

MAZDA CX-30

E-SKYACTIV G140 PETROL FWD AUTOMATIC



Sustainability Rating

2025



40%



**Clean
Air**

5.9 /10



**Energy
Efficiency**

4.4 /10



**Greenhouse
Gases**

1.8 /10

Driving Experience



**Consumption
& Range**

● ADEQUATE



**Cold Winter
Performance**

● NOT APPLICABLE



**Charging
Capability**

● NOT APPLICABLE

Our verdict

The tested Mazda CX-30 is equipped with a petrol engine and a low-level hybridisation. The vehicle scores well in the Clean Air part of the assessment, but loses points for Energy Efficiency and is significantly challenged within the Greenhouse Gas Index.

- › The CX-30 has robust emissions control in warm conditions but performs weaker in cold starts and Highway Tests due to high particle emissions; tyre abrasion is low, but brake abrasion reduction is minimal.
- › Fuel consumption is relatively high across all tests, limiting energy efficiency despite life cycle benefits from low vehicle mass and no battery production.
- › High petrol consumption results in elevated life cycle greenhouse gas emissions, with CO₂ from fuel combustion outweighing production-phase advantages by far.

Disclaimer

Think before you print





5.9 /10

Comments

The exhaust aftertreatment is robust and adequately efficient under warm conditions but the emissions control struggles in the Cold Winter Test start at -7°C. Here, the score for NMHC is 0. Both in this cold start test and in the Highway Drive, the score for particle emissions is 0. In general, the relatively high particle emissions cap the results in all tests. The car scores very well for tyre abrasion but only has very limited potential to reduce its brake abrasion emissions.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. [Read more](#)

ADEQUATE 6.6 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

ADEQUATE 6.0 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)	not applicable	adequate	not applicable	adequate	weak	good	5.5 /8
Warm weather	good	good	good	good	weak	good	7.5 /10
Highway	good	good	adequate	adequate	weak	adequate	6.1 /10
Winter cold start	weak	marginal	adequate	adequate	poor	adequate	3.6 /10
Winter warm start	good	good	good	good	weak	good	7.4 /10

On road

An on-road driving test, using portable emissions measuring equipment complements Green NCAP's laboratory tests. [Read more](#)

ADEQUATE 7.2 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Real-world mixed drive	not applicable	adequate	not applicable	good	weak	not applicable	6.4 /10
Short city trip	not applicable	adequate	not applicable	adequate	adequate	not applicable	7.3 /10
Congestion	not applicable	good	not applicable	not applicable	not applicable	not applicable	2.0 /2

good adequate marginal weak poor not applicable



5.9 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

MARGINAL 

5.9 /10

Tyre wear

ADEQUATE 

5.3 /6

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. [Read more](#)

	Result	Score
Influence of mass		2.3 /3
Wheel alignment		1.0 /1
Accelerator response		2.0 /2

Brake wear

WEAK 

1.8 /6

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. [Read more](#)

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		1.8 /6



 good  adequate  marginal  weak  poor  not applicable



5.9 /10

Additional Life Cycle Assessment information

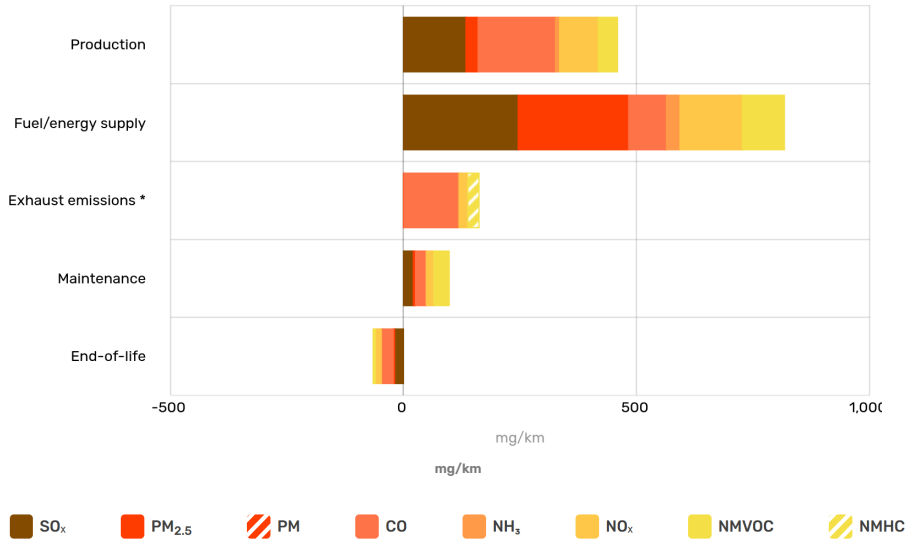
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

MARGINAL

3.7 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above



Energy Efficiency

4.4 /10

Comments

The CX-30 fails to impress with low consumption values, as the figures are rather high in all tests, reaching 8.6 l/100 km in the Highway Test. The standard real-world mixed trip recorded 6.1 l/100 km. In terms of life cycle assessment, the total primary energy demand benefits from the low mass and absence of a heavy battery, the production of which would increase the need for energy. Nevertheless, the amounts of fuel needed for a conventional combustion engine limit the achievable score in this section.

Energy demand

MARGINAL

4.2 /10

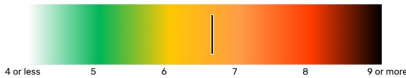
Propulsion energy consumption in laboratory

WEAK

1.6 /10

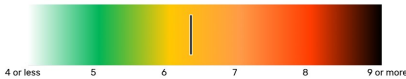
The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.

