Euro NCAP For Safer Cars

MAZDA 2 Hybrid

2025 ★★★★☆ Standard

Tested model	Body type	Kerb weight
Toyota Yaris 1.5 hybrid, LHD	**Hatchback**	**1240 kg**
Class	Rating applies to	Publication
Small Family Car	**all Mazda 2 Hybrid**	**October 2026**

VERDICT

The passenger compartment remained stable in the frontal offset test. There was insufficient pressure in the airbag to prevent the driver's head from 'bottoming out' onto the steering wheel. Dummy readings were not excessive, but a penalty was applied, and protection rated as adequate. Protection of the driver's upper legs was rated as weak, based on dummy readings and additional penalties for potentially harmful structures in the dashboard. Dummy injury criteria also indicated poor protection of the driver's lower leg. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the MAZDA 2 Hybrid would be a benign impact partner in a frontal collision. In the full width rigid barrier test, protection of the chest of the driver was rated as marginal, based on dummy readings of compression, but was otherwise at least adequate. In both the side barrier test and the more severe side pole impact, good protection was provided to all critical body areas and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The MAZDA 2 Hybrid has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. MAZDA demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.In both the frontal offset and the side barrier tests protection of all critical body areas was good or adequate for both the 6 and 10 year dummies. 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. The MAZDA 2 Hybrid is not equipped with 'child presence detection', a system which can alert others if children have been left in the car. All of the child restraint types for which the MAZDA 2 Hybrid is designed could be properly installed and accommodated in the car.Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars. Protection of the pelvis was good at all test locations, as was that of the femur and that of the knee and tibia, and the MAZDA 2 Hybrid scored full points in this part of the assessment. The autonomous emergency braking system of the car responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately, but offers no protection to those to the rear of the car. The system performed well in tests of its reaction to cyclists. Protection against 'dooring', where a door is opened into the path of a cyclist approaching from behind, is available as an option and was not included in this assessment. The system's response to motorcyclists

was good.Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. However, the system did not meet Euro NCAP's requirements and scored no points. A direct monitoring system is available as an option. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

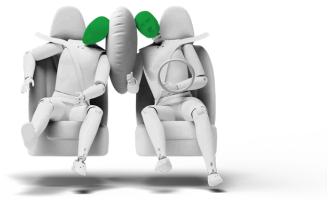
Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
72%	84%	83%	72%
Details	Details	Details	Details

Good · Adequate · Marginal · Weak · Poor

Frontal impact 8.5 / 