Mazda MX-30

Standard Safety Equipment

2020 ★★★★★

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
91%	87%	68%	73%

SPECIFICATION

Tested Model	Mazda MX-30, LHD
Body Type	- 5 door estate
Year Of Publication	2020
Kerb Weight	1675kg
VIN From Which Rating Applies	- all MX-30s
Class	Small Family Car

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	●	●	✖

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SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Car-to-Car incl. Turn Across Path	●
AEB Reverse	✖
Speed Assistance	●
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

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ADULT OCCUPANT

Total 34.6 Pts / 91%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

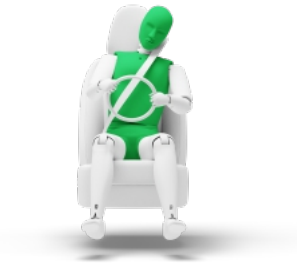
Frontal Impact — 14.9 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

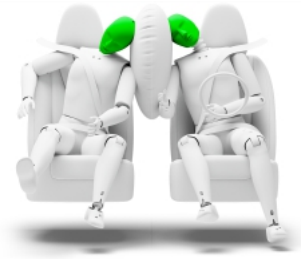
Lateral Impact — 16.0 / 16 Pts

Side Mobile Barrier



Side Pole

Far-Side Excursion



Occupant Interaction

Rear Impact — 3.8 / 4 Pts

Rear Seat

Front Seat

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ADULT OCCUPANT

Total 34.6 Pts / 91%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Rescue and Extrication	0.0 / 2 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Not available
Multi Collision Brake	Not available

Comments

The passenger compartment of the MX-30 remained stable in the offset frontal test. Protection of the passenger dummy was good for all critical body areas. Dummy measurements indicated good protection of the knees and femurs of both the driver and passenger. Mazda demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deformed crush element from the offset frontal test indicated that the MX-30's structure did not pose a high risk to the occupants of a colliding vehicle in a frontal offset impact. In the full-width rigid wall test, protection was good or adequate for all body critical body regions for both the driver and the rear seat passenger. In both the side barrier test, representing a collision by another vehicle, and the more severe side pole impact protection of all critical body areas was good, and the car scored maximum points for these two tests. In an assessment of protection in far-side impact, mitigation of dummy excursion (its movement towards the other side of the vehicle) was rated as adequate. The MX-30 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. With regard to post-crash safety, the MX-30 has neither an advanced e-Call system nor multi-collision brake.

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CHILD OCCUPANT

Total 42.8 Pts / 87%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Roemer Kidfix2 R with secureguard*
Restraint for 10 year old child: *Britax Roemer Kidfix2 R (booster cushion only) with secureguard*

Safety Features

7.0 / 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

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CRS Installation Check

11.8 / 12 Pts

Install without problem | Install with care | Safety critical problem | Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

BeSafe iZi Kid X2 i-Size (i-Size)

Britax Römer TriFix2 i-Size (i-Size)

BeSafe iZi Flex FIX i-Size (i-Size)

ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

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CHILD OCCUPANT

Total 42.8 Pts / 87%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

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CHILD OCCUPANT

Total 42.8 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (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

— Not available

Comments

In both the frontal offset and side barrier tests, protection of both child dummies was good or adequate for all critical parts of the body. 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. One child restraint could not be fitted stably in the centre rear seat. Otherwise, the restraints for which the MX-30 is designed could be properly installed and accommodated.

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VULNERABLE ROAD USERS

Total 37.0 Pts / 68%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Pedestrian

28.9 / 36 Pts

Head Impact	19.0 Pts
Pelvis Impact	3.9 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

8.1 / 18 Pts

System Name	SBS (Smart Brake Support)
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

