SAFETY

Mazda is promoting safety initiatives, aiming to achieve a safe and accident-free automotive society from the three viewpoints of vehicles, people, and roads and infrastructure.

CONTENTS

CSR Targets for FY March 2021

(Self-assessment key ○ : Accomplished, △ : Nearly accomplished, × : Not accomplished)

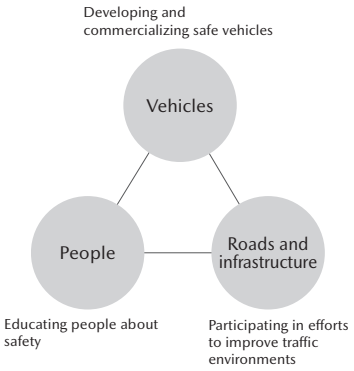
Items	FY March 2020 targets	FY March 2020 results	Self-assessment	FY March 2021 targets	ISO 26000 core subjects
Safety	① Further evolve, and expand the introduction of, i-Activsense, which is a series of advanced safety technologies developed in line with Mazda Proactive Safety, the Company's safety philosophy. ② Obtain high ratings in the new car assessment programs (NCAPs) of respective countries.	① Added Driver Monitoring and Front Cross Traffic Alert to i-Activsense as new functions, which were incorporated into the CX-30 following the Mazda3. Driver Monitoring: Detects the driver's fatigue and sleepiness and warns the driver to take a break. Front Cross Traffic Alert (FCTA): Alerts the driver if it detects a vehicle approaching from the right or left front blind spot at an intersection. ② Obtained the highest ratings in the new car assessment programs (NCAPs) of each country as follows: •US-NCAP: Mazda3, Mazda6, CX-3, CX-30, CX-5 and CX-9 obtained 5 Stars, the highest rating. •IIHS: Mazda3, Mazda6, CX-3, CX-5 and CX-9 obtained "TSP+," the highest rating. •Euro-NCAP safety performance evaluations: CX-30 obtained 5 Stars, the highest rating.	○	① Further evolve, and expand the introduction of, i-Activsense, which is a series of advanced safety technologies developed in line with Mazda Proactive Safety, the Company's safety philosophy. ② Obtain high ratings in the new car assessment programs (NCAPs) of respective countries.	6.7 Consumer issues

SAFETY INITIATIVES

Mazda's Basic Approach to Safety

Aiming to achieve a safer and accident-free automotive society, Mazda promotes safety initiatives from the three viewpoints of vehicles, people, and roads and infrastructure.
In 2017, Mazda announced "Sustainable Zoom-Zoom 2030" in light of the rapid changes taking place in the automotive industry around the world. This updated vision for technology development takes a long-term perspective and sets out how Mazda will use driving pleasure, the fundamental appeal of the automobile, to help solve issues facing people, the earth and society (see pp. 8–12). Mazda believes its mission is to bring about a beautiful earth and to enrich people's lives as well as society. The company will continue to seek ways to inspire people through the value found in cars. In the realm of society, which encompasses safety, "Sustainable Zoom-Zoom 2030" demonstrates Mazda's determination to leverage cars and a society that provide safety and peace of mind, to create a system that enriches people's lives by offering unrestricted mobility to people everywhere.

a Three Viewpoints of Safety Initiatives



Initiatives in Vehicles

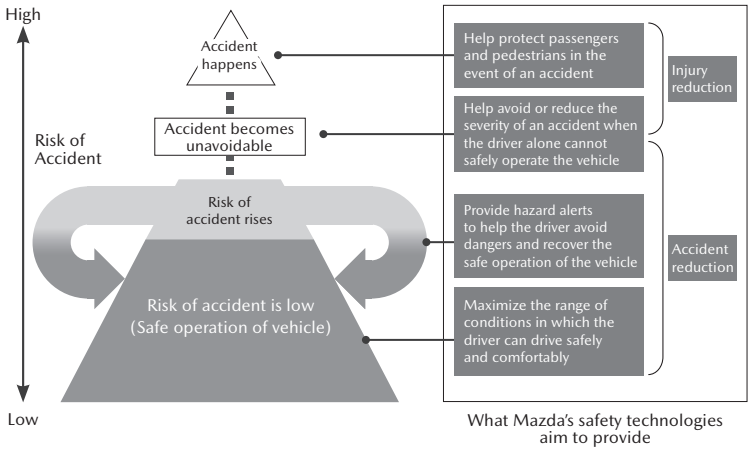
Mazda will address the issue of traffic safety, which requires a multi-faceted, balanced, and comprehensive approach, by providing all its customers with excellent safety performance, through vehicle engineering, the field in which Mazda can take the initiative.
While continuing to keep abreast of the latest safety advancements, Mazda works on technology development with the belief that technologies will demonstrate their true value only when their use becomes widespread.

