



Mazda 6
Standard Safety Equipment

2018



Adult Occupant



95%

Child Occupant



91%

Vulnerable Road Users



66%

Safety Assist



73%

SPECIFICATION

| | |
|-------------------------------|-------------------------------|
| Tested Model | Mazda6 2.2 diesel 'Core', LHD |
| Body Type | - 5 door estate |
| Year Of Publication | 2018 |
| Kerb Weight | 1577kg |
| VIN From Which Rating Applies | - all Mazda 6's |
| Class | Large Family Car |

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 | ● | ● | ✘ |

Version 151018

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 36.1 Pts / 95%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier 7.5 / 8 Pts

Passenger Driver

Frontal Full Width 6.8 / 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 36.1 Pts / 95%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

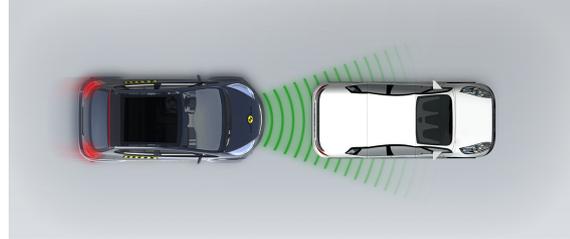
AEB City

 4 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.1 Pts / 95%

Comments

The passenger compartment of the Mazda 6 remained stable in the frontal offset test. Dummy readings showed good protection of all critical body areas for the passenger and good protection for 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 the driver dummy was good for all critical body areas. Protection of the rear passenger was good or adequate but the pelvis slipped beneath the lap section of the seatbelt, behaviour that was penalised, and the rating for this body area was rated as poor. In both the side barrier and the more severe side pole impacts, protection of all critical body areas was good and the Mazda 6 scored maximum points in these tests. 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. The standard-fit autonomous emergency braking (AEB) system scored maximum points in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

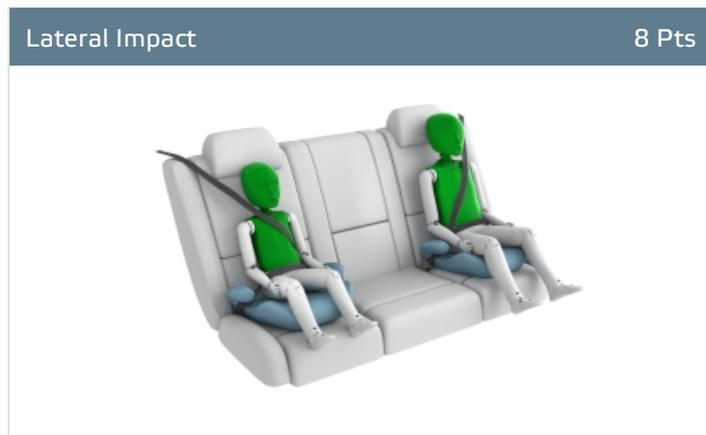
CHILD OCCUPANT

Total 45 Pts / 91%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*
 Restraint for 10 year old child: *Britax Römer KidFix XP*

Safety Features

9 / 13 Pts

| | Front Passenger | 2nd row outboard | 3rd row outboard |
|----------------|-----------------|------------------|------------------|
| 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**



CHILD OCCUPANT

Total 45 Pts / 91%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



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 45 Pts / 91%

| | 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) | □ | ● | □ | ● |
| 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 both the frontal offset and the side barrier impacts, protection was good for all critical body areas for the 6 and 10 year children. The front passenger airbag can be deactivated 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 Mazda 6 is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 31.9 Pts / 66%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| Pedestrian Impact Protection | 27 / 36 Pts | | | | | | |
|---|---|-------------|--------|---------------|-------|------------|-------|
|  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">20 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">1 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table> | Head Impact | 20 Pts | Pelvis Impact | 1 Pts | Leg Impact | 6 Pts |
| Head Impact | 20 Pts | | | | | | |
| Pelvis Impact | 1 Pts | | | | | | |
| Leg Impact | 6 Pts | | | | | | |

| Vulnerable Road Users | 4.8 / 12 Pts |
|-----------------------|---|
| System Name | Advanced Smart City Brake Support |
| Type | Auto-Brake with Forward Collision Warning |
| Operational From | 10 km/h |

Comments

The Mazda 6 has an active, deployable bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to hard structures in the engine compartment. Mazda showed that the system worked robustly for different pedestrian statures and over a range of speeds, so tests were done with the bonnet in the raised position. The protection to the head of a struck pedestrian was good over almost the entire bonnet surface. The bumper provided good protection to pedestrians' legs but protection of the pelvis was predominantly poor. The AEB system performed well in tests of its reaction to pedestrians, in daylight and in low light but does not react to cyclists.

