



Mazda 2
Supermini

2015



Adult Occupant



86%

Child Occupant



78%

Pedestrian Impact Protection



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	- all Mazda 2's
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	●	●	✘

Version 300419

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	○

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as option
○ Not fitted to the test vehicle but available as option
 ✗ Not Available — Not Applicable

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

Rear 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%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 32.8 Pts / 86%

Comments

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):
Britax Römer BabySafe + ISOFIX Base

■ Good

36 months old child 9 Pts



Tested restraint (Fit):
Britax Römer Duo Plus

■ Adequate

Safety Features

6 Pts

	Front Passenger	2nd row outboard
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
 ● Install with care
 ● Safety critical problem
 ✗ 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**

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 38.5 Pts / 78%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	✘	●
Britax Römer King Plus (Belt)	●	●	✘	●
Britax Römer Duo Plus (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (Belt)	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (Belt)	✘	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (ISOFIX)	✘	●	✘	●

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

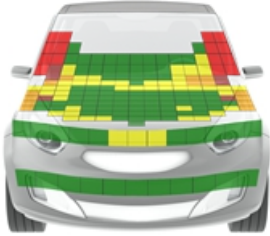
Comments

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 IMPACT PROTECTION

Total 30.3 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Impact Protection	30.3 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">18.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	18.5 Pts	Pelvis Impact	5.8 Pts	Leg Impact	6 Pts
Head Impact	18.5 Pts						
Pelvis Impact	5.8 Pts						
Leg Impact	6 Pts						

Comments

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%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

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		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

System Name	LDWS
Type	Lane Departure Warning
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Pass

AEB Interurban

0 Pts

 SAFETY ASSIST



Total 8.3 Pts / 64%

Comments

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.

RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
April 2015	Rating Published	2015  
April 2016	Annual Review	2015
April 2017	Annual Review	2015
April 2018	Annual Review	2015
April 2019	Annual Review	2015