Mazda Proactive Safety: Mazda's Safety Philosophy

Mazda's safety philosophy, which guides the research and development of safety technologies, is based on understanding, respecting and trusting the driver.

To drive safely it is essential to recognize potential hazards, exercise good judgment and operate the vehicle in an appropriate fashion. Mazda aims to support these essential functions so that drivers can drive safely and with peace of mind, despite changing driving conditions.

Since drivers are human beings, and human beings are fallible, Mazda offers a range of technologies which help to prevent or reduce the damage resulting from an accident.



By providing a good driving environment and excellent handling stability to support the drivers' safer driving, Mazda aims to maximize the range of ordinary driving conditions in which the driver can concentrate on driving without anxiety or stress. If the risk of an accident increases, the sensing functions on the vehicle provide hazard alerts to help the driver avoid danger, thereby supporting safer driving.
Moreover, understanding that human nature means that mistakes cannot be totally eliminated, Mazda offers safety functions on its vehicles that help prevent such human errors as much as possible, and if an error occurs, help prevent an accident or reduce the resulting damage.
While implementing measures appropriate for each accident risk so as to reduce the risk as soon as possible, Mazda places the highest focus on improving ordinary driving conditions to remove possible causes of an accident rather than on a "what if"-based approach (preparing for possible results).
Through providing these safety technologies based on a respect and understanding of human nature, Mazda supports driver's safer and more secure driving.

Continuously Evolving Basic Safety Technologies as Standard for All Vehicles

Aiming to achieve a safer and accident-free automotive society, Mazda promotes continuous evolution of basic safety technologies, such as the ideal driving position and pedal layout, excellent visibility, and human machine interface, and will install these in all vehicles as standard.

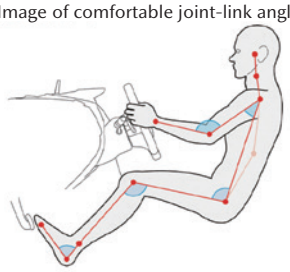
Ideal Driving Position

The major driving operation devices, including the pedals and the steering wheel, which are interface between man and vehicle, are located in an ideal position for a driver to operate them with ease and without fatigue.

Pursuing the Ideal Joint Angle for Comfortable Driving b

The driving position is designed based on the theory of the "comfortable joint-link angle," the joint angle at which the driver of any physical type can exert strength quickly and properly. For Mazda3, which was introduced in 2019, the adjustable range of the telescoping mechanism*1 has been extended and the driving position adjustment accuracy has been improved to provide the driver with a more comfortable driving position. The above design modification has reduced the tightness a small driver feels when he/she moves the seat forward. The front console layout has also been renewed. In particular, the cup holder position has been moved to the front of the shift lever.

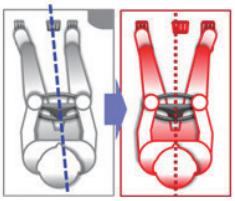
b Image of comfortable joint-link angle



Ideal Pedal Layout c

The front tires and tire houses have been repositioned farther forward to realize an offset-free, ideal pedal layout where the driver can stretch his/her foot forward and naturally rest it on the accelerator pedal when he/she sits in the seat. The distance between the accelerator pedal and the brake pedal has also been reviewed and optimized. As a result, the driver can enjoy driving more comfortably for many hours in a relaxed posture while operating the pedals more smoothly. These design improvements reduce both driving fatigue and the possibility of the driver stepping on the wrong pedal when braking in an emergency.

