



FIGURE 1. As Delivered Right Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 2. As Delivered Left Rear $\frac{3}{4}$ View of Test Vehicle



FIGURE 3. Pre-Test Frontal View of Test Vehicle

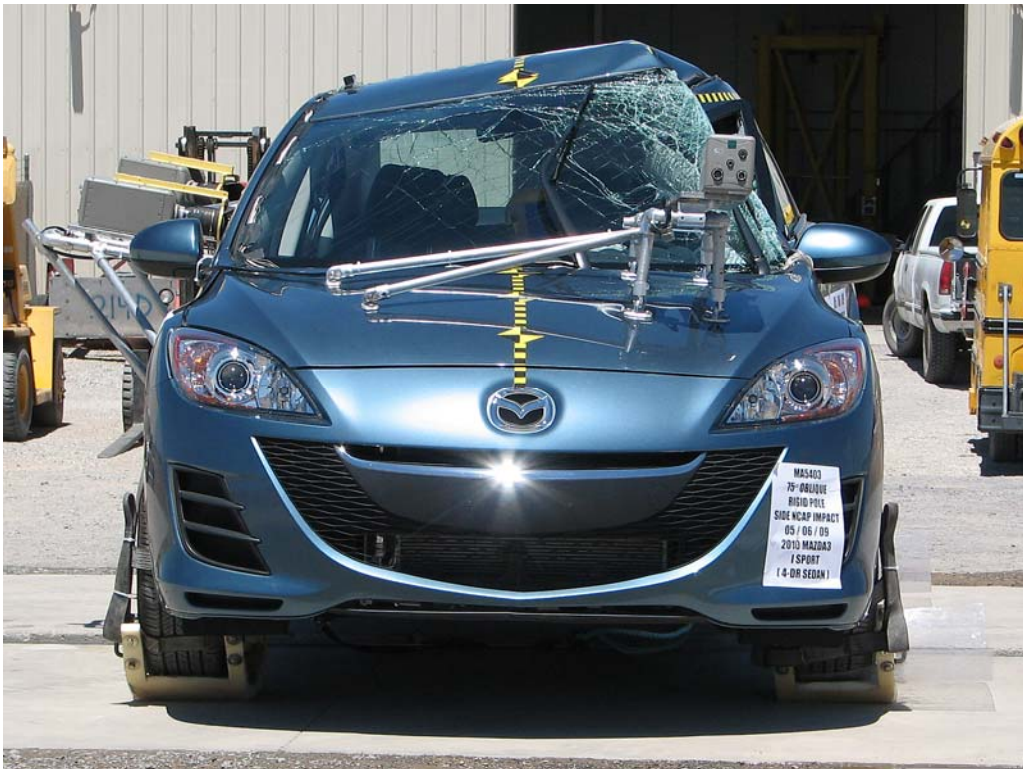


FIGURE 4. Post-Test Frontal View of Test Vehicle



FIGURE 5. Pre-Test Left Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 6. Post-Test Left Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 7. Pre-Test Left Side View of Test Vehicle