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VULNERABLE ROAD USERS

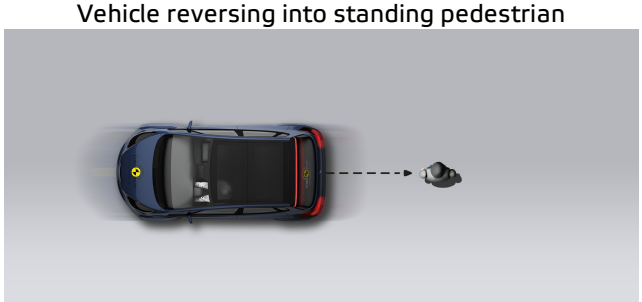
Total 37.0 Pts / 68%

AEB Pedestrian

3.7 / 9 Pts

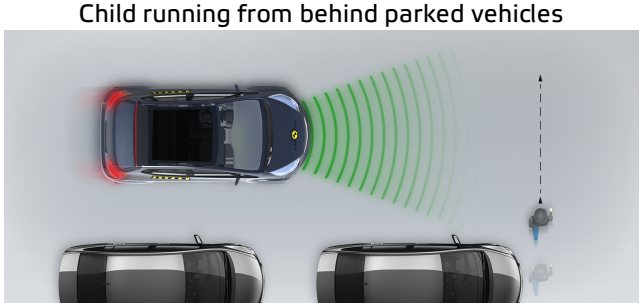
- **Day time**

Vehicle reversing into standing pedestrian

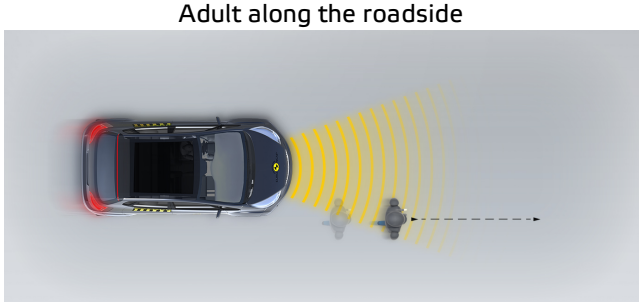


Adult crossing the road

Child running from behind parked vehicles

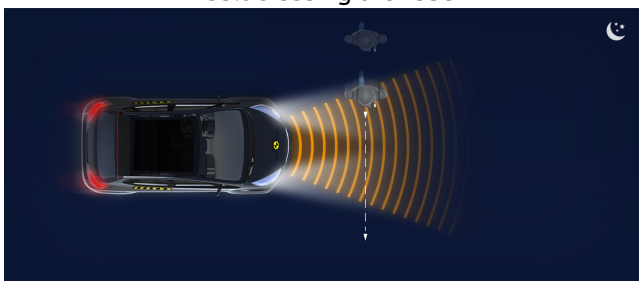


Adult along the roadside

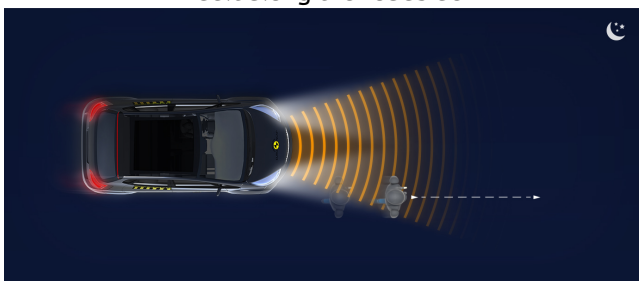


- **Night time**

Adult crossing the road



Adult along the roadside



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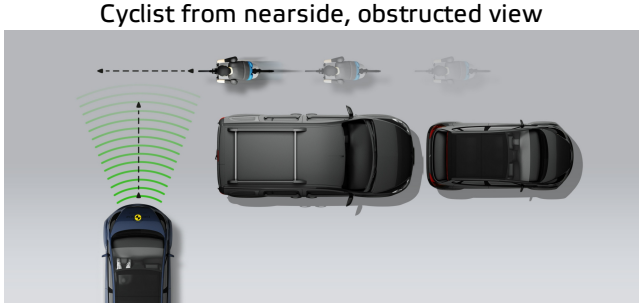
VULNERABLE ROAD USERS

Total 37.0 Pts / 68%

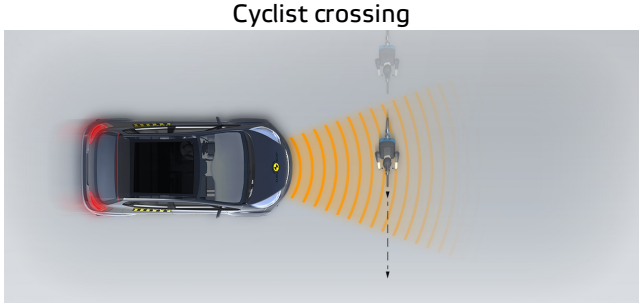
AEB Cyclist

4.5 / 9 Pts

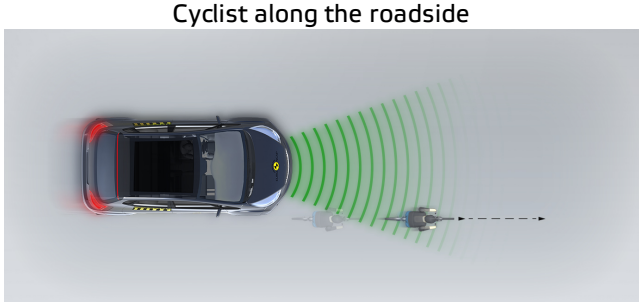
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The protection provided by the bonnet to the head of a struck pedestrian was almost entirely good or adequate. The bumper also provided good protection to pedestrians' legs but protection of the pelvis was mixed. The MX-30's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In Euro NCAP's tests, the system's response to such road users was marginal. The system does not detect pedestrians to the rear of the car, nor those crossing the path of a turning vehicle.