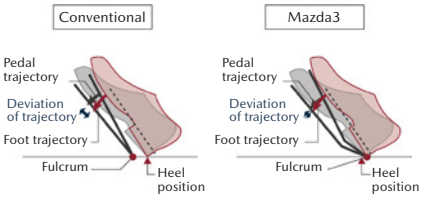
c Comfortable layout enabling easy operation



Organ-Type Accelerator Pedal d

With an organ-type accelerator pedal, the driver's heel is placed on the floor, and the driver's foot and the pedal follows the same trajectory. This makes accelerator pedal control easier because the heel position is stabilized. For the 2019 Mazda3, Mazda has developed a new organ-type accelerator pedal structure in which the pedal fulcrum is positioned more closely to the driver's heel when compared with conventional accelerator pedals of this type. The new accelerator pedal minimizes the deviation of its trajectory when depressed, enabling the driver to use his/her calf muscles more efficiently.

d New and conventional organ-type accelerator pedal



*1 A mechanism to move the steering wheel back and forth.

Excellent Visibility e

Mazda considers it important to secure good visibility to help the driver prevent accidents by supporting his/her ability to predict and react to his/her surroundings, such as road environment, other vehicles, obstacles, and pedestrians including children. To expand the vision through the door mirror so as to improve the visibility of pedestrians and obstacles, door mirrors of all Mazda passenger vehicles currently available on the market are installed on the outer door board in a lower position. For the 2019 Mazda3 and subsequent models, the visibility has been further enhanced by a combination of the inherent slenderness and the well-devised shape of the A-pillar. Visibility for children is especially cared. In recognition of this effort, in August 2019, Mazda received the 13th Kids Design Award*1 (the category of design for children's safety and security).

"HMI Concepts" to Minimize Causes of Careless Driving f

Human Machine Interface (HMI) refers to the equipment and mechanisms to facilitate transmission of various information between the driver and the vehicle. Mazda's thoroughly human-centered cockpit design minimizes the three factors*2 that cause careless driving: cognitive distraction, visual distraction, and manual distraction.

The information necessary for driving is presented in order of priority, so that the driver can concentrate his/her attention on driving and thus reduce cognitive distraction.

Indications in front of the driver's seat have been simplified to make the display easier to see and thus reduce visual distraction.

Indicators and other intuitively operable devices are installed to reduce manual distraction.

i-ACTIVSENSE Advanced Safety Technologies*3 g

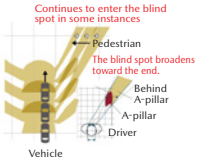
Mazda is committed to continuous evolution of i-Activsense advanced safety technologies, to deliver safer, more reliable cars to a greater number of customers, from beginners to elderly drivers. Mazda's i-Activsense is an umbrella term covering a series of advanced safety technologies, developed in line with Mazda Proactive Safety. They include active safety technologies that support safer driving by helping the driver to recognize potential hazards, and pre-crash safety technologies which help to avert collisions or reduce their severity in situations where they cannot be avoided.

The Company has completed application of six technologies, including the collision damage reduction brake (Advanced Smart City Brake Support or Smart Brake Support) and an acceleration suppression device that functions when the driver depresses the wrong pedal (AT Acceleration Control), for all nine major models*4 sold in Japan, as standard equipment. Under the new vehicle safety concept "Safety Support Car S (Suppocar S*5)" recommended by the Ministry of Economy, Trade and Industry and the Ministry of Land, Infrastructure, Transport and Tourism, these models qualify for the "Wide" Suppocar S category (as of June 2020).

e Opening angle enlarged by improved A-pillar

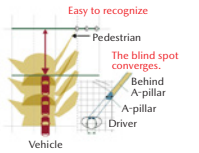
In the case of an A-pillar where the blind spot broadens toward the end

A pedestrian is often continuously hidden behind the A-pillar, preventing the driver from recognizing him/her.

