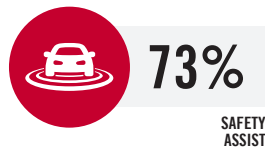
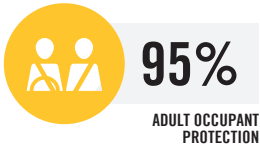


MAZDA 6

JUNE 2018 - ONWARDS
ALL VARIANTS



TESTED
2018



MAZDA 6

OVERVIEW

The Mazda 6 was introduced in Australia and New Zealand in June 2018. This ANCAP safety 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 and Vulnerable Road User) and lane keep assist (LKA) with lane departure warning (LDW) are standard on all variants.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

Medium Car

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mazda 6 Sport	4 door sedan	2.5 litre petrol	FWD	✓	-
Mazda 6 Touring	4 door sedan	2.5 litre petrol	FWD	✓	-
Mazda 6 Touring	4 door sedan	2.5 litre diesel	FWD	✓	-
Mazda 6 GT	4 door sedan	2.5 litre petrol turbo	FWD	✓	-
Mazda 6 GT	4 door sedan	2.5 litre diesel	FWD	✓	-
Mazda 6 Atenza	4 door sedan	2.5 litre petrol turbo	FWD	✓	-
Mazda 6 Atenza	4 door sedan	2.5 litre diesel	FWD	✓	-
Mazda 6 Sport	5 door wagon	2.5 litre petrol	FWD	✓	-
Mazda 6 Touring	5 door wagon	2.5 litre petrol	FWD	✓	-
Mazda 6 Touring	5 door wagon	2.5 litre diesel	FWD	✓	-
Mazda 6 GT	5 door wagon	2.5 litre petrol turbo	FWD	✓	-
Mazda 6 GT	5 door wagon	2.5 litre diesel	FWD	✓	-
Mazda 6 Atenza	5 door wagon	2.5 litre petrol turbo	FWD	✓	-
Mazda 6 Atenza	5 door wagon	2.5 litre diesel	FWD	✓	-
Mazda 6 GSX	4 door sedan	2.5 litre petrol	FWD	-	✓
Mazda 6 Limited	4 door sedan	2.5 litre petrol	FWD	-	✓
Mazda 6 Takami	4 door sedan	2.5 litre petrol turbo	FWD	-	✓
Mazda 6 GSX	5 door wagon	2.5 litre petrol	FWD	-	✓
Mazda 6 GSX	5 door wagon	2.5 litre diesel	FWD	-	✓
Mazda 6 Limited	5 door wagon	2.5 litre diesel	FWD	-	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



95%

36.14 POINTS
OUT OF 38

The passenger compartment of the Mazda 6 remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver. GOOD protection was seen for the driver's head and upper legs. Dummy readings for the passenger showed GOOD protection for all critical body areas.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. Protection of the rear passenger was GOOD or ADEQUATE except for the pelvis area which was rated as POOR. The pelvis slipped beneath the lap section of the seatbelt and was not restrained properly during the crash.

In both the side impact and the oblique pole tests, protection of all critical body areas for the driver was good and the Mazda 6 scored maximum points in these tests.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.49 (out of 8)
FULL WIDTH FRONTAL#	6.82 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	1.83 (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:	3.65 points
Upper legs:	4.00 points
Lower legs:	3.33 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	4.00 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:	4.00 points
Chest:	3.27 points
Upper legs:	0.00 points
Deductions:	-4.00 points (submarining)

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:	1.33 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



91%

44.81 POINTS
OUT OF 49

Protection was GOOD for all critical body areas for the 6 year and 10 year dummies in both the frontal offset and side impact tests.

The Mazda 6 is fitted with lower ISOFix anchorages for the rear outboard seats and top tether anchorages for all rear seats.

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in rear seating positions, though one of the selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.81 (out of 12)
ON-BOARD SAFETY FEATURES	9.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



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

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



91%

44.81 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.

[^] 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.

● 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.

The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

VULNERABLE ROAD USER PROTECTION



66%

31.86 POINTS
OUT OF 48

The Mazda 6 has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance to stiff components in the engine bay. The vehicle was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some POOR results recorded around the windscreen pillars. The bumper provided good protection to pedestrians' legs however protection of the pelvis was predominantly POOR.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians. The AEB system showed GOOD performance in testing of pedestrian scenarios with some reduced performance in low light scenarios. The system does not react to cyclists and was not tested. The system's overall performance was classified as MARGINAL.

HEAD IMPACTS	20.05 (out of 24)
UPPER LEG IMPACTS	1.04 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	4.77 (out of 6)
AEB - Cyclist	0.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Advanced Smart City Brake Support
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-80 km/h
DESCRIPTION: Defaults ON for every journey. System detects pedestrians and functions in both day and night.

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

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



73%

9.54 POINTS
OUT OF 13

The Mazda 6 is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD results with collisions avoided or mitigated in most test scenarios. Tests of LSS functionality showed some GOOD performance, however the system does not intervene in more critical emergency lane keeping test scenarios and overall performance was classified as MARGINAL.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set speed accordingly. A seat belt reminder system is fitted to all 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	2.61 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist System (LAS) and Lane Departure Warning System (LDWS)
OPERATIONAL FROM: 60-180 km/h

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

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

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

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



73%

9.54 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Advanced Smart City Brake Support
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-160 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)																					
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>PASS</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table>	Supplementary warning	PASS	Restraint activation / dynamic retractors	[NOT FITTED]																
Supplementary warning	PASS																				
Restraint activation / dynamic retractors	[NOT FITTED]																				
FORWARD COLLISION WARNING (FCW)																					
TEST SCENARIO	<table border="1"> <tr> <th colspan="5">Driving towards a stationary car</th> <th colspan="5">Driving towards a slower moving car</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Driving towards a stationary car					Driving towards a slower moving car														
	Driving towards a stationary car					Driving towards a slower moving car															
PERFORMANCE	GOOD																				
AUTONOMOUS EMERGENCY BRAKING - Interurban																					
TEST SCENARIO	<table border="1"> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th colspan="5">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY							
	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car																
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY																	
PERFORMANCE	<table border="1"> <tr> <td>GOOD</td> <td>GOOD</td> <td>ADEQUATE</td> <td>GOOD</td> <td>GOOD</td> <td>GOOD</td> <td>GOOD</td> <td>GOOD</td> <td>GOOD</td> <td>GOOD</td> </tr> </table>	GOOD	GOOD	ADEQUATE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD										
GOOD	GOOD	ADEQUATE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD												

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Traffic Sign Recognition System (TSR)
Intelligent Speed Assistance (ISA)

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.

● 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 6 Core 2.2L diesel LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door wagon
TESTED VEHICLE ENGINE	2.2 litre diesel
RATING PUBLISHED	24 October 2018
RATING UPDATED	n/a