FIGURE 8. Post-Test Left Side View of Test Vehicle



FIGURE 9. Pre-Test Left Rear $\frac{3}{4}$ View of Test Vehicle



FIGURE 10. Post-Test Left Rear $\frac{3}{4}$ View of Test Vehicle



FIGURE 11. Pre-Test Rear View of Test Vehicle



FIGURE 12. Post-Test Rear View of Test Vehicle



FIGURE 13. Pre-Test Right Side View of Test Vehicle



FIGURE 14. Post-Test Right Side View of Test Vehicle

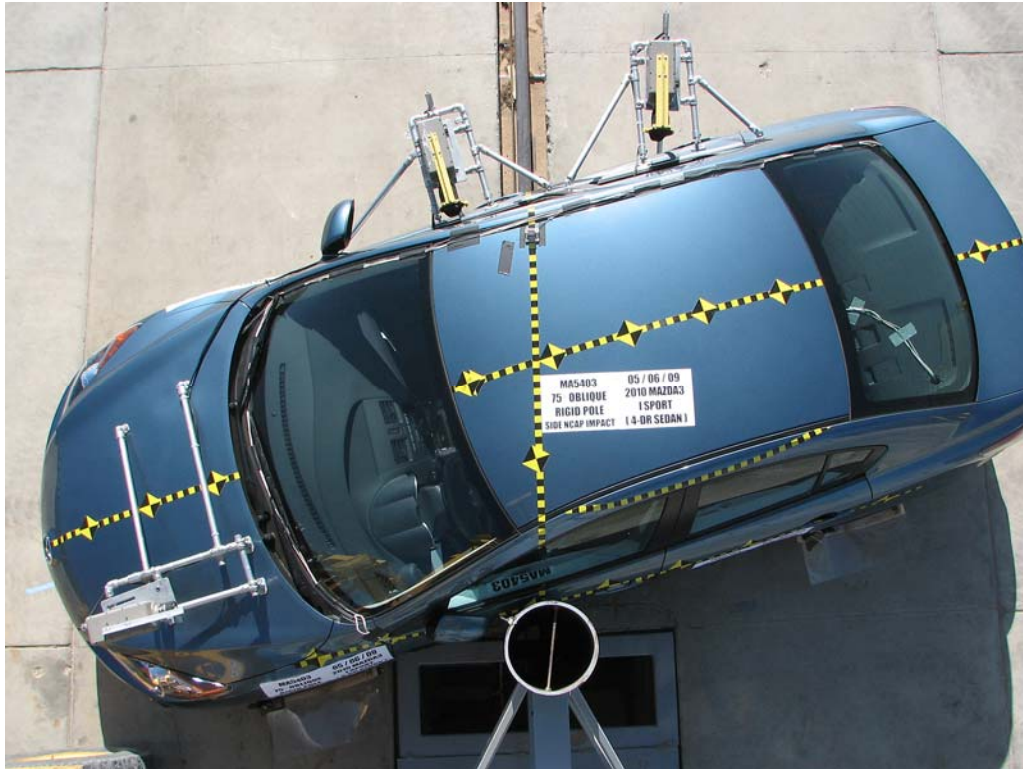


FIGURE 15. Pre-Test Overhead View of Test Vehicle and Pole

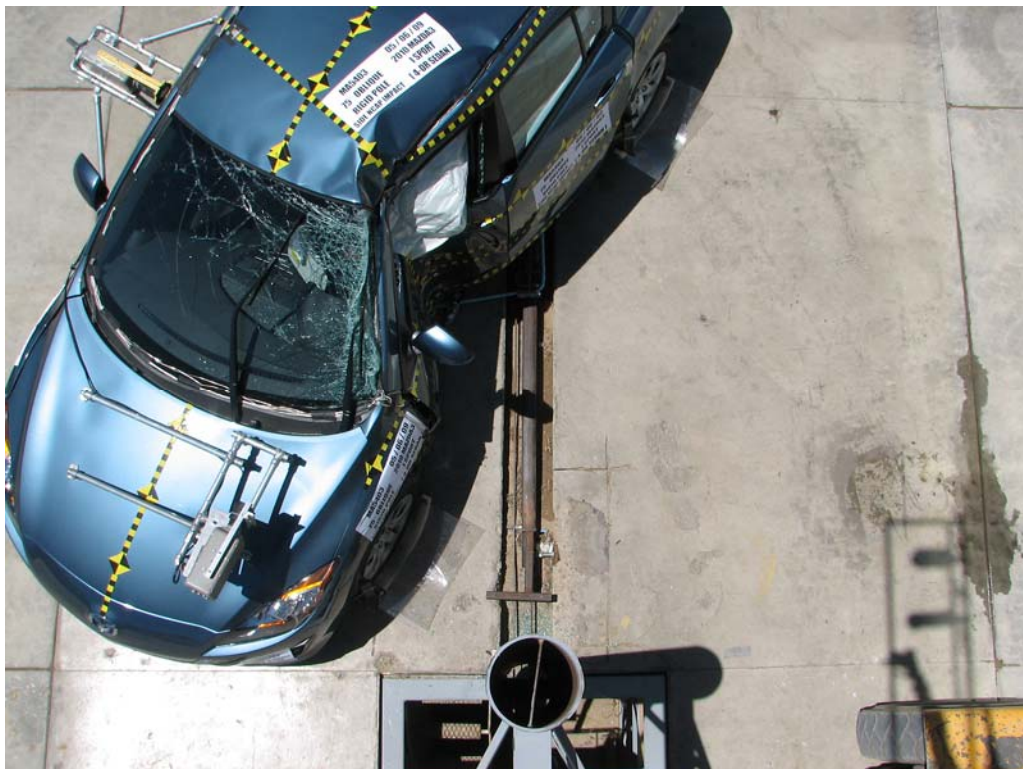


FIGURE 16. Post-Test Overhead View of Test Vehicle and Pole