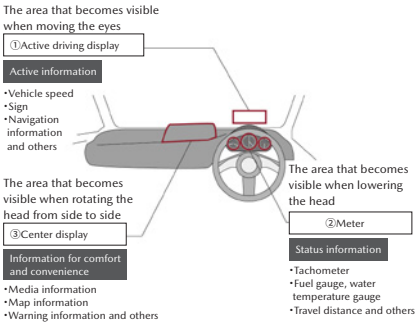


In the case of Mazda3's A-pillar where the blind spot converges

Sufficient visibility is provided by a combination of the slenderness of the A-pillar itself and its well-devised shape, making the blind spot smaller than in the case of a conventional pillar.



f Designing a cockpit that enables the driver to concentrate his/her attention on driving



1. Vehicle speed and other "active information that should be checked at every moment" are shown in the active driving display.
2. The amount of fuel and other "status information necessary for checking the status of the vehicle" are shown by meters.
3. Media information and other "information for comfort and convenience" are shown in the center display.

g Technologies made standard equipment on the nine major models sold in Japan (For details, see p. 45.)

- Advanced Smart City Brake Support (Advanced SCBS) /Smart Brake Support (SBS)*
- AT Acceleration Control*
- Lane Departure Warning System (LDWS)*
- Adaptive LED Headlights (ALH)* or High Beam Control (HBC)* (either according to the grade)
- Blind Spot Monitoring (BSM)
- Rear Cross-Traffic Alert (RCTA)

* Technologies to be equipped to qualify for the "Wide" Suppocar S category

*1 A commendation system operated by a non-profit organization, the Kids Design Association. The award is granted to supreme works that address social issues related to children and child-raising among products, services, spaces, activities and research that fulfill the following objectives: children's safe and secure lives; the cultivation of children's sensitivity and creativity; and the creation of a society that supports having and raising children.

*2 The following are three factors that cause careless driving.
- Cognitive distraction: The driver is distracted by something other than vehicle control, such as checking the position of a switch and its operation method.
- Visual distraction: The driver takes his/her eyes off the road to check the information or for other purposes.
- Manual distraction: The driver strongly moves his/her body and adopts an awkward posture to operate a device.

*3 i-Activsense technologies are designed to reduce damage and/or injuries resulting from accidents. However each system has its limitations, and no safety system or combination of such systems can prevent all accidents.
These systems are not a replacement for safe and attentive driving. Please drive carefully at all times and do not rely on technology to prevent an accident.

*4 Applied models: Mazda2, Mazda3, Mazda6, CX-3, CX-30, CX-5, CX-8, Roadster/MX-5, and Roadster RF/MX-5 RF

*5 A popular name for a safe-driving support car designed to prevent traffic accidents, which have been a societal problem in Japan. It is particularly recommended for use by aged drivers. However, the driver must try to drive safely without relying on the safe-driving support functions because they could be disabled under certain conditions.

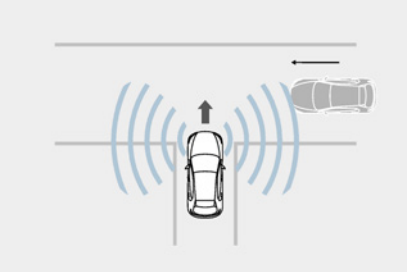
i-ACTIVSENSE advanced safety technologies

