



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

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	●	●	—

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	✘
Speed Assistance System	○
Lane Assist System	○

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

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✘ Not available
○ Not fitted to test car but available as option

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

Performance:

 ADULT OCCUPANT

Total 31.9 Pts / 84%

Comments on Adult Occupant

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.

CHILD OCCUPANT

Total 17 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

- Pts

18 months old child - Pts

Tested restraint (Fit):
Römer BabySafe Plus

■ Good

36 months old child - Pts

Tested restraint (Fit):
Römer Duo Plus

■

Safety Features

5 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 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)

 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

Römer King Plus (Belt)



Römer Duo Plus (ISOfix)



Maxi Cosi Pearl & Familyfix (ISOfix)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOfix)



CHILD OCCUPANT

Total 17 Pts / 80%

	Seat Position
	Front
	PASSENGER
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)	●

● Install without problem
 ● install with care
 ● safety critical problem
 ✘ Installation not allowed

Comments on Child Occupant

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 system was rewarded. All of the restraint types for which the MX-5 is designed could be properly installed and accommodated.

PEDESTRIAN PROTECTION

Total 33.7 Pts / 93%



Pedestrian Protection 33.7 Pts



Head Impact	21.7 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Comments on Pedestrian

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

Seat Belt Reminder

3 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

System Name	LDWS
Type	Lane Departure Warning
Operational From	70
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements



SAFETY ASSIST

Total 8.3 Pts / 64%

Comments on Safety Assist

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.