

MAZDA CX-8

JULY 2018 - ONWARDS
ALL VARIANTS



TESTED
2018



96%

ADULT OCCUPANT
PROTECTION



87%

CHILD OCCUPANT
PROTECTION



72%

VULNERABLE ROAD USER
PROTECTION



73%

SAFETY
ASSIST



MAZDA CX-8

OVERVIEW

The Mazda CX-8 was introduced in Australia and New Zealand in July 2018. This rating applies to all variants.

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)

2018

VEHICLE TYPE

Large SUV

AIRBAGS

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	✓	-
Mazda CX-8 Sport	5 door SUV	2.2 litre diesel	AWD	✓	-
Mazda CX-8 Akira ◆	5 door SUV	2.2 litre diesel	AWD	✓	-
Mazda CX-8 GSX	5 door SUV	2.2 litre diesel	FWD	-	✓
Mazda CX-8 GSX	5 door SUV	2.2 litre diesel	AWD	-	✓
Mazda CX-8 Limited	5 door SUV	2.2 litre diesel	AWD	-	✓
Mazda CX-8 Takami	5 door SUV	2.2 litre diesel	AWD	✓	-
Mazda CX-8 Touring	5 door SUV	2.2 litre diesel	AWD	✓	-
Mazda CX-8 Touring SP	5 door SUV	2.2 litre diesel	AWD	✓	-
Mazda CX-8 GT	5 door SUV	2.2 litre diesel	FWD	✓	-
Mazda CX-8 Asaki	5 door SUV	2.2 litre diesel	AWD	✓	-
Mazda CX-8 Asaki LE	5 door SUV	2.2 litre diesel	AWD	✓	-
Mazda CX-8 Sport	5 door SUV	2.5 litre petrol	FWD	✓	-
Mazda CX-8 Touring	5 door SUV	2.5 litre petrol	FWD	✓	-
Mazda CX-8 Touring SP	5 door SUV	2.5 litre petrol	FWD	✓	-


✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

- NOT AVAILABLE

ADULT OCCUPANT PROTECTION



96%
36.68 POINTS
OUT OF 38

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#	6.93 (out of 8)
FULL WIDTH FRONTAL#	7.93 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
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)



Driver

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



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.91 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:	3.77 points
Chest:	3.93 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



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)

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.50 points
Front:	1.32 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



87%

42.66 POINTS
OUT OF 49

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.

DYNAMIC TEST (FRONT)	14.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.66 (out of 12)
ON-BOARD SAFETY FEATURES	9.00 (out of 13)

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

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



87%

42.66 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE [^]	FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	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	×	●	●	●	●	-	●
TYPE F	Booster - 4 to 10 years	×	●	●	●	●	-	●	
ISOFIX	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.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × 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



72%

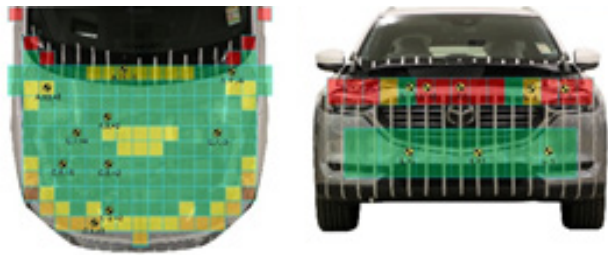
34.83 POINTS
OUT OF 48

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	22.18 (out of 24)
UPPER LEG IMPACTS	1.50 (out of 6)
LOWER LEG IMPACTS	6.00 (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.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist				
											FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		
	Adult crossing towards kerb		Adult crossing from kerb (25%)		Adult cross from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
PERFORMANCE	GOOD	-	GOOD	GOOD	GOOD	GOOD	-	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	
	GOOD										[NOT AVAILABLE]				

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



73%

9.56 POINTS
OUT OF 13

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	2.50 (out of 3)
LANE SUPPORT SYSTEMS	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

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

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

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

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST



73%

9.56 POINTS
OUT OF 13

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

HUMAN MACHINE INTERFACE (HMI)	
PERFORMANCE	GOOD

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	GOOD	MARGINAL	GOOD	GOOD	GOOD	GOOD	GOOD	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 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)	●	●
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	●	●

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.

* Where fitted

Standard on vehicles built from March 2019

● 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	Mazda CX-8 Akira RHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.2 litre diesel
RATING PUBLISHED	July 2018
RATING UPDATED	December 2021