FIGURE 17. Pre-Test Left Side View of Pole Positioned Against Vehicle



FIGURE 18. Pre-Test Right Side View of Pole Positioned Against Vehicle

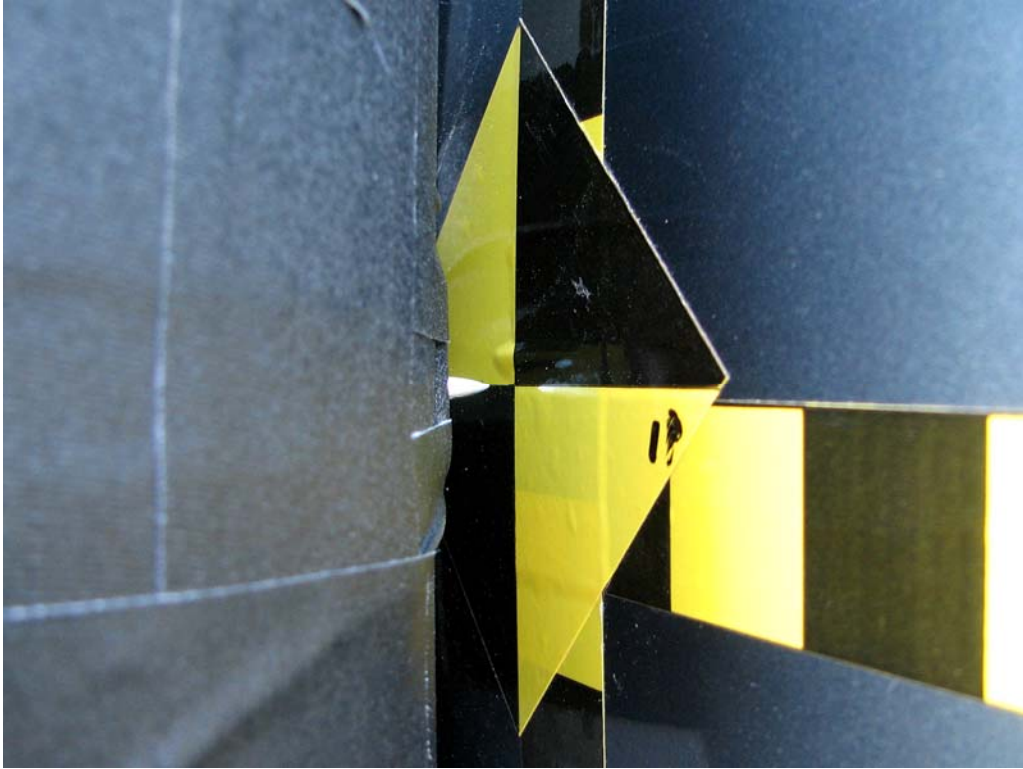


FIGURE 19. Pre-Test Close-Up View of Impact Point Target

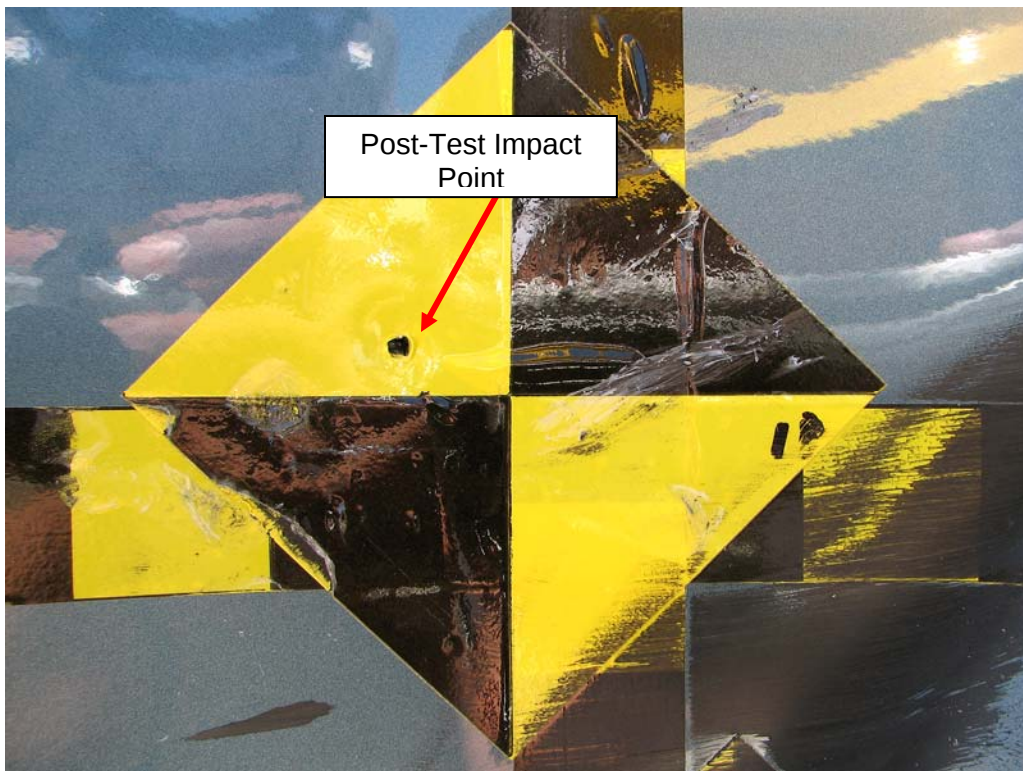


FIGURE 20. Post-Test Close-Up View of the Impact Point Target
Showing Impact Point Location



FIGURE 21. Pre-Test Front Close-Up View of Dummy (Through Front Window)



FIGURE 22. Post-Test Front Close-Up View of Dummy (Through Front Window)



FIGURE 23. Pre-Test Left Side View of Dummy Showing Belt, Chalking, and Contact Switches (Door Open)



FIGURE 24. Pre-Test Left Side View of Dummy Shoulder and Door Top View



FIGURE 25. Post-Test Left Side View of Dummy Shoulder and Door Top View



FIGURE 26. Pre-Test Placement of Dummy Feet



FIGURE 27. Pre-Test View of Steering Wheel



FIGURE 28. Pre-Test Close-Up Left Side View of Driver Seat Track Showing Seat Positioning



FIGURE 29. Pre-Test Close-Up Left Side View of Driver Seat Back Showing Seat Back Positioning



FIGURE 30. Pre-Test Dummy and Door Clearance View



FIGURE 31. Post-Test Dummy and Door Clearance View



FIGURE 32. Pre-Test Right Side View of Dummy and Front Seat Occupant Compartment
(Through Window with Dummy)



