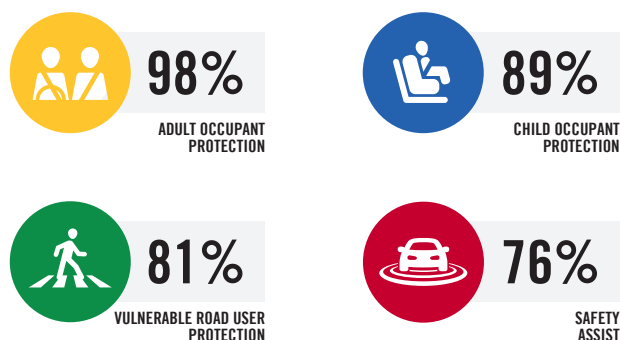


MAZDA 3

APRIL 2019 - DECEMBER 2025 (AUS)
MAY 2019 - DECEMBER 2025 (NZ)
ALL VARIANTS



MAZDA 3

OVERVIEW

The Mazda 3 was introduced in Australia in April 2019 and New Zealand in May 2019. This ANCAP safety rating applies to all variants.

Dual frontal airbags, side chest-protecting and side head-protecting airbags (curtains), and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and a speed assist system (SAS) are fitted as standard equipment on all variants.

ANCAP SAFETY RATING
RATING YEAR (DATESTAMP)
VEHICLE TYPE
AIRBAGS

★★★★★
2019
Small CAR
Dual frontal, side chest,
side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mazda 3 G20 Pure	4 door sedan	2.0 litre petrol	2WD	✓	-
Mazda 3 G20 Evolve	4 door sedan	2.0 litre petrol	2WD	✓	-
Mazda 3 G20 Touring	4 door sedan	2.0 litre petrol	2WD	✓	-
Mazda 3 G25 Evolve	4 door sedan	2.5 litre petrol	2WD	✓	-
Mazda 3 G25 GT	4 door sedan	2.5 litre petrol	2WD	✓	-
Mazda 3 G25 Astina	4 door sedan	2.5 litre petrol	2WD	✓	-
Mazda 3 G20 Pure	5 door hatch	2.0 litre petrol	2WD	✓	-
Mazda 3 G20 Evolve	5 door hatch	2.0 litre petrol	2WD	✓	-
Mazda 3 G20 Touring	5 door hatch	2.0 litre petrol	2WD	✓	-
Mazda 3 G25 Evolve	5 door hatch	2.5 litre petrol	2WD	✓	-
Mazda 3 G25 GT	5 door hatch	2.5 litre petrol	2WD	✓	-
Mazda 3 G25 Astina	5 door hatch	2.5 litre petrol	2WD	✓	-
Mazda 3 GSX	4 door sedan	2.0 litre petrol	2WD	-	✓
Mazda 3 GTX	4 door sedan	2.5 litre petrol	2WD	-	✓
Mazda 3 Limited	4 door sedan	2.5 litre petrol	2WD	-	✓
Mazda 3 GSX	5 door hatch	2.0 litre petrol	2WD	-	✓
Mazda 3 GTX	5 door hatch	2.5 litre petrol	2WD	-	✓
Mazda 3 Limited	5 door hatch	2.5 litre petrol	2WD	-	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



98%

37.54 POINTS
OUT OF 38

The passenger compartment of the Mazda 3 remained stable in the frontal offset test. ADEQUATE protection was seen for the lower legs of the driver. Protection for all other critical body regions for the driver and the front passenger was GOOD.

In the full width frontal test, protection was GOOD for all critical body regions for both the driver and rear passenger and maximum points were scored.

In the side impact test and oblique pole test, protection offered to all critical body regions was GOOD and the Mazda 3 scored maximum points in these tests.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.71 (out of 8)
FULL WIDTH FRONTAL#	8.00 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	1.83 (out of 2)
AEB - City	4.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.43 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.50 points
Front:	1.33 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



89%

43.81 POINTS
OUT OF 49

In both the frontal offset and side impact test, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Mazda 3 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



89%

43.81 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	–	–
		Rearward facing with harness - convertible (Model A)	×	●	●	●	–	–
		Rearward facing with harness - convertible (Model B)	×	●	●	●	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	–	–
		Forward facing with harness - convertible (Model B)	×	●	●	●	–	–
	TYPE E	Booster - 4 to 8 years	×	●	●	●	–	–
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–
	TYPE A	Rearward facing capsule	×	●	–	●	–	–
		Rearward facing with harness - convertible (Model A)	×	●	–	●	–	–
		Rearward facing with harness - convertible (Model B)	×	●	–	●	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	–	●	–	–
		Forward facing with harness - convertible (Model B)	×	●	–	●	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED – NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION



81%

39.22 POINTS
OUT OF 48

The bonnet of the Mazda 3 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded only on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations. Protection of the pelvis was also GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian test scenarios under daylight conditions and some MARGINAL and WEAK performance under night-time conditions. ADEQUATE performance was seen in cyclist test scenarios with collisions avoided or mitigated at most test speeds.

HEAD IMPACTS	18.60 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	4.90 (out of 6)
AEB - Cyclist	3.72 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Smart Brake Support
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-80 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist		
						FORWARD COLLISION WARNING							FORWARD COLLISION WARNING
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		Cyclist crossing from kerb
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY
PERFORMANCE	GOOD	POOR	GOOD	MARGINAL	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
	GOOD										ADEQUATE		

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



76%

9.96 POINTS
OUT OF 13

The Mazda 3 is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most test scenarios.

Tests of the LSS functionality showed ADEQUATE performance in lane keep assist (LKA) tests, however the system does not intervene in more critical emergency lane keeping (ELK) scenarios and overall performance was classified as MARGINAL.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

A seat belt reminder is fitted for all seating positions, however occupancy detection is not available for rear seats.

SPEED ASSISTANCE SYSTEMS

2.88 (out of 3)

SEAT BELT REMINDERS

2.50 (out of 3)

LANE SUPPORT SYSTEMS

2.00 (out of 4)

AEB - Interurban

2.58 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist System
OPERATIONAL FROM: 55-200 km/h

EMERGENCY LANE KEEPING (ELK)								
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE									
ADEQUATE									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST



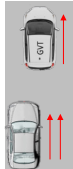
76%

9.96 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Smart Brake Support
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 40-200 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)										
FUNCTION	Supplementary warning					PASS				
	Restraint activation / dynamic retractors					[NOT FITTED]				

FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
										
PERFORMANCE	GOOD									

AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
										
PERFORMANCE	GOOD									

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed limit sign alert

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	●	●
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Adaptive headlights	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Mazda 3 2.0 litre petrol LHD
2019
5 door hatch
2.0 litre petrol
May 2019
n/a