



Mazda CX-5
Standard Safety Equipment

2017



Adult Occupant



95%

Child Occupant



80%

VRU Impact Protection



78%

Safety Assist



59%

SPECIFICATION

Tested Model	Mazda CX-5 Sports-Line
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1645kg
VIN From Which Rating Applies	- all CX-5s
Class	Small Off-Road

✗ Rating Expired

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

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
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 part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✗ Not available
 — Not applicable

ADULT OCCUPANT

Total 36.5 Pts / 95%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.4 Pts




Passenger Driver

Frontal Full Width 7.5 Pts




Rear Passenger Driver

Whiplash Rear Impact 2.6 Pts



Front seat Rear seat

Lateral Impact 16.0 Pts



Car Pole

AEB City 3.0

Performance: ■ Good



ADULT OCCUPANT

Total 36.5 Pts / 95%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 36.5 Pts / 95%

Comments

The passenger compartment of the CX-5 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Mazda showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of both the driver and the rear seat passenger was good or adequate. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good and the CX-5 scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated good whiplash protection there too. The CX-5 has autonomous emergency braking as standard equipment. Tests of its functionality at the low speeds typical of city driving at which many whiplash injuries are caused showed good performance, with collisions avoided at all test speeds.

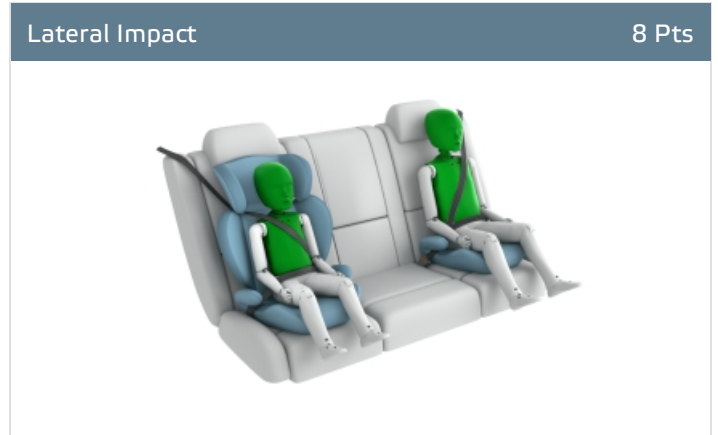
CHILD OCCUPANT

Total 39.4 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

20.9 Pts



Restraint for 6 year old child: *RÖMER Kidfix XP*
 Restraint for 10 year old child: *RÖMER Kidfix XP*

Safety Features

8.0 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

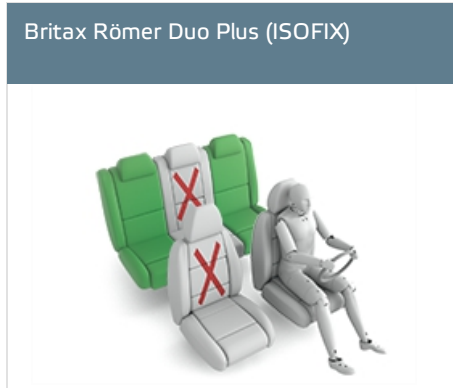
10.5 Pts


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

■ i-Size CRS



■ ISOFIX CRS




CHILD OCCUPANT

Total 39.4 Pts / 80%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)


Comments

In the frontal offset test, protection of the 10 year dummy was good for the chest and the head. However, dummy readings of neck tension indicated poor protection of this part of the body. Protection of the chest of the 6 year dummy was marginal but that of the head and neck was good. In the side barrier test, both dummies were well protected. The front passenger airbag is automatically disabled to allow a rearward-facing child restraint to be used in that seating position. Mazda showed that the system worked robustly and the system was rewarded. Some universal child restraints should not be used in the front passenger and rear centre seating positions but all restraints tested by Euro NCAP could be properly installed and accommodated in the rear outboard seats.

CHILD OCCUPANT

Total 39.4 Pts / 80%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✘ Not allowed — Not available


Comments

In the frontal offset test, protection of the 10 year dummy was good for the chest and the head. However, dummy readings of neck tension indicated poor protection of this part of the body. Protection of the chest of the 6 year dummy was marginal but that of the head and neck was good. In the side barrier test, both dummies were well protected. The front passenger airbag is automatically disabled to allow a rearward-facing child restraint to be used in that seating position. Mazda showed that the system worked robustly and the system was rewarded. Some universal child restraints should not be used in the front passenger and rear centre seating positions but all restraints tested by Euro NCAP could be properly installed and accommodated in the rear outboard seats.

VRU IMPACT PROTECTION

Total 32.8 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection	26.9 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;">18.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">2.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	18.9 Pts	Pelvis Impact	2.0 Pts	Leg Impact	6.0 Pts
Head Impact	18.9 Pts						
Pelvis Impact	2.0 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	5.9 Pts	
System Name	Advanced SCBS	
Type	Auto-Brake with Forward Collision Warning	
Operational From	10 km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	
PERFORMANCE ■		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 50 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 60 km/h	
Running Child from behind parked vehicles	Collision avoided up to 40 km/h	Impact mitigated up to 55 km/h

Comments

The bonnet provided good or adequate protection to the head of a struck pedestrian over most of its surface. The bumper provided good protection to pedestrians' legs while the front of the bonnet showed mixed result in Euro NCAP's tests. The autonomous emergency braking system can detect pedestrians as well as other vehicles. In tests of this functionality, the system performed well, nearly gaining full points with collisions avoided in almost every test scenario.

 SAFETY ASSIST

Total 7.1 Pts / 59%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.5 Pts

System Name	ASL
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts

SAFETY ASSIST

Total 7.1 Pts / 59%

AEB Inter-Urban

2.6 Pts

System Name	ADVANCED SCBS	
Type	Forward Collision Warning with Auto-Brake	
Operational From	10 km/h	
Additional Information	Default On	
PERFORMANCE		
	Autobrake Function Only	Driver reacts to warning
Operational Speed	10-80 km/h	10-80 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

The CX-5's standard-fit autonomous emergency braking system works at highway speeds and performed well in tests of this functionality, with all collisions avoided or mitigated. The vehicle has a seatbelt reminder for the front and rear seats and a speed assistance system as standard. A lane assistance system is an option and not included in this assessment.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome
September 2017	Rating Published	2017 ★ ★ ★ ★ ★ ✓
September 2018	Annual Review	2017 ★ ★ ★ ★ ★ ✓
September 2019	Annual Review	2017 ★ ★ ★ ★ ★ ✓
September 2020	Annual Review	2017 ★ ★ ★ ★ ★ ✓
September 2021	Annual Review	2017 ★ ★ ★ ★ ★ ✓