FIGURE 33. Post-Test Right Side View of Dummy and Front Seat Occupant Compartment (Through Window with Dummy)



FIGURE 34. Pre-Test Inner Door Panel View



FIGURE 35. Post-Test Inner Door Panel View (With Dummy Removed)



FIGURE 36. Post-Test Dummy Head Contact View



FIGURE 37. Post-Test Dummy Pelvis Contact View



FIGURE 38. Pre-Test Fuel Filler Cap View



FIGURE 39. Post-Test Fuel Filler Cap View

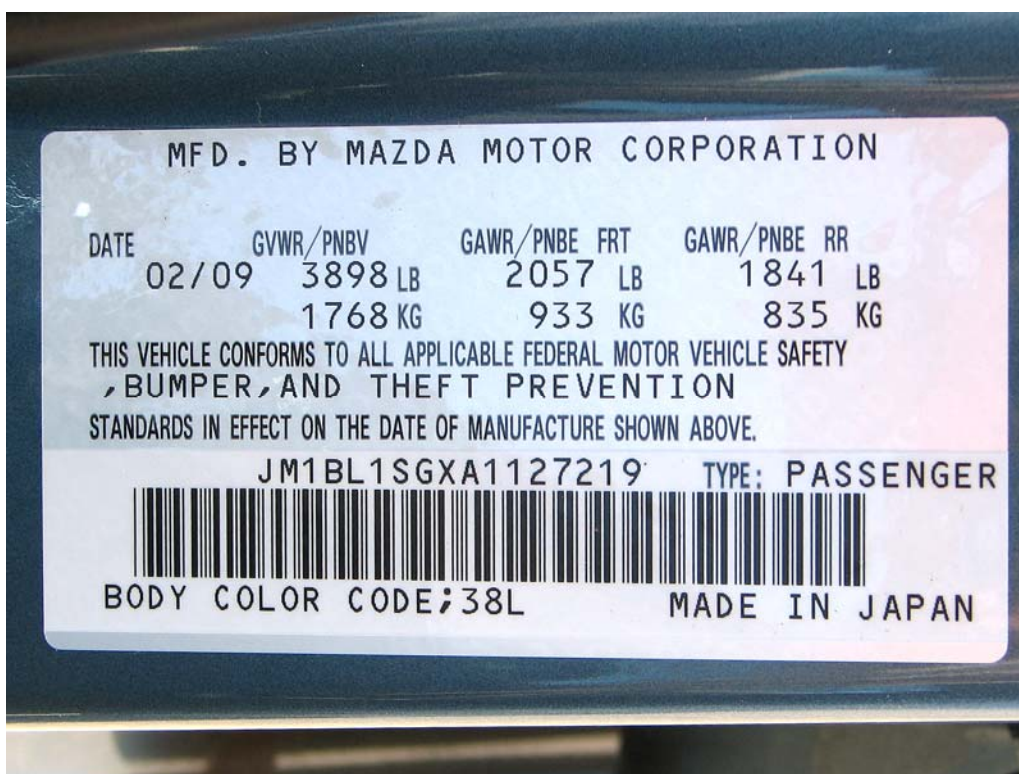


FIGURE 40. Close-Up View of Vehicle's Certification Label

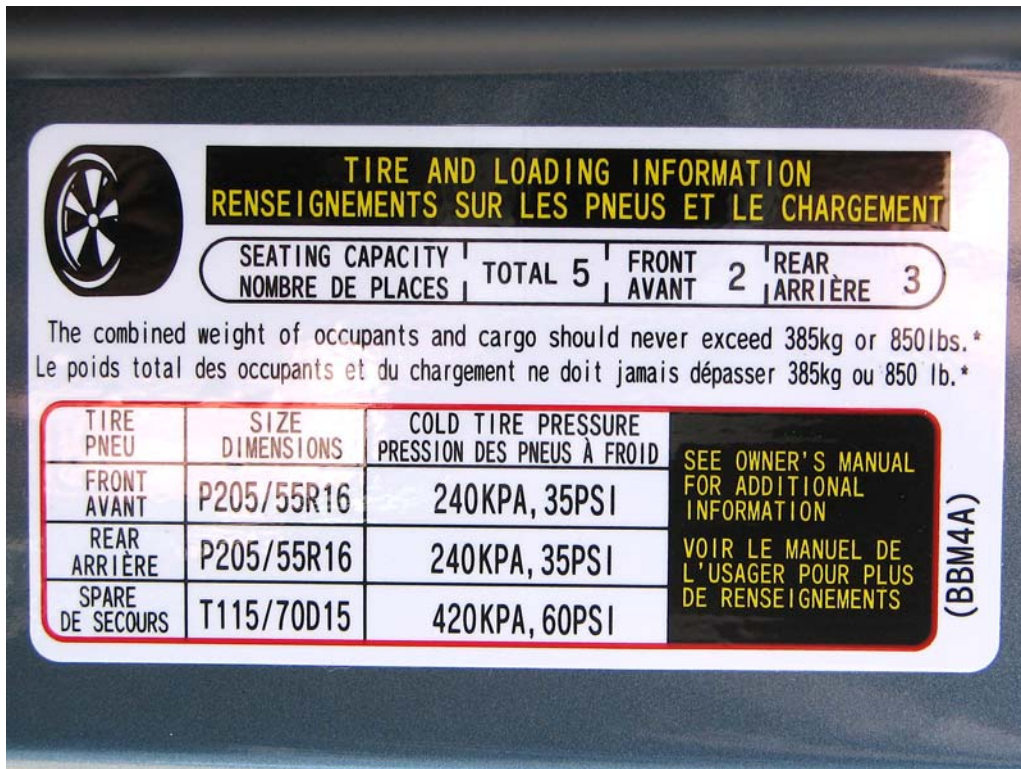


FIGURE 41. Close-Up View of Vehicle's Tire Information Placard



FIGURE 42. Pre-Test Pole Barrier Front View



FIGURE 43. Post-Test Pole Barrier Front View



FIGURE 44. Pre-Test Pole Barrier Side View



FIGURE 45. Post-Test Pole Barrier Side View



FIGURE 46. Pre-Test Ballast View