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SAFETY ASSIST

Total 11.8 Pts / 73%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.5 / 3 Pts

System Name	TSR & ISA
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

2.0 / 3 Pts

Seatbelt Reminder

1.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass ● Fail — Not available

Driver Monitoring

1.0 / 1 Pts

System Name	Driver Attention Alert (DAA)
Type	Steering input
Operational From	65 km/h

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SAFETY ASSIST

Total 11.8 Pts / 73%

Lane Support

3.0 / 4 Pts

System Name	LDWS(Lane Departure Warning System)/LAS(Lane-keep Assist System)/Emergency Lane Keeping Blind Spot Assist/Emergency Lane Keeping Road Keep Assist
Type	LKA and ELK
Operational From	55 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

4.3 / 6 Pts

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

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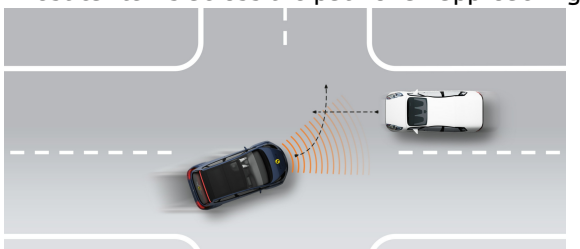
SAFETY ASSIST

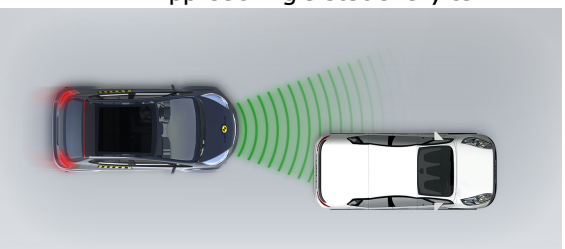
Total 11.8 Pts / 73%

- **Autobrake function only**

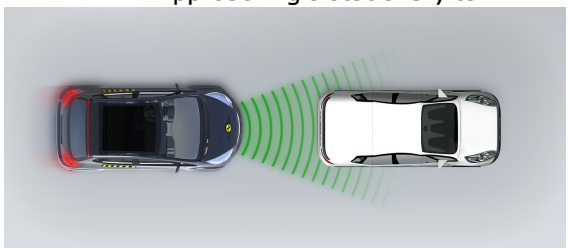
Test car turns across the path of an approaching car



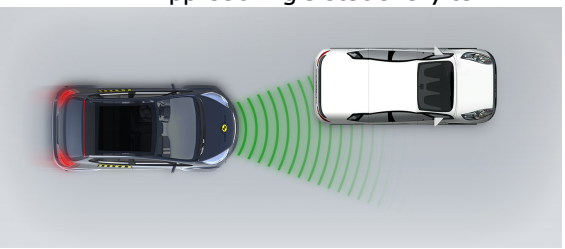
Approaching a stationary car



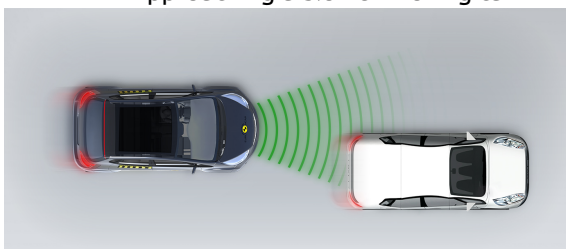
Approaching a stationary car



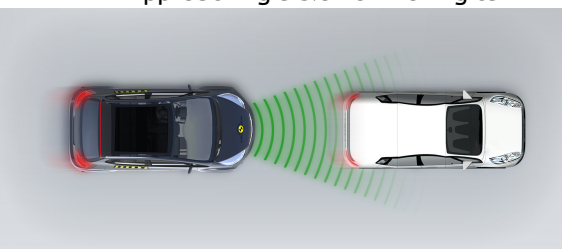
Approaching a stationary car



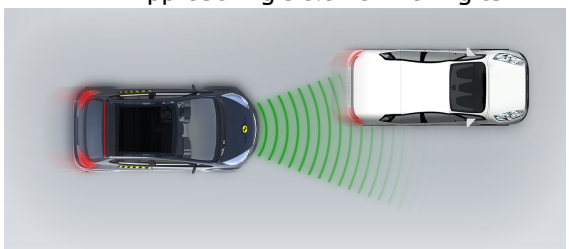
Approaching a slower moving car



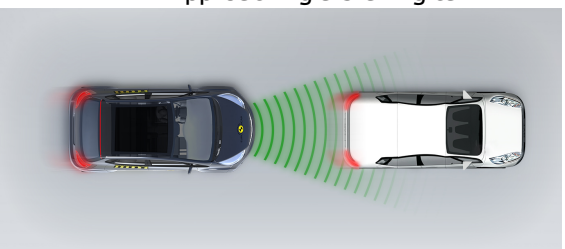
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



