

# Crash Tests

## New Car Safety

### Mazda MX5

03/1999 on 02/2009 - Dual Frontal

#### Overall Evaluation



**Overall Score**  
Variant: Roadster

**25.09 out of 37**  
Engine: 1.6 Litre  
Category: Sports

The left-hand-drive European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

#### Model History and Safety Features

The tested model of Mazda MX-5 was introduced in Australia during 2000. Dual front airbags and ABS brakes are standard equipment. The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to the seat belts to reduce slack in the event of a crash.

#### Overall Evaluation: 4

The MAZDA MX5(LHD) scored 11.19 out of 16 in the offset crash test. The passenger compartment did not hold its shape well. Protection from serious chest and leg injury was marginal for the driver.

The vehicle scored 13.91 out of 16 in the side impact crash test. There was a slight risk of serious chest and abdomen injury for the driver.

#### Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 1.99pts, upper legs 2pts, lower legs 3.2pts.

The passenger compartment was judged to be unstable in the offset crash test. The brake pedal moved rearwards by 115mm and the clutch pedal moved upwards 67mm. The steering wheel hub moved rearwards 46mm, upwards 28mm and sideways 34mm. The front ("A") pillar moved 81mm rearwards. The width of the driver's doorway shortened by 61mm. All doors remained closed during the crash. After the crash tools were required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's knees were also at risk from dash components.

#### Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 3.14pts, abdomen 2.77pts, pelvis 4pts.

The vehicle was not eligible for an optional pole impact test, since it did not have head-protecting side airbags. This test can earn a further two points.

#### Pedestrian rating (v4)

( 0 stars)

A pedestrian test was not conducted on the Mazda MX-5

Offset crash test at 64km/hr



#### Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4)		Side Impact Crash Test aa 50km/h (v4) Driver
	Driver	Passn	
Head			
- HIC	228	82	254
- Acceleration (g for 3ms)	35.8	23.57	55.97
Neck			
- Shear (kN)	0.057	0.56	
- Tension (kN)	0.25		
- Extension (Nm)	21.66	18.51	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	29.1	25.79	26.33
- Viscous Criterion (m/s)	0.13	0.06	0.28
Abdomen			
- Force (kN)			1.46
Pelvis			
- Force (kN)			2.1
Upper Legs Force (kN)			
- Left	0.9	1.03	
- Right	0.6	0.74	
Knee Displacement (kN)			
- Left	0.52	0.67	
- Right	0.54	1.19	
Lower Legs Force (kN)			
- Left	1.95	1.92	
- Right	2.06	1.24	
Index (Upper   Lower)			
- Left	0.49   0.58	0.43   0.24	
- Right	0.38   0.2	0.35   0.15	

#### Bonus points (maximum 5)

Pole Test: Not eligible  
Seat Belt Reminders: Not eligible

#### Modifiers for offset test scores

Head	No deduction
Chest	unstable passn compartment 1 pt deduction
Upper leg	Variable Loading Drv & Passn 2 pt deduction L & R
Lower leg	No deduction
Foot score	Score 4 points
Structure	

#### Modifiers for side impact test scores

Head  
Chest  
Upper leg  
Lower leg  
Foot score  
Structure



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