



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 | - all Mazda 2's         |
| Class                         | Supermini               |

**X** 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       | ●      | ●         | ✘    |

Version 050122

## 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** 16.0 Pts



Car                      Pole

**AEB City** 0.0

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**

21.0 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**

6.0 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  
 — Not available

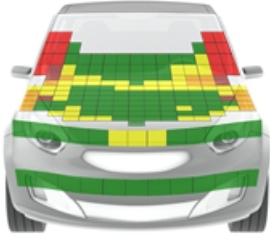
## Comments

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

Total 30.3 Pts / 84%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

|   |   |             |          |               |         |            |         |
|---|---|-------------|----------|---------------|---------|------------|---------|
| Pedestrian  | 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;">6.0 Pts</td> </tr> </table> | Head Impact | 18.5 Pts | Pelvis Impact | 5.8 Pts | Leg Impact | 6.0 Pts |
| Head Impact   | 18.5 Pts  |             |          |               |         |            |         |
| Pelvis Impact   | 5.8 Pts   |             |          |               |         |            |         |
| Leg Impact  | 6.0 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 |

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

1.0 Pts

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

AEB Inter-Urban

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

### Variants of Model Range

### 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 ★ ★ ★ ★ ☆ |
| April 2020   | Annual Review    | 2015 ★ ★ ★ ★ ☆ |
| April 2021   | Annual Review    | 2015 ★ ★ ★ ★ ☆ |
| January 2022 | Rating Expired   | 2015 ★ ★ ★ ★ ☆ |