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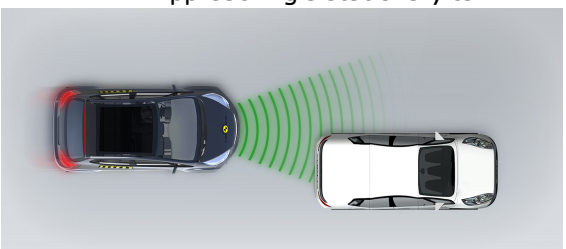
SAFETY ASSIST

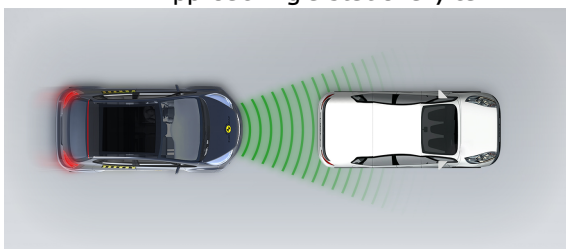
Total 11.8 Pts / 73%

- **Driver reacts to warning**

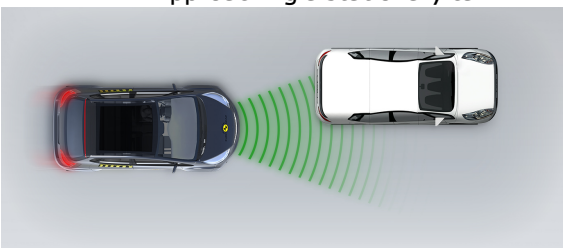
Approaching a stationary car



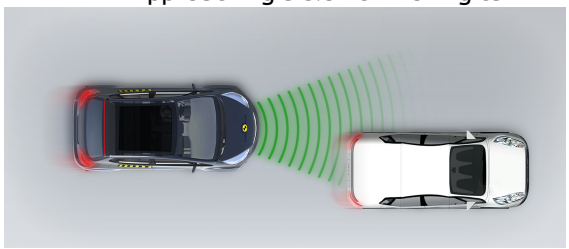
Approaching a stationary car



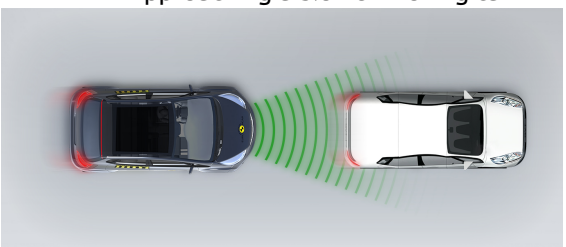
Approaching a stationary car



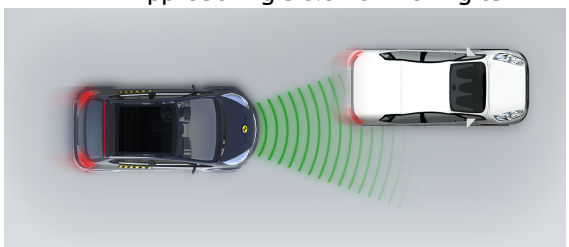
Approaching a slower moving car



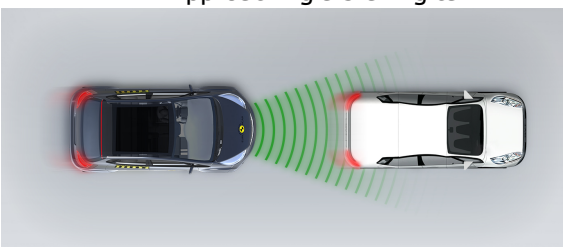
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



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SAFETY ASSIST

Total 11.8 Pts / 73%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. The MX-30 has a seatbelt reminder for front and rear seats. In addition, the car has a Driver Attention Alert, a system which monitors steering inputs and issues a warning if fatigued or impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more aggressively in some critical situations. A speed assistance system uses a camera to detect the local speed limit. This information is presented to the driver who can confirm that the car is to be limited to that speed.

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RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door estate	Electric Motor*	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2020	Rating Published	2020 ★★★★★	✓

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