 VULNERABLE ROAD USERS

Total 31.9 Pts / 66%

AEB Pedestrian 

■ Day time

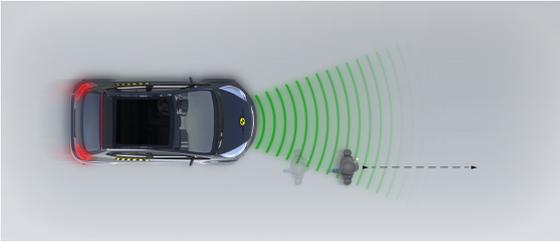
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

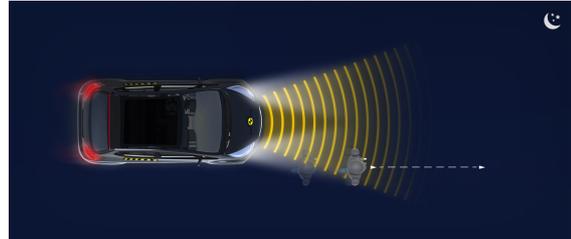


■ Night time

Adult crossing the road



Adult along the roadside



SAFETY ASSIST

Total 9.5 Pts / 73%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

2.4 / 3 Pts

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

Seat Belt Reminder

2.5 / 3 Pts

| Applies To | Not available | | |
|------------|---------------|--------------------|-------------------|
| | Driver Seat | front passenger(s) | rear passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

Pass
 Fail
 Not available

Lane Support

2 / 4 Pts

| | |
|------------------|--|
| System Name | Lane-Keep Assist System (LAS) & Lane Departure Warning System (LDWS) |
| Type | LKA |
| Operational From | 60 km/h |

| PERFORMANCE | |
|-------------------------|--|
| Emergency Lane Keeping | NOT AVAILABLE |
| Lane Keep Assist | GOOD |
| Human Machine Interface | GOOD |

 SAFETY ASSIST

Total 9.5 Pts / 73%

AEB Interurban

 2.6 / 3 Pts

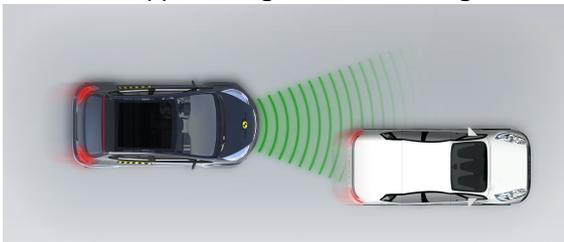
| | |
|------------------------|--|
| System Name | Advanced Smart City Brake Support & Smart Brake Support |
| Type | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 4 km/h |
| Additional Information | Supplementary warning |

Comments

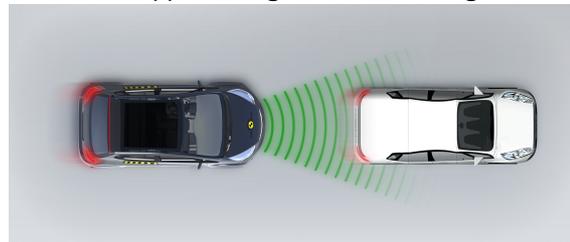
The AEB system performed well when tested at highway speeds, with collisions avoided or mitigated in most situations. The Mazda 6 has a seatbelt reminder for the front and rear seats and a speed assistance system which informs the driver of the local speed limit, allowing the driver to set the limiter appropriately. A lane keeping assist system is also standard, and helps avoid inadvertent drifting out of lane, but does not intervene in more critical emergency situations.

