



Mazda MX-5

RATING	SCORE
 ADULT OCCUPANT ★★☆☆☆	25 Front: 11 Side: 14
 PEDESTRIAN ★☆☆☆☆	7

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	None fitted
3 year old Child	None fitted

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Mazda MX-5 1.6
Body type	2-seater roadster
Year of publication	2002
Kerb weight	1005
VIN from which rating applies	applies to latest MX-5s

Comments

The MX-5 has had a recent facelift but the body and chassis remains much as it was when introduced in 1989. That being so, the car still proved safe enough to gain four stars, giving a well balanced performance in the frontal and side impact. The passenger safety cell was challenged by the frontal impact, however, and was found to be unstable, post-impact. In the frontal crash, the car was tested with its roof down to give worst-case results. For the side crash, though the top was left up to check for any risk of head injury that the driver might be exposed to. As a two-seater, the car could not be tested with child restraints fitted. While no crash tests were run to assess the safety performance of a child restraint, its fitting and labelling were checked. Finally, protection offered to pedestrians was poor.

Front impact

The airbag protected the driver's head. However, loads on his chest were relatively high. The car is designed so that impact forces are transferred underneath, through the sills and other structures. The doors are not designed to take any great load, front to back. Euro NCAP criticised this approach because there are accidents where the doors should help 'spread' the loads. The driver's and passenger's knees could cause suffer serious damage if they struck unforgiving components around the steering column and glove locker support.

Side impact

Loads on the driver's chest were relatively high (increasing injury risks) but were well distributed. Loads on his abdomen were also relatively high but the MX-5's overall performance was thought to be reasonable for a car without side airbags fitted as standard.

Child occupant

A system recognises when a Mazda-branded restraint is fitted to the passenger seat, disarms the airbag and switches on a warning. However this system will not accept non-Mazda restraints, which is hazardous if the driver is unaware of this. Warnings on the driver's sun visor were inadequate.

Pedestrian

This is a poor performance despite the MX5 benefiting from not having to have the leading edge of its bonnet tested because of its low profile.