MAZDA CX-8

JULY 2018 - ONWARDS ALL VARIANTS







87%
CHILD OCCUPANT PROTECTION





73%

ASSI



MAZDA CX-8

OVERVIEW

The Mazda CX-8 was introduced in Australia and New Zealand in July 2018.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

All three grades of autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) are standard on all variants.

ANCAP SAFETY RATING RATING YEAR (DATESTAMP) VEHICLE TYPE AIRBAGS ****

2018

Large SUV

Dual frontal, side chest, side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mazda CX-8 Sport	5 door SUV	2.2 litre diesel	FWD	\checkmark	-
Mazda CX-8 Sport	5 door SUV	2.2 litre diesel	AWD	\checkmark	-
Mazda CX-8 Akira ◆	5 door SUV	2.2 litre diesel	AWD	\checkmark	-
Mazda CX-8 GSX	5 door SUV	2.2 litre diesel	FWD	-	\checkmark
Mazda CX-8 GSX	5 door SUV	2.2 litre diesel	AWD	-	\checkmark
Mazda CX-8 Limited	5 door SUV	2.2 litre diesel	AWD	-	\checkmark

✓ COVERED BY THIS RATING

× NOT COVERED BY THIS RATING

◆ TESTED VARIANT

- NOT AVAILABLE

ADULT OCCUPANT PROTECTION



The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection of the driver's chest and lower legs. Protection of the front passenger lower leg was also ADEQUATE. Protection was GOOD for all other critical body regions for both the driver and front passenger.

In the full width frontal test, protection was ADEQUATE for the chest of the rear passenger and GOOD for all other critical body regions for both the driver and rear passenger.

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

The low-speed autonomous emergency braking system (AEB - City) showed GOOD performance across all test scenarios.

FRONTAL OFFSET# FULL WIDTH FRONTAL# SIDE IMPACT# OBLIQUE POLE# WHIPLASH PROTECTION	7.93 8.00 8.00	(out of 8) (out of 8) (out of 8) (out of 8) (out of 2)
WHIPLASH PROTECTION	1.82	(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)



Drive

Head / neck:	4.00 points
Chest:	2.80 points
Upper legs:	4.00 points
Lower legs:	3.07 points
Deductions:	Nil

Front Pa

Front Passenger

111/	4 00!4-
Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.91 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

WHIPLASH (REAR IMPACT) PROTECTION TEST -







Driver / Front Passenger

Rear: 0.50 points Front: 1.32 points

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:	3.77 points
Chest:	3.93 points
Upper legs:	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 .

AEB - CITY (10-50 KM/H)

Score:	4.00 points
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OVERLAP	-50%	-75%	100%	75%	50%
DEDECOMANCE					
PERFORMANCE			GOOD		

CHILD OCCUPANT PROTECTION



In the frontal offset test, protection of the 10 year dummy was GOOD with the exception of the neck which provided a POOR level of protection. For the 6 year dummy, protection was GOOD.

In the side impact test, protection of both child dummies was GOOD.

The Mazda CX-8 is fitted with lower ISOFix anchorages on the 2nd row outboard seats and top tether anchorages on all seats in both the 2nd and 3rd rows. Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions.

14.00	(out of 16)
8.00	(out of 8)
11.66	(out of 12)
9.00	(out of 13)
	8.00 11.66

FRONTAL OFFSET TEST (64 KM/H)



SIDE IMPACT TEST (50 KM/H)



6 year old 10 year old 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

CHILD OCCUPANT PROTECTION



CHILD RESTRAINT INSTALLATION* -

		CHILD RESTRAINT (CRS) TYPE [^]	FRONT ROW Passenger	LEFT	2nd ROW CENTRE	RIGHT	LEFT	3rd ROW CENTRE	RIGHT
	TYPE A	Rearward facing capsule	×		•			-	
		Rearward facing with harness - convertible (Model A)	×	•	•	•		-	•
		Rearward facing with harness - convertible (Model B)	×	•	•	•	•	-	•
BELTED	TYPE B	Forward facing with harness - convertible (Model A)	×	•	•			-	
2		Forward facing with harness - convertible (Model B)	×	•	•			_	
	TYPE E	Booster - 4 to 8 years	×	•	•			_	•
	TYPE F	Booster - 4 to 10 years	×	•	•			_	
		Rearward facing capsule	×	•	-	•	-	-	-
~	TYPE A	Rearward facing with harness - convertible (Model A)	×		_		-	_	-
ISOFIX		Rearward facing with harness - convertible (Model B)	×	•	-		-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	•	_	•	-	_	-
	ITED	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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY X INSTALLATION NOT ALLOWED - NOT APPLICABLE

NOTE: 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.

The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

VULNERABLE ROAD USER PROTECTION

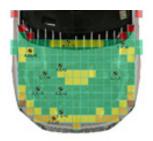


The bonnet of the vehicle provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded only on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs, with GOOD results at all test locations.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

The autonomous emergency braking system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in daylight and night test scenarios. A cyclist detection function is not available.

