



Mazda 2
Supermini

2015



Adult Occupant



86%

Child Occupant



78%

Pedestrian



84%

Safety Assist



64%

SPECIFICATION

Tested Model	Mazda 2 1.5 'Core', LHD
Body Type	5 door hatchback
Year Of Publication	2015
Kerb Weight	1027kg
VIN From Which Rating Applies	applies to all Mazda 2's of the specification tested
Class	Supermini

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
ESC	●
AEB City	○
AEB Inter-Urban	✗
Speed Assistance System	○
Lane Assist System	○

The Safety Equipment includes those items relevant for the year of assessment


- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✗ Not available
○ Not fitted to test car but available as option

 ADULT OCCUPANT

Total 32.8 Pts / 86%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Offset Deformable Barrier 7.8 Pts




Passenger Driver

Frontal Full Width 7.1 Pts



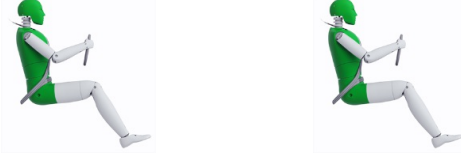
Passenger Driver

Whiplash Rear Impact 1.8 Pts




Front seat Rear seat

Lateral Impact 16 Pts



Car Pole

AEB City 0

Performance: 

 ADULT OCCUPANT

Total 32.8 Pts / 86%

Comments on Adult Occupant

The passenger compartment of the Mazda 2 remained stable in the frontal offset barrier test. In that test, maximum points were scored for the protection of the passenger dummy and only a fraction of a point was lost for the driver. Dummy readings indicated good protection of the knees and femurs of both front seat occupants and Mazda showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different seating positions. In the full-width frontal test, good protection was provided to all body regions of the front seat passenger except the neck, protection of which was rated as marginal owing to the neck extension measured during the test. Protection of the rear seat passenger was rated as good or adequate for all body regions. Maximum points were scored in the side impact barrier test, with good protection of all critical body regions. Even in the more severe side pole impact, protection was good and maximum points were scored. For the front seats and head restraints, tests indicated good protection against whiplash injuries in the event of a rear-end collision but a geometric assessment of the rear seats indicated poor protection. A low-speed autonomous emergency braking system is available as an option for the Mazda 2. However, as it is not standard equipment, the system did not qualify for inclusion in the assessment.

CHILD OCCUPANT

Total 38.5 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

21 Pts

18 months old child 12 Pts



Tested restraint (Fit):
Römer BabySafe + ISOFIX Base

■ Good

36 months old child 9 Pts



Tested restraint (Fit):
Römer Duo Plus

■

Safety Features

6 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	
i-Size	✗	●	
Integrated CRS	✗	✗	

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

11.5 Pts

● Install without problem
 ● Safety critical problem
 ● Install with care
 ✗ Installation not allowed

■ Infants up to 13 kg

Maxi Cosi Cabriofix (Belt)




Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



 CHILD OCCUPANT

Total 38.5 Pts / 78%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOfix (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 38.5 Pts / 78%

	Seat Position							
	Front		2nd row			3rd row		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Belt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (Belt)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	N/A	Fail	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl & Familyfix (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A

- Pass: Install without problem
- P Fail: install with care
- Fail: safety critical problem
- Exempt: Installation not allowed
- N/A: Not tested

Comments on Child Occupant

Based on dummy readings in the dynamic tests, the Mazda 2 scored maximum points for its protection of the 1½ year dummy. Forward movement of the head of the 3 year dummy, sat in a forward-facing restraint, was not excessive but dummy readings indicated high values of neck tension and marginally high readings for chest deceleration. The recommended child restraints could not be fitted for the side barrier impact as the front seats are positioned too far rearward. Mazda showed, using in-house side barrier tests, that the two child dummies are properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The passenger airbag can be disabled to allow a rearward-facing dummy to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the types of child restraints for which the car is designed could be fitted and accommodated with the exception of the semi-universal group 0+/1 restraint which could not be installed in the rear behind the driver's seat.

 PEDESTRIAN PROTECTION

Total 30.3 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection 30.3 Pts



Head Impact	18.5 Pts
Pelvis Impact	5.8 Pts
Leg Impact	6 Pts

Comments on Pedestrian

The bumper provided good protection to pedestrian's legs in all areas tested and scored maximum points. Protection provided to the pelvis area was predominantly good. The surface of the bonnet provided good protection to the head of a struck pedestrian over most of its surface, with poor results recorded only on the stiff windscreen pillars.

 SAFETY ASSIST

Total 8.3 Pts / 64%

Speed Assistance

1.3 Pts

Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

PERFORMANCE			
Vehicle Yaw Rate @ COS + 1.00 s	0%	meets ECE requirements	
Vehicle Yaw Rate @ COS + 1.75 s	0%	meets ECE requirements	
Lateral Displacement @ BOS + 1.07 s	2.8 m	meets ECE requirements	

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning	Pass	Pass	Pass
Visual	Pass	Pass	Pass
Audible	Pass	Pass	Pass

Lane Support

1 Pts

System Name	LDWS
Type	Lane Departure Warning
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements

SAFETY ASSIST

Total 8.3 Pts / 64%

AEB Interurban

0 Pts

Operational From	0 Km/h			
Additional Information	FALSE			
PERFORMANCE				
	Autobrake Function Only		Driver reacts to warning	
	AVOIDANCE	MITIGATION	AVOIDANCE	MITIGATION
Approaching a stationary car			<= 80 Km/h	
Approaching a slower moving car	<= 70 Km/h	70-70 Km/h	<= 80 Km/h	
FOLLOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Avoidance		Avoidance	
Car in front brakes harshly	Avoidance		Avoidance	
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Avoidance		Avoidance	
Car in front brakes harshly	Avoidance		Avoidance	

Comments on Safety Assist

Electronic stability control is standard equipment as is a seatbelt reminder system for the front and rear seats. A driver-set speed limitation device is an option but is expected to be fitted to most cars sold so was included in the assessment and met Euro NCAP's requirements for systems of this type. Similarly, a lane departure warning system is available as an option and was rewarded in the assessment. There is no high speed (inter-urban) autonomous braking system available for the Mazda 2.