Legal test (WLTP)



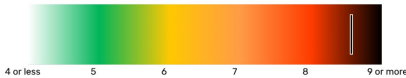
6.6 l/100 km

Warm weather



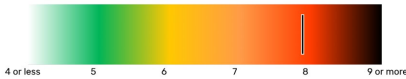
6.3 l/100 km

Highway



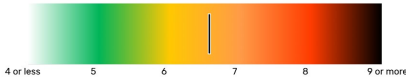
8.6 l/100 km

Winter cold start



7.9 l/100 km

Winter warm start



6.6 l/100 km

good adequate marginal weak poor not applicable

Energy Efficiency

4.4 /10

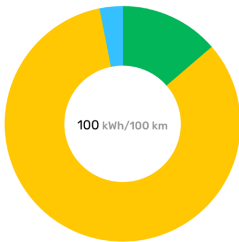
Additional Life Cycle Assessment information

GOOD ●

10.0 /10

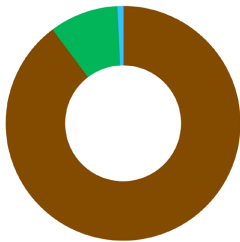
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



- Production & recycling 13.7%
- Battery production 0.0%
- Fuel/energy supply * 83.2%
- Maintenance 3.1%

Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.5%
- Other 0.7%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

ADEQUATE ●

8.3 /10



● good ● adequate ● marginal ● weak ● poor ● not applicable

Greenhouse Gases

1.8 /10

Comments

The relatively high petrol consumption of the CX-30 leads to high greenhouse gas emissions and the advantages of the lower impact of the production of a conventional vehicle cannot compensate for the direct exhaust greenhouse gas emissions, of which CO₂ being the most significant.

Exhaust GHG emissions

Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

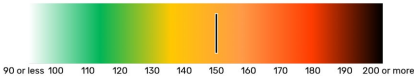
WEAK

0.4 /10

In laboratory

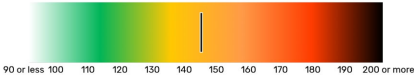
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Legal test (WLTP)



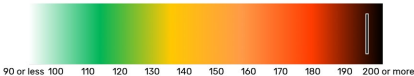
148.2 g CO₂-eq./km

Warm weather



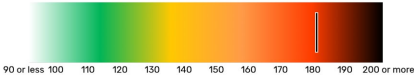
143.5 g CO₂-eq./km

Highway



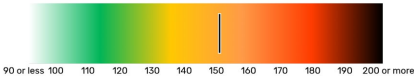
195.1 g CO₂-eq./km

Winter cold start



179.4 g CO₂-eq./km

Winter warm start



149.2 g CO₂-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

1.8 /10

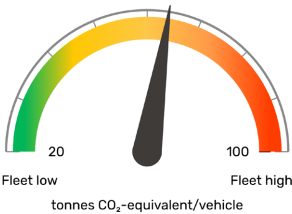
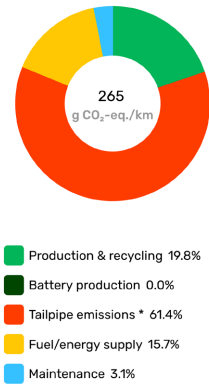
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

ADEQUATE 

7.5 /10

Total LCA GHG emissions



* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.





Driving Experience



Consumption & Range

● ADEQUATE



Cold Winter Performance

● NOT APPLICABLE



Charging Capability

● NOT APPLICABLE

Green NCAP Comment

The Driving Experience evaluation of conventional vehicles focuses only on the performance in section 'Consumption and Range'. Although at the upper end of the evaluation range, the Mazda CX-30's estimated real-world consumption figures are still largely seen as adequate in most conditions – warm weather and cold winter, urban, rural, highway and mixed driving scenarios. The consumption readings on the board computer display are accurate.



Consumption & Range

ADEQUATE

Estimated actual consumption

ADEQUATE

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	9.0	5.9	6.8	7.7	l/100 km
Cold Winter	10.6	6.6	7.7	8.8	l/100 km

Accuracy of display

GOOD

Is the consumption figure on the display correct?



good adequate poor not applicable



Cold Winter Performance

NOT APPLICABLE ●



● good ● adequate ● poor ● not applicable



Charging Capabilities

NOT APPLICABLE ●



● good ● adequate ● poor ● not applicable

Specifications

Vehicle class
Small SUV

System power/torque
103 kW/238 Nm

Engine size
2,488 cc

Declared consumption
6.6 l/100 km

Declared driving range
Overall n.a.
City n.a.

Declared CO₂
148 g/km

Declared battery capacity
Usable (net) n.a.
Installed (gross) n.a.

Mass
1,462 kg

Heating concept
Waste heat

Tyres
215/55 R18

Emissions class
Euro 6 EA

Tested car
JMZDM6WM90051xxxx

Publication date
09 2025

Also covered by this rating

Variants

MAZDA CX-30
e-Skyactiv G140 Center-Line petrol FWD automatic

MAZDA CX-30
e-Skyactiv G140 Exclusive-Line petrol FWD automatic

MAZDA CX-30
e-Skyactiv G140 Homura petrol FWD automatic

MAZDA CX-30
e-Skyactiv G140 Nagisa petrol FWD automatic

MAZDA CX-30
e-Skyactiv G140 Takumi petrol FWD automatic

MAZDA CX-30
e-Skyactiv G140 Prime-Line petrol FWD automatic



