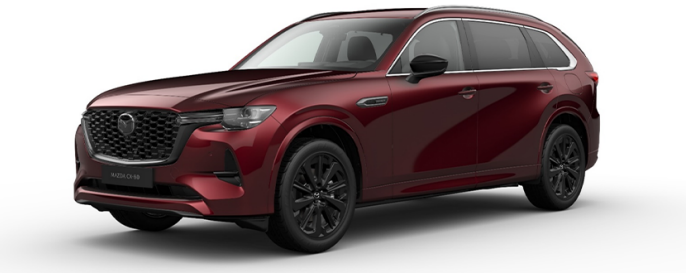
# MAZDA CX-80

Cruising & Traffic Support

2025

GOOD



| | |
|---|---|
| ASSISTANCE COMPETENCE | 62% |
| SAFETY BACKUP | 79% |

## SPECIFICATIONS

| | |
|---|---|
| SYSTEM NAME | Cruising & Traffic Support |
| Version Tested | HOMURA PLUS |
| Intended Operation Design Domain | ● Highway ✖ Inter-Urban ✖ Urban |

● RECOMMENDED ✖ NOT RECOMMENDED

### Comments

Mazda's appropriately-named 'Cruising & Traffic Support' accurately portrays the system functionality. The promotional material and the handbook correctly indicate the limitations of the system capabilities. However, the quick-start guide does not mention these limitations and points are lost as a result. System status information is clearly displayed in the driver's direct line of sight. The sensing of the driver's hands on the steering wheel was judged not to be robust, and the CX-80 does not 'lock-out' the assistance system if there are repeated warnings. The car's direct driver monitoring system detects fatigue and some types of distraction. The system balances driver steering input with lane guidance, promoting co-operative driving.

The CX-80 combines map-based speed limit information with real time camera inputs to manage fixed, variable and temporary speed limit signs. However, the system does not adapt speed for upcoming road features such as curves and junctions, other than stop signs. The car responds to avoid or mitigate a collision in most of the test scenarios for automatic cruise control. The driver is supported through the S-Bend, staying within the lane at all test speeds. The Mazda does not have a lane change assist feature. In the case of an unresponsive driver, the car performs a controlled stop within its lane. If the radar or camera is blocked, the CX-80 provides a timely warning and prevents system activation.

**'Cruising & Traffic Support', as fitted to the Mazda CX-80, performs well for Driver Engagement, slightly worse for Vehicle Assistance. Combined with a good level of Safety Back-Up, the system, overall, offers Good highway assistance.**

**Disclaimer**

When using Assisted Driving Systems (also known as SAE Level 2 systems), a driver's responsibilities include monitoring the system's control of speed, braking and steering at all times, strict compliance with traffic rules, and maintaining situational awareness throughout the journey.

Certain situations might negatively influence the system's performance (e.g. poor weather, faded lane markings, construction zones, exiting a tunnel), resulting in a sudden interruption of the lateral and/or longitudinal support (system disengagement). Moreover, the system may fail to detect certain road users such as motorcyclists not directly in front of the vehicle, or stationary objects.

Appropriate fitness to drive is critical for safe travel, even when using Assisted Driving Systems. Visual distraction (e.g. eyes off the road), impairment (e.g. drowsiness, intoxication) as well as unresponsiveness, poses high risks. It is highly recommended to keep your hands on the steering wheel at all times to ensure immediate reaction when the system disengages.

Version 020625

# ASSISTANCE COMPETENCE

Total 62%

## DRIVER ENGAGEMENT 70.0 / 100 PTS

### CONSUMER INFORMATION 20.0 / 25 PTS

| | |
|---|---|
| System Name | Cruising & Traffic Support |
| Marketing Material | Cruising & Traffic Support Viewed 27 May 2025 |
| Quick Start Guide | ✖ |
| Vehicle Handbook | Viewed 27 May 2025 |

### SYSTEM STATUS 25.0 / 25 Pts

| | |
|---|---|
| Continuous System Status Indicator | |
| System Status Change Indicator | |