	Abbreviation	Name	Effective when	Function
Hazard Recognition Support	AFS	Adaptive Front-Lighting	Driving forward (night)	Turns the headlights automatically to illuminate in the direction the driver is steering.
	HBC	High-Beam Control	Driving forward (night)	Detects oncoming traffic and vehicles in front, automatically switching between high beam and low beam settings.
	ALH	Adaptive LED Headlights		
		Glare-free High Beam	Driving forward (night)	Detects oncoming traffic and vehicles in front, automatically controlling the area illuminated by the high beams to maintain maximum visibility.
		Wide Light - Distribution Low Beam	Driving forward (night)	Illuminates areas on either side of the vehicle that conventional low-beams cannot reach.
		Highway Mode	Driving forward (night)	Raises the axis of lighting when travelling at highway speeds, making it easier to see road signs and obstacles as early as possible.
	—	360-degree View Monitor	Driving forward (at reduced speed) Reversing	Projects on the center display images of the vehicle's top view, as well as front, rear, and right/left views, by using the four separate cameras installed on all sides of the vehicle.
	BSM	Blind Spot Monitoring	Driving forward (changing lanes)	Alerts the driver to the presence of vehicles in the blind spot with an icon in the wing mirror. If the driver indicates to change lanes, the icon flashes and a warning beep sounds.
	LDWS	Lane Departure Warning System	Driving forward	Warns the driver with a sound (or vibrating steering wheel) and a visual display if the vehicle starts to stray from its lane.
	LAS	Lane-Keep Assist System		
		Lane Departure Averting Assist	Driving forward	Provides steering assistance to return the vehicle toward the center of the lane if the driver starts to stray from the lane.
		Line Trace	Driving forward	Provides steering assistance to help keep the vehicle centered in the lane.
	FOW	Forward Obstruction Warning	Driving forward	Detects vehicles in front and warns the driver with a visual display and alarm if there is a risk of collision.
	FCTA	Front Cross Traffic Alert h	Driving forward (at reduced speed)	Detects a vehicle approaching from the right or left front blind spot at an intersection and issues an acoustic or visual warning in response to the approaching state of the vehicle.
	RCTA	Rear Cross Traffic Alert	Reversing	Alerts the driver with an icon in the wing mirror and a warning beep if it detects vehicles approaching from either side while backing out of a parking space or garage.
Collision Avoidance / Damage Reduction Support	SBS	Smart Brake Support	Driving forward	With a millimeter-wave radar that detects distant objects, works at a higher speed to automatically apply the brakes when there is a risk of frontal collision. This helps to avoid collisions or reduce the severity if one does occur.
	Advanced SCBS	Advanced Smart City Brake Support	Driving forward	Works at lower speeds to automatically apply the brakes when there is a risk of frontal collision. This helps to avoid frontal collisions or reduce the severity if one does occur.
	—	AT Acceleration Control [Driving forward]	Driving forward (at reduced speed) Driving forward (starting)	Issues a warning and simultaneously controls the engine output to prevent sudden acceleration, if the accelerator pedal is depressed more than necessary even if there is an obstacle in front of the vehicle.
	—	AT Acceleration Control [Reversing]	Reversing (at reduced speed) Reversing (starting)	Issues a warning and simultaneously controls the engine output to prevent sudden acceleration, if the accelerator pedal is depressed more than necessary even if there is an obstacle behind the vehicle.
	SCBS R	Smart City Brake Support [Reversing]	Reversing	Automatically applies the brake to stop or slow the vehicle when there is a risk of collision with an obstacle behind.
	SBS-RC	Smart Brake Support (rear and both sides) i	Reversing	Detects a vehicle approaching the right, left or rear side of driver's vehicle when reversing, and automatically decelerates or stops the driver's vehicle when a collision is considered unavoidable.
Driving Support	DAA	Driver Attention Alert	Driving forward	Monitors the vehicle's behavior and recommends a rest stop if signs of driver fatigue or reduced concentration are detected.
	—	Driver Monitoring j	Driving forward	Detects a change in the feature point of each part of the driver's face with a driver monitoring camera to estimate the degree of the driver's fatigue and sleepiness, and warns the driver with a display or sound, or advances the timing of issuance of an automatic brake start alarm.
	TSR	Traffic Sign Recognition System	Driving forward	Automatically detects speed limits and indicates speed limit in the Active Driving Display.
	MRCC	Mazda Radar Cruise Control	Driving forward	Measures the distance to the car ahead and controls speed to maintain a safer following distance.
	CTS	Cruising & Traffic Support k	Driving forward	In addition to maintaining driving operation that keeps the distance from the vehicle ahead constant, the steering assist function helps the vehicle run along the lane or along the running locus of the vehicle ahead.

Advanced safety technology "i-ACTIVSENSE" reference website
https://www.mazda.com/en/innovation/technology/safety/i-activsense/