FIGURE 47. Post-Test Primary Speed Trap Read-Out

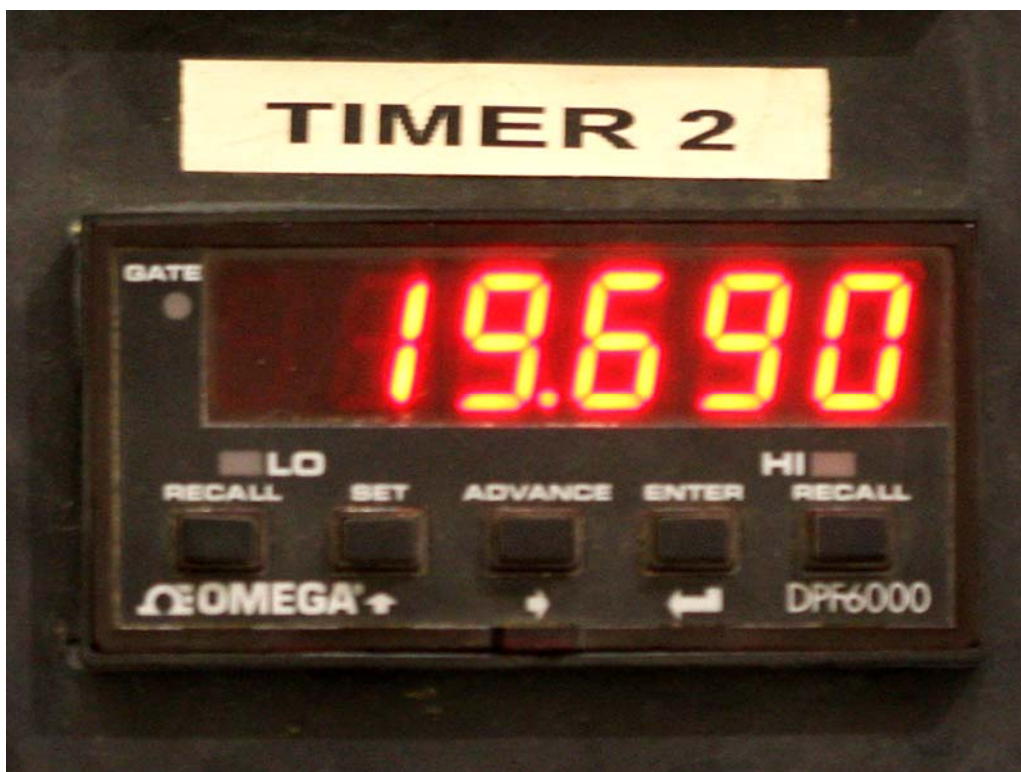


FIGURE 48. Post-Test Redundant Speed Trap Read-Out



FIGURE 49. Impact Event

2010 Mazda3

Model: 2010 MAZDA3 I-4-DOOR SPORT
Exterior Color: GUNMETAL BLUE
Interior Color: BLACK

EPA Fuel Economy Estimates

CITY MPG 25
Expected range for most drivers 20 to 30 mpg

Estimated Annual Fuel Cost \$1,017
based on 15,000 miles at \$1.90 per gallon

Highway MPG 33
Expected range for most drivers 27 to 39 mpg

Combined Fuel Economy 28

PARTS CONTENT INFORMATION:

FOR VEHICLES IN THIS CATEGORY:
U.S./CANADIAN PARTS CONTENT: 91%
MAJOR SOURCES OF FOREIGN PARTS CONTENT: JAPAN 99%

NOTE: PARTS CONTENT DOES NOT INCLUDE FINAL ASSEMBLY, DISTRIBUTION OR OTHER NON-PARTS COSTS.

FOR THIS VEHICLE:
FINAL ASSEMBLY POINT: Mazda, JAPAN
COUNTRY OF ORIGIN: JAPAN
ENGINE: JAPAN
