



Mazda 2 Supermini 2015 📩 🛧 🛧 🛧 🏠



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	•	٠	×
Belt pretensioner	٠	٠	٠
Belt loadlimiter	•	٠	٠
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	٠	٠	٠
Side chest airbag	•	٠	×
Side pelvis airbag	٠	٠	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	٠
Integrated CRS		×	×
Airbag cut-off switch		•	
SAFETY ASSIST			
Seat Belt Reminder	•		٠

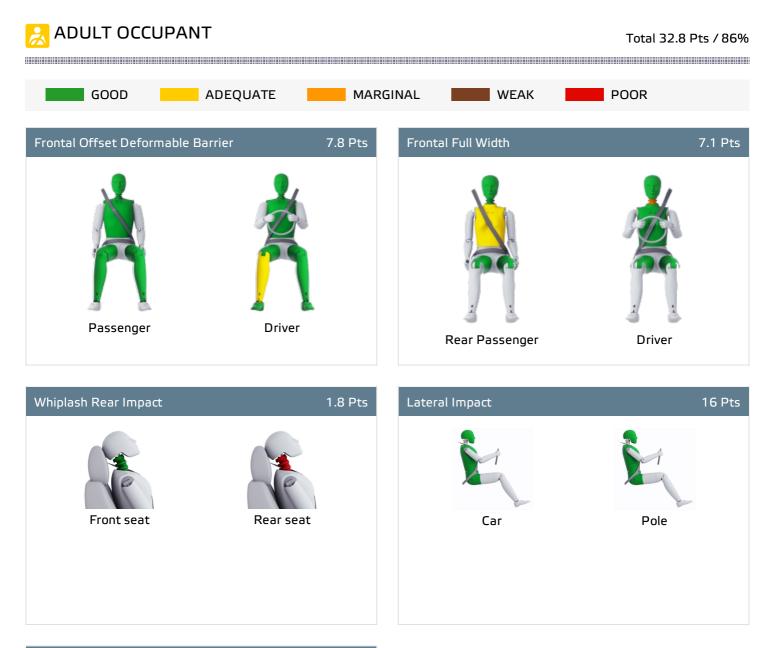
OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	0
Speed Assistance System	0
Lane Assist System	0

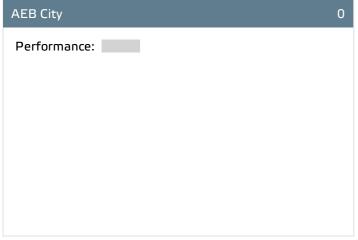
The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 O Fitted to test car as option
 Not applicable
- 🗙 Not available

O Not fitted to test car but available as option







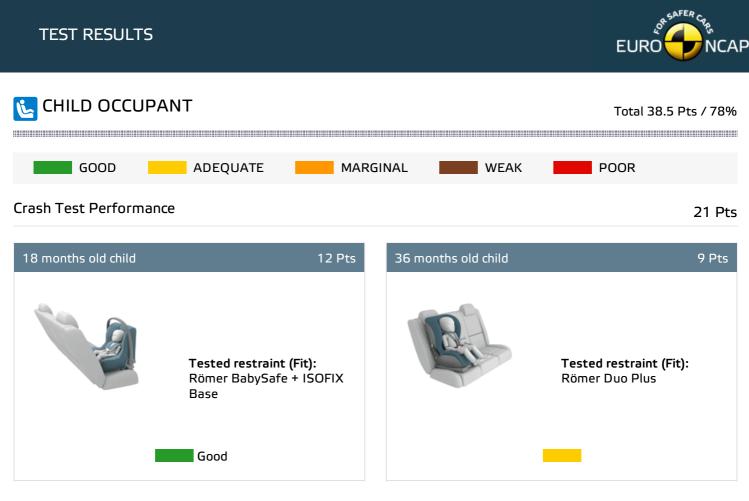




Total 32.8 Pts / 86%

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. 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.



Safety Features

Front 2nd row 2nd row Passenger outboard x Isofix x i-Size x × 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)

6 Pts





Total 38.5 Pts / 78%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg

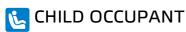


Toddlers over 18 kg









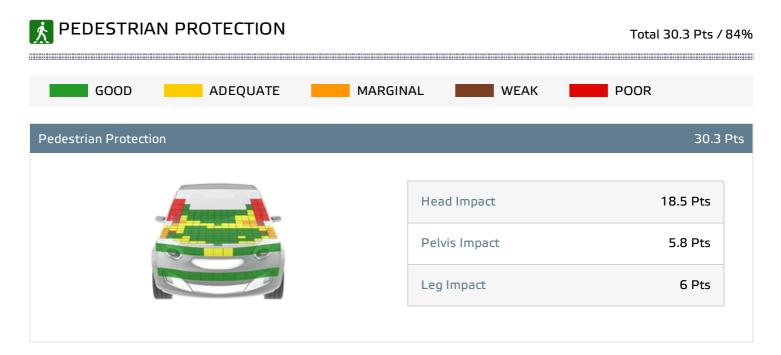
Total 38.5 Pts / 78%

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

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.





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



Speed Assistance

TEST RESULTS

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

Electronic Stability Control

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

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

Lane Support

Pass

🛑 Fail

Not available

1 Pts

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

1.3 Pts

3 Pts

3 Pts





Total 8.3 Pts / 64%

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.