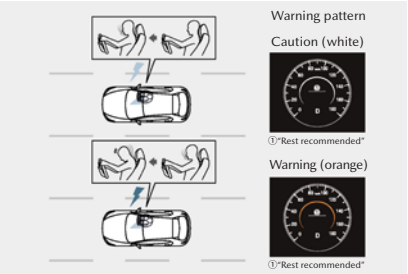
Technologies used for the 2019 Mazda3 and subsequent models

h Conceptual figure of the operation of FCTA

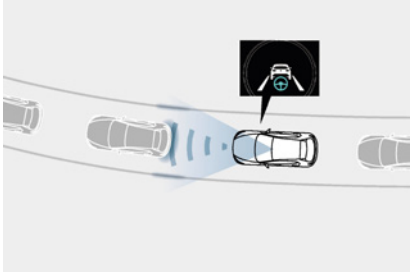


i Conceptual figure of the operation of SBS-RC

j Conceptual figure of the operation of Driver Monitoring



k Conceptual figure of the operation of CTS



The Mazda Co-Pilot Concept: Human-Centered Autonomous Driving

The Mazda Co-Pilot Concept is Mazda's development concept for human centered self-driving technology. Based on this concept, people enjoy driving and are revitalized mentally and physically through the process. Meanwhile, the car knows all the movements of the driver and the car is driving "virtually" in the background at all times. If the unexpected occurs, such as the driver suddenly losing consciousness, the car takes control to help prevent endangering vehicle occupants and passersby. It also automatically contacts emergency services and drives to a safer location. The Company aims to make the Mazda Co-Pilot Concept, which uses autonomous driving technologies to allow drivers to enjoy any drive with peace of mind, standard by 2025.

Autonomous Driving Technologies as Standard Equipment

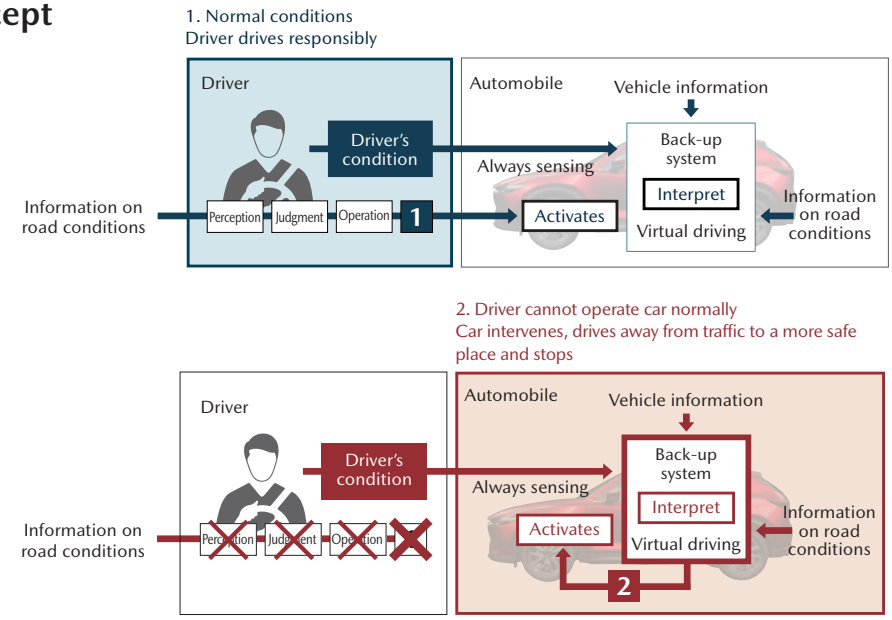
"Mazda Co-Pilot Concept," employing autonomous driving technologies

By 2025: Apply as standard equipment

Mazda Co-Pilot Concept

When the driver's condition is normal
Under normal conditions, drivers can enjoy driving themselves while the car constantly monitors their condition and conducts "virtual driving," meaning it is ready to drive itself at any time.

When the driver cannot operate the vehicle in a normal manner
When it is determined that the driver cannot operate the vehicle normally, the car intervenes in an attempt to avoid collisions and moves the vehicle away from traffic to a more safe location where it can stop the vehicle.



