Mazda MX-5
Roadster Sport

2015 ★★★★☆

Adult Occupant
84%

Child Occupant
80%

Pedestrian
93%

Safety Assist
64%

SPECIFICATION

Tested Model	Mazda MX-5 1.5 SE-L, RHD
Body Type	- 2 door roadster
Year Of Publication	2015
Kerb Weight	1030kg
VIN From Which Rating Applies	- all MX-5s
Class	Roadster sports

✗ 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	●	●	—

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Euro NCAP © Mazda MX-5 Oct 2015 2/13

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 31.9 Pts / 84%

■ GOOD	■ ADEQUATE	■ MARGINAL	■ WEAK	■ POOR

Frontal Offset Deformable Barrier — 7.1 Pts

Passenger

Driver

Frontal Full Width — 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 2.4 Pts

Front seat

Rear seat

Lateral Impact — 14.5 Pts

Car

Pole

AEB City — 0.0

Performance:

Version 050122

ADULT OCCUPANT

Total 31.9 Pts / 84%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

ADULT OCCUPANT

Total 31.9 Pts / 84%

Comments

The passenger compartment of the MX-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. The driver's airbag did not have sufficient pressure to prevent the head from making contact with the steering wheel, through the airbag material. Although dummy readings were good, close examination of the traces and analysis of the high speed film showed the contact and protection was rated as adequate. Protection of the passenger was good for all body areas. In the full width rigid barrier test, protection of the driver was good for all parts of the body and that of the passenger was good apart from chest, protection of which was adequate. In the side barrier impact, protection of the chest was adequate and that of all other body areas was good. In the more severe side pole test, chest protection was rated as marginal, with good protection of other critical body areas. The seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision. The MX-5 does not have an autonomous emergency braking system.

EURO NCAP FOR SAFER CARS

🔹 CHILD OCCUPANT

Total 17 Pts / 80%

| GOOD | ADEQUATE | MARGINAL | WEAK | POOR |

Safety Features

5.0 Pts

	Front Passenger
Isofix	🟢
i-Size	❌
Integrated CRS	❌

🟢 Fitted to test car as standard   ⭕ Not on test car but available as option   ❌ Not available

CRS Installation Check

12.0 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 17 Pts / 80%

- **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 17 Pts / 80%

	Seat Position
	Front
	PASSENGER
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
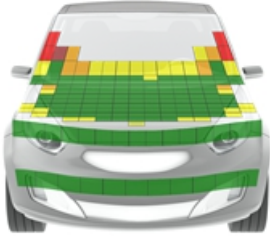
— Not available

Comments

As the MX-5 is a two-seater, the assessment of child protection is based on the features available in the vehicle for safe transportation of children in the front passenger seat, and on the installation of various types of restraints in that seating position. The front passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the systenm was rewarded. All of the restraint types for which the MX-5 is designed could be properly installed and accommodated.

PEDESTRIAN

Total 33.7 Pts / 93%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

Pedestrian	33.7 Pts

Head Impact	21.7 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Comments

The MX-5 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, creating more space between the surface and the hard structures in the engine compartment. Mazda showed that the bonnet would deploy robustly over a range of speeds and for a variety of pedestrian statures. Accordingly, the bonnet was tested in the deployed (raised) position. Results were almost entirely good over the entire bonnet surface. The bumper scored maximum points for the protection it offered to pedestrians' legs and protection of the pelvis region was also good at all locations.

SAFETY ASSIST

Total 8.3 Pts / 64%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR

Speed Assistance

1.3 Pts

System Name	Adjustable Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	DSC	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	1.5%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.3%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.2 m	meets ECE requirements

Seatbelt Reminder

3.0 Pts

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

🟢 Pass   🔴 Fail   — Not available

Lane Support

1.0 Pts

System Name	LDWS
Type	Lane Departure Warning
Operational From	70 km/h
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 on the MX-5, together with a seatbelt reminder for driver and passenger seats. A driver-set speed limiter is an option which is expected to be widely fitted, as is a lane departure warning system. There is no autonomous braking system on the MX-5.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome		
October 2015	Rating Published	2015 ★★★★☆		✔
October 2016	Annual Review	2015 ★★★★☆		✔
October 2017	Annual Review	2015 ★★★★☆		✔
October 2018	Annual Review	2015 ★★★★☆		✔
October 2019	Annual Review	2015 ★★★★☆		✔
October 2020	Annual Review	2015 ★★★★☆		✔
October 2021	Annual Review	2015 ★★★★☆		✔
January 2022	Rating Expired	2015 ★★★★☆		✖