous Criterion (m/s)	0.1	0.12	0.21
Abdomen			
- Force (kN)			1
Pelvis			
- Force (kN)			2.76
Upper Legs Force (kN)			
- Left	0.94	1.1	
- Right	1.44	2.1	
Knee Displacement (kN)			
- Left	0.4	0.5	
- Right	0.94	1.7	
Lower Legs Force (kN)			
- Left	1.33	1.38	
- Right	1.8	1.44	
Index (Upper Lower)			
- Left	0.33 0.22	0.29 0.14	
- Right	0.23 0.38	0.24 0.18	

Bonus points (maximum 5)

Pole Test: 2 pts

Seat Belt Reminders: 2

Modifiers for offset test scores

Head

No deduction

Chest

No deduction

Upper leg Variable Loading

1 pt deduction L&R D&P

Lower leg

No deduction

Foot score

3.16pts

Structure

Modifiers for side impact test scores

Head

No deduction

Chest

Upper leg

Lower leg

Foot score

Structure



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