TRANSMISSION: JAPAN

STANDARD EQUIPMENT

ENGINE/MECHANICAL FEATURES

- 2.5L DOHC 16-VALVE V-6 ENGINE
- 5-SPEED MANUAL TRANSMISSION
- FRONT-DRIVE
- INDEPENDENT FRONT/REAR SUSPENSION
- FRONT & REAR STABILIZER BARS

EXTERIOR FEATURES

- 16-SPoke STEEL WHEELS
- POSSIBLE ALL-SEASON TIRES
- HALOGEN HEADLIGHTS
- VARIABLE-INTERMITTENT FRONT WIPERS

INTERIOR FEATURES

- CLOTH SEATS & CARPET FLOOR MATS
- 60/40 SPLIT FOLD-DOWN REAR SEAT
- AM/FM/CD W/MP 4-SPEAKER AUDIO
- STEERING WHEEL AUDIO CONTROLS
- TILT & TELESCOPIC STEERING COLUMN
- AUXILIARY AUDIO INPUT JACK
- POWER WINDOWS W/DRIVER-SIDE ONE-TOUCH DOWN
- TWO 12V POWER OUTLETS

SAFETY AND SECURITY FEATURES

- 36-MONTH/50,000 MILE "BUMPER-TO-BUMPER WARRANTY"
- 60 MONTH / 60,000 MILE POWERTRAIN WARRANTY
- 24-HOUR ROADSIDE ASSISTANCE
- 5-PASSENGER 3-POINT SAFETY BELTS
- ADVANCED DUAL FRONT AIR BAGS - SRS