■ Autobrake function only

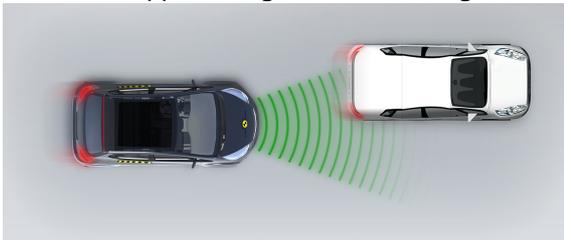
Approaching a slower moving car



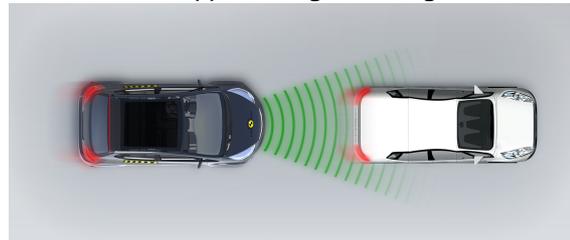
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

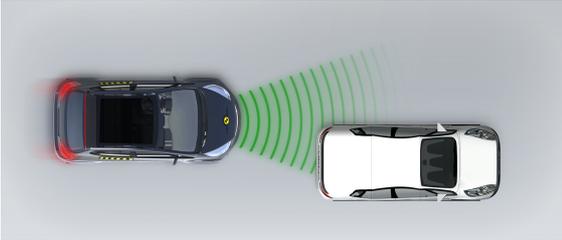


 SAFETY ASSIST

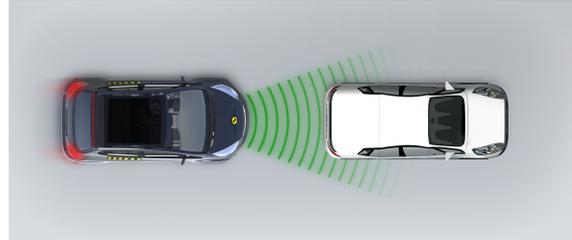
Total 9.5 Pts / 73%

■ Driver reacts to warning

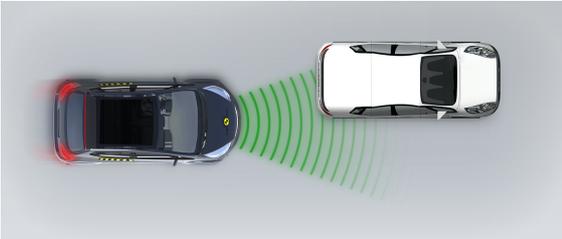
Approaching a stationary car



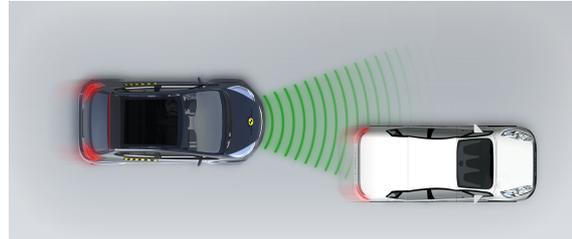
Approaching a stationary car



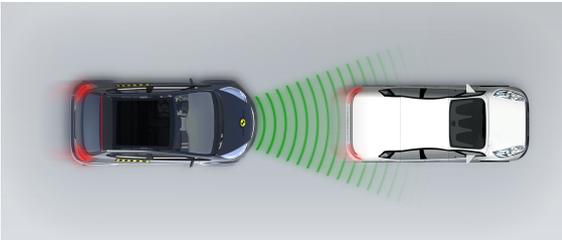
Approaching a stationary car



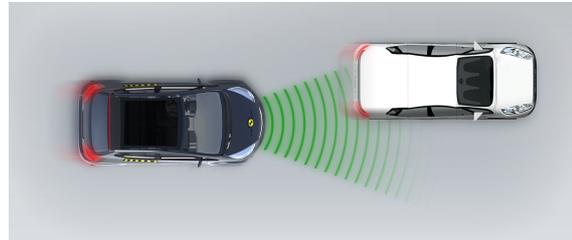
Approaching a slower moving car



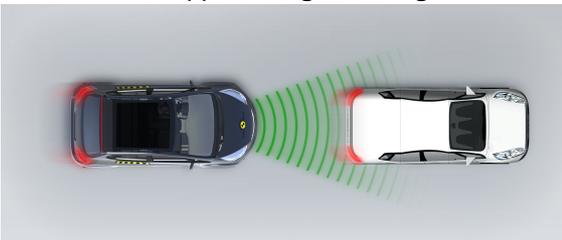
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Annual Reviews and Facelifts

| Date | Event | Outcome |
|--------------|------------------|---|
| October 2018 | Rating Published | 2018   |