

TEST RESULTS

[Comparabile](#)

Mazda 3

Mazda 3 2.0 Core, LHD

TEST 2013



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST



Totale 34 punti | 93%



Conducente Passeggero

IMPATTO FRONTALE 15.4 punti



Vettura Palo

IMPATTO LATERALE CONTRO VETTURA 8.0 punti

IMPATTO LATERALE CONTRO PALO 6.6 punti



TAMPONAMENTO (COLPO DI FRUSTA) 3.7 punti



Totale 42 punti | 86%

CRASH TEST PERFORMANCE 23.6 punti

CHILD SAFETY FEATURES 7.0 punti

Bambino di 18 mesi (12.0 punti)



Seggiolino testato (attacco)
Römer BabySafe + ISOFIX Base (ISOFIX)
Rearward facing

Bambino di 3 anni (11.6 punti)



Seggiolino testato (attacco)
Römer Duo Plus (ISOFIX)
Forward facing



Attacco Isofix

CRS INSTALLATION CHECK 11.8 punti

Neonati fino a 13 kg

Maxi Cosi Cabriofix (Seatbelt)

Maxi Cosi Cabriofix (Seatbelt)

Maxi Cosi Cabriofix and EasyFix (Seatbelt)

Maxi Cosi Cabriofix and EasyFix (ISOFIX)

Römer BabySafe + ISOFIX Base (ISOFIX)

Neonati e bambini fino a 18 kg

BeSafe iZi Kid X3 ISOfix (ISOFIX)

Bambini da 9 a 18 kg

Römer King Plus (Seatbelt)

Römer Duo Plus (ISOFIX)

Maxi Cosi Pearl and Familyfix (ISOFIX)

Bambini da 15 kg in su

Römer KidFix (Seatbelt)

Römer KidFix (ISOFIX)



Installazione senza problemi

Installazione accurata

Problema per la sicurezza

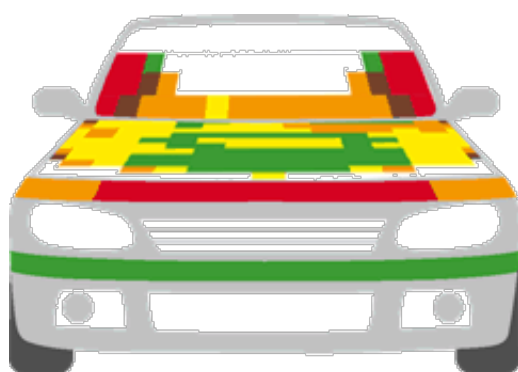
Installazione non consentita

Totale 24 punti | 65%

TESTA 17.1 punti

BACINO 0.5 punti

GAMBA 6.0 punti



Totale 7 punti | 81%

SISTEMA SBR

driver and passenger
sedile posteriore

Approvato
Approvato

3.0 punti

CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)

DSC

Approvato

3.0 punti

DISPOSITIVI DI LIMITAZIONE VELOCITÀ

Di serie

Speed Information

Speed Assistance (Manual)

Non valutato

Approvato

1.3 punti

Dettagli della vettura testata

Specifiche

Modello testato

Tipo carrozzeria

Anno di pubblicazione

Peso

Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione

Classe

Mazda 3 2.0 Core, LHD

5 porte portello posteriore

2013

1249kg

Applicabile a tutte le applies Mazda 3s testate

Small Family Car.

Safety equipment

Pretensionatori della cintura di sicurezza sedile anteriore

Limitatori di carico cinture di sicurezza anteriori

Airbag anteriore conducente

Airbag anteriore passeggero

Airbag laterali

Airbag laterale per la testa

Dispositivi di limitazione velocità

Controllo elettronico della stabilità

Segnalazione di cintura di sicurezza non allacciata Driver, Passenger and Rear

Commenti

Protezione dei adulti

The passenger compartment of the Mazda 3 remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Mazda showed that a similar level of protection would be provided to occupants of different sizes and to those in different positions. In the side barrier test, the car scored maximum points with good protection of all body regions. In the more severe side pole impact, dummy readings of rib compression indicated a weak level of chest protection. The front seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision.

Bambini

Based on dummy readings in the dynamic tests, the Mazda 3 scored maximum points for its protection of the 1½ year infant. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. 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 about the status of the airbag and the system was rewarded. The risks of using a rearward-facing seat in the front passenger seat without first disabling the airbag are clearly indicated in the car. All of the child restraint types for which the car is designed could be properly installed and accommodated, apart from the belted Group 0+ restraint in the rear centre seat. In this case, the support leg of the base of the restraint rested on the centre tunnel and lifted the restraint into an unsuitable position.

Pedoni

The bumper scored maximum points for the protection provided to pedestrians' legs. However, the protection provided by the front edge of the bonnet was predominantly poor. The bonnet surface showed good or adequate protection over most of its surface, with poor results recorded on the stiff windscreen pillars.

Dispositivi di sicurezza

The Mazda 3 has electronic stability control as standard equipment, and met Euro NCAP's test requirements. A seatbelt reminder is provided for the front and rear seats and a driver-set speed limitation device is also standard equipment.