OPTIONAL EQUIPMENT

OPTIONAL EQUIPMENT	MSRP*
CE1 PZEV EMISSION	NO CHARGE
Total Vehicle and Options	\$15,975
Delivery, Processing and Handling Fee	\$675
Total MSRP*	\$16,650

Environmental Performance

Protect the environment, choose vehicles with higher scores:

Global Warming Score 8 (out of 10)
Smog Score 9 (out of 10)

Vehicle emissions are a primary contributor to global warming and smog. Scores are determined by the California Air Resources Board based on the vehicle's measured emissions. Please visit www.DriveClean.ca.gov for more information. AIR RESOURCES BOARD

This vehicle is equipped with bumpers that can withstand an impact of 2.5 miles per hour with no damage to the vehicle's body and safety systems, although the bumper and related components may sustain damage. The bumper system on this vehicle conforms to the current federal bumper standard of 2.5 miles per hour.

GOVERNMENT SAFETY RATINGS

Frontal Crash Driver: Not Rated, Passenger: Not Rated
Star ratings based on the risk of injury in a frontal impact. Frontal rating without ONLY be compared to other vehicles of similar size and weight.

Side Crash Front seat: Not Rated, Rear seat: Not Rated
Star ratings based on the risk of injury in a side impact.

Rollover Not Rated
Star ratings based on the risk of rollover in a single vehicle crash. Star ratings range from 1 to 5 stars (1 = lowest, 5 = best) with 5 being the highest. Source: National Highway Traffic Safety Administration (NHTSA). www.safercar.gov or 1-888-327-4236

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FIGURE 50. Vehicle's Monroney Label

▼ Armrest

The rear armrest in the center of the rear seatback can be used (no occupant in the center seat) or placed upright.



Head Restraints

Head restraints are intended to help protect you and the passengers from neck injury.

⚠ WARNING

Always drive with the head restraints installed when seats are being used and make sure they are properly adjusted:

Driving with the head restraints adjusted too low or removed is dangerous. With no support behind your head, your neck could be seriously injured in a collision.

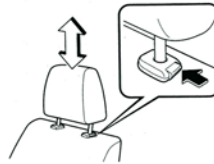
Height adjustment

To raise a head restraint, pull it up to the desired position.

To lower the head restraint, press the stop-catch release, then push the head restraint down.

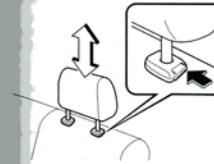
Adjust the head restraint so that the top is even with the top of the passenger's ears, never the passenger's neck to prevent injury.

Front seat



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Rear seat



Removal/Installation

To remove the head restraint, pull it up while pressing the stop-catch.

To install the head restraint, press the uprights into the holes while pressing the stop-catch.

⚠ WARNING

Always drive with the head restraints set up when seats are being used and make sure they are properly set up:

Driving with the head restraints not set up is dangerous. With no support behind your head, your neck could be seriously injured in a collision.

▼ Active Head Restraints

The active head restraints are equipped on the front seats.

In a rear-end collision, the active head restraints use the force applied by the occupant on the seatback to instantaneously move the head restraints in the forward direction, reducing excessive rearward tilting of the head and reducing the load on the neck. The active head restraints are also highly effective at reducing whip-lash injuries which commonly occur in rear-end collisions at low to mid-range vehicle speeds.



⚠ WARNING

- Always adjust the head restraints properly as specified in this section. Failure to do so can reduce the effectiveness of the active head restraint.
- Do not attach any accessories such as a TV screen to a front seatback and/or a front head restraint. Also do not place heavy items or thick items, or both in the seatback pocket. Doing so could reduce the effectiveness of the active head restraint in a rear-end collision.

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FIGURE 51. Head Restraint Use and Adjustment from Vehicle Owner's Manual