### DRIVER MONITORING 0.0 / 20 PTS

| | |
|---|---|
| Hands-on Monitoring | |
| Direct Driver Monitoring | |

### DRIVING COLLABORATION 25.0 / 25 Pts

| | |
|---|---|
| Increase in Steering Torque | |
| Override response | |
| System continues to assist while driver steers to avoid obstacle | |

GOOD ADEQUATE MARGINAL WEAK POOR

Version 020625

# ASSISTANCE COMPETENCE

Total 62%

## VEHICLE ASSISTANCE

62.0 / 100 PTS

### SPEED ASSISTANCE

13.3 / 25 PTS

#### SPEED ASSIST SYSTEMS

| | |
|---|---|
| Vehicle response to fixed Speed limits | Slowing down at sign |
| Vehicle response to variable Speed limits | Start slowing down after sign |

#### SPEED LIMIT INFORMATION FUNCTION

| | |
|---|---|
| General requirements | Compliant |
| Conditional Speed Limits | |
| Road Features | |
| Local Hazards | |
| System Updates | None |

### ADAPTIVE CRUISE CONTROL PERFORMANCE

18.7 / 40 PTS

| SCENARIOS | | |
|---|---|---|
| Approaching a stationary target | | |
| Approaching a slower moving target | | |
| Approaching a braking target | | |
| Target cutting-in in front | | |
| Car cutting-out in front to expose target | | |

| UNDERTAKE PREVENTION | |
|---|---|
| Undertake prevention at speeds over 90 km/h | |

| ADAPTIVE CRUISE CONTROL AUTO-RESUME | |
|---|---|
| Assistance maintained after coming to a full stop | |
| System assistance maintained by | Automatic resume within 5s of stop and driver input required over 5s |

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# ASSISTANCE COMPETENCE

Total 62%

## STEERING ASSISTANCE 30.0 / 35 PTS

| SCENARIOS | |
|---|---|
| 80 km/h | Vehicle stays in lane |
| 100 km/h | Vehicle stays in lane |
| 120 km/h | Vehicle stays in lane |

| | |
|---|---|
| Lane Change Assist | ✖ |

● FITTED TO THE VEHICLE ✖ NOT FITTED TO THE VEHICLE

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# SAFETY BACKUP

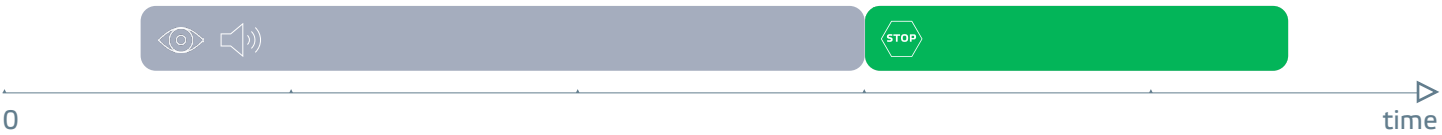
Total 79%

## SYSTEM FAILURE — 25.0 / 25 PTS

| | ENGAGEMENT | WARNING |
|---|---|---|
| SENSOR BLOCKED AT START-UP | | |
| Camera | Full blockage after a 5 minute drive | Yes after sensor blocking |
| Radar | Partial blockage after a 5 minute drive | Yes after sensor blocking |
| SENSOR BLOCKED WITH VEHICLE IN MOTION, SYSTEM INACTIVE | | |
| Camera | Full blockage after a 5 minute drive | Yes after sensor blocking |
| Radar | After a 5 minute drive | After sensor blocking |
| SENSOR BLOCKED WITH VEHICLE IN MOTION, SYSTEM ACTIVE | | |
| Camera | Full blockage within 2 minutes after blocking | After sensor blocking |
| Radar | Partial blockage after sensor blocking | After sensor blocking |

## UNRESPONSIVE DRIVER INTERVENTION — 20.0 / 25 PTS

Hands Off Warning Timeline




## COLLISION AVOIDANCE — 34.9 / 50 PTS

| SCENARIOS | | | |
|---|---|---|---|
| Approaching a stationary target | | | — |
| Approaching a slower moving target | | | — |
| Approaching a braking target | | | — |
| Target cutting-in in front | | | — |
| Car cutting-out in front to expose target | | | — |
| Approaching the target along the roadside | — | — | |

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