TOPICS Proactive introduction of evolving advanced safety technology "i-ACTIVSENSE"

Mazda's safety philosophy focuses on "avoiding danger" rather than "coping with dangerous situations." Safety technologies developed based on this philosophy support the driver's awareness, judgment, and operation in various driving conditions to reduce the risk of accidents. For the 2019 Mazda3 and subsequent models, Mazda has been proactively introducing advanced safety technologies, such as Front Cross Traffic Alert (FCTA), which alerts the driver if it detects a vehicle approaching from the right or left front blind spot at an intersection; Driver Monitoring, which estimates the degree of the driver's fatigue and sleepiness with a driver monitoring camera and warns the driver to take a break with a display or sound; and Cruising & Traffic Support (CTS), which helps reduce the driver's fatigue when driving on a congested expressway. For AWD vehicles, the advanced AWD system i-ACTIV AWD has been introduced to support stable driving by appropriately distributing torque and thereby enhancing the driving efficiency of the four wheels not only on slippery road surfaces, such as rainy or snowy roads, but also on dry road surfaces. Furthermore, Off-Road Traction Assist reduces the risk of the wheels getting stuck, helping to drive with peace of mind.

Technologies to Mitigate Injuries in an Accident

Focusing mainly on vehicle damage morphology and the mechanisms by which damage develops in the human body (human study) in the event of an actual traffic accident, Mazda has been promoting the development of safety technologies that help mitigate injuries to vehicle occupants and pedestrians in the event of a traffic accident. The Company has been dramatically enhancing the collision safety performance of Mazda vehicles by using leading-edge safety technologies, including vehicle body structures made of highly rigid ultrahigh-tensile steel plates that can improve the energy absorption efficiency and the occupant protection structure the Company has developed based on the study of human characteristics to minimize injury to the occupants. Mazda's major safety technologies are described below.

Lightweight, high-rigidity, safer body:
Vehicle body skeletons are constructed of highly rigid ultrahigh-tensile steel plates to securely receive impacts and vehicle body frame structures are designed so that they can efficiently absorb and distribute impact energy transmitted from the front, rear and both sides of the vehicle. Vehicle bodies constructed as above minimize the deformation of the cabin.

Occupant protection:
To reduce injuries to the occupants, Mazda has developed various human characteristic-based injury protection structures and uses them in its vehicles.

Pedestrian protection:
Mazda uses various methods to reduce injury to pedestrians in the event of a collision.

Technologies Used in Mazda3 and subsequent models

The following technologies have been used in the Mazda3, which was launched domestically in May 2019.

Lightweight, High-rigidity, Safer Body

Ultrahigh-tensile steel plate
Compared with the previous model, the percentage of ultrahigh-tensile steel plates having a strength of 980 MPa or more was dramatically increased from approximately 9% to approximately 30%. In addition, Mazda used the world's first* cold-stamped vehicle body structural parts made of 1,310 MPa-class ultrahigh-tensile steel plates.

Frontal collision safety performance
The bumper beam was elongated in the lateral direction and a perimeter beam was newly installed to minimize the damage to the collision partner.

Side collision safety performance
Shock dispersion type hinge pillars and rear body structures were used to securely receive the collision impact, thereby minimizing the deformation of the cabin.

Occupant Protection

Front seat
The rigidity of seat frames was increased and the cushion side frames was constructed so that they can absorb collision impact force. The above design modification is designed to reduce the injury to occupants' neck by constraining the heads at the initial stage of a rear-end collision and, at the same time, suppressing the reaction of the seat back when it returns from a backward tilted position to the original position.

Seatbelt
The front seatbelt was reconstructed so that the lap anchor can be attached to the seat. This minimizes the slacking of the belt even after the occupant moves the seat to any longitudinal position, making it possible to help quickly secure the occupant's body to the seat in the event of a collision.

Driver's seat knee airbag
Mazda installed driver's seat knee airbags for the first time. If a collision occurs, these airbags will deploy around the driver's knees to help limit the forward movement of the driver, thereby reducing injuries to his/her chest, belly, and legs.

Front side airbag
To reduce the impact load that will be applied to the occupants' ribs and their neighboring areas which are sensitive to collision impact force, Mazda used airbag systems (two-chamber type) that were designed after taking into account the load bearing performance of the human body.

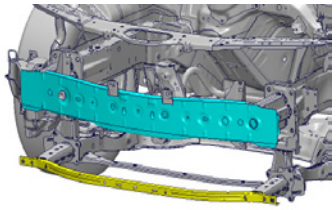
Pedestrian Protection

Head protection measures
To reduce the impact force and injury to a pedestrian when his/her head hits the bonnet (hood) in the event of a collision, Mazda optimized the distance between the outer and inner panels of the bonnet and the impact absorption structure of the inner panel. The above design modification enables the bonnet to absorb large energy at the initial stage of a collision with the pedestrian's head and to softly and uniformly receive the head after the collision.

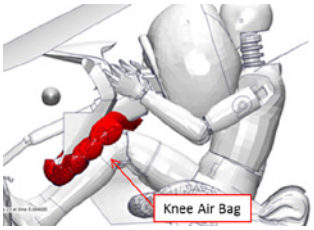
Leg protection measures
The upper and lower legs of the occupant are supported by the face upper and the lower stiffener, respectively, to prevent the legs from bending like a bow, thereby reducing damage to the ligaments and knees in the event of a collision

Lightweight, high-rigidity, safer body

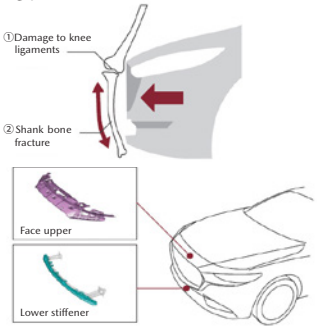
Front body structure



Driver's seat knee airbag



Leg protection measure



∗ As of January 2019, according to Mazda data

Website on Technologies to Mitigate Injuries in an Accident
https://www.mazda.com/en/innovation/technology/safety/passive_safety/

External Evaluations for Mazda's Safety Technologies m

Mazda has earned high evaluations for its safety technologies.

Third Party Safety Evaluations

Rating by vehicle model (As of June 30, 2020)

		Demio/ Mazda2	Mazda3	Atenza/ Mazda6	CX-3	CX-30	CX-5	CX-8	CX-9	Roadster/ MX-5
Japan	J-NCAP*1 (Collision Safety Performance Tests)	5-Star (2014-2015)	—*6	5-Star (2013-2014)	5-Star (2015-2016)	—*6	5-Star (2017-2018)	5-Star (2017-2018)	—*5	—*6
	J-NCAP*1 (Advanced Safety Vehicle (ASV) Technology Assessment)	ASV+ (2014)	—*6	ASV+++ (2018)	ASV+++ (2018)	—*6	ASV+++ (2018)	ASV+++ (2018)	—*5	—*6
US	US-NCAP*2	—*5	5-Star (2020MY)	5-Star (2020MY)	5-Star (2020MY)	5-Star (2020MY)	5-Star (2020MY)	—*5	5-Star (2020MY)	—*6
	IIHS*3	—*5	5-Star (2020MY)	20TSP+	20TSP+	20TSP	20TSP+	—*5	20TSP+	—*6
Europe	Euro-NCAP*4	4-Star (2015)	5-Star (2019)	5-Star (2018)	4-Star (2015)	5-Star (2019)	5-Star (2017)	—*5	—*5	4-Star (2015)

Change in rating in the last three years*7

		2018	2019	2020
Japan J-NCAP*1 (Collision Safety Performance Tests)	5-Star	6	5	5
	4-Star	0	0	0
US US-NCAP*2	5-Star	5	4	6
	4-Star	0	0	0
Europe Euro-NCAP*4	5-Star	3	3	4
	4-Star	3	3	3

*1 Japan New Car Assessment Tests: Vehicle collision safety performance evaluations conducted by the National Agency for Automotive Safety and Victims' Aid. For collision safety performance, 5-Star is the highest possible rating. For Advanced Safety Vehicle (ASV) Technology Assessment, ASV+++ is the highest possible rating (from 2018).
*2 National Highway Traffic Safety Administration's 5-Star Safety Ratings program. 5-Star is the highest possible rating.
*3 Insurance Institute for Highway Safety: Safety performance evaluations by an independent, nonprofit organization funded by auto insurers. Top Safety Pick + (Plus) is the highest possible rating.
*4 European New Car Assessment Programme: An independent agency comprised of the transport authorities of European countries, etc. 5-Star is the highest possible rating.
*5 Not yet introduced as of the end of June 2020
*6 Not evaluated.
*7 As of the end of June 2019. Excluding OEM models.

m J-NCAP car assessment result presentation

CX-8 won the highest scores among the cars which were assessed in FY March 2018 from two aspects: passive safety and active safety.