HEAD IMPACTS UPPER LEG IMPACTS LOWER LEG IMPACTS AEB - Pedestrian	22.18 (out of 24) 1.50 (out of 6) 6.00 (out of 6) 5.15 (out of 6)
AEB - Pedestrian	5.15 (out of 6)
AEB - Cyclist	0.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)





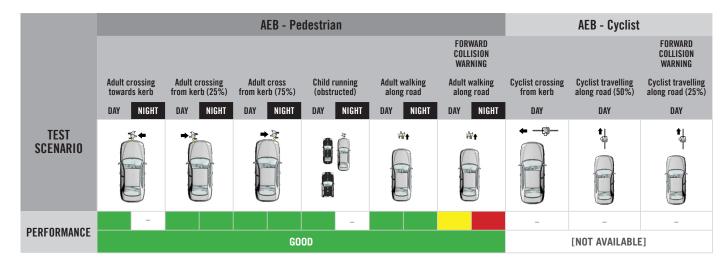
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Smart City Brake Support (SCBS)

TYPE: Autonomous emergency braking with forward collision warning

OPERATIONAL FROM: 10 km/h to 80 km/h

DESCRIPTION: Defaults ON for every journey. System detects pedestrians in daytime and night.



SAFETY ASSIST



The Mazda CX-8 is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), lane keep assist (LKA) and a speed assistance system (SAS).

The lane support system offered MARGINAL performance. An emergency lane keeping function is not available.

Tests of its AEB system showed GOOD performance in highway speed scenarios.

A standard-fit speed assistance system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions.

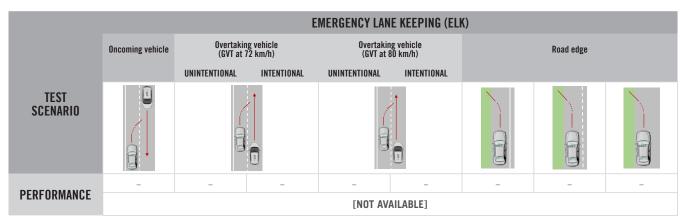
SPEED ASSISTANCE SYSTEMS	2.43 (out of 3)	
SEAT BELT REMINDERS LANE SUPPORT SYSTEMS	2.50 (out of 3) 2.00 (out of 4)	
AEB - Interurban	2.63 (out of 3)	

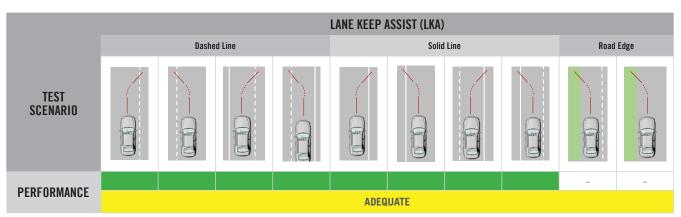
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane-Keep Assist System (LAS) & Lane Departure Warning System (LDWS)

OPERATIONAL FROM: 60 km/h to 180 km/h

OVERALL PERFORMANCE: MARGINAL





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

SAFETY ASSIST



AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

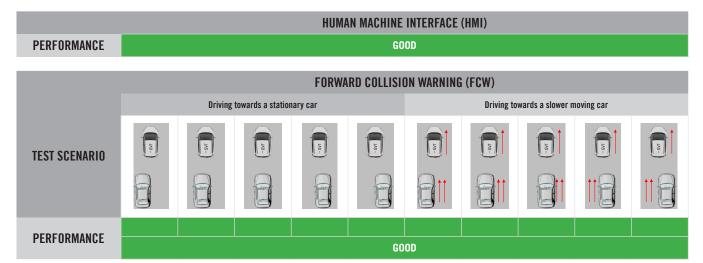
SYSTEM NAME: Smart City Brake Support (SCBS) / Forward Obstruction Warning (FOW) with Smart Brake Support (SBS)

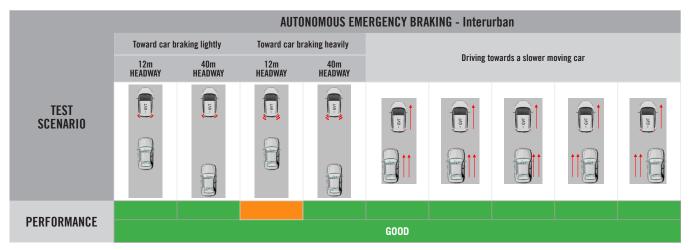
TYPE: Autonomous emergency braking with forward collision warning

OPERATIONAL FROM: 4 km/h to 160 km/h

DESCRIPTION: Defaults ON for every journey.

OVERALL PERFORMANCE: GOOD





SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Traffic sign recognition system

Intelligent speed assistance

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 AVAILAE	BLE - NOT APP	LICABLE	
GOOD ADEQUATE	MARG	INAL WEA	K POOR	

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
FEATURE / TECHNOLOGY	AUS	NZ
Seat belts (three-point) for all forward-facing seats	•	•
Seat belt pre-tensioners (front)		
Seat belt pre-tensioners (rear outboard)		
Seat belt pre-tensioners (rear centre)	×	×
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		

FFATURE / TECHNOLOGY~	AVAILABILITY		
FEATURE / TECHNOLOGY~	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)	×	X	
Vehicle-to-infrastructure communication (V2I)	×	X	
Vehicle-to-vehicle communication (V2V)	×	×	

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

STANDARD ONOT 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 CX-8 Akira RHD 2018 5 door SUV 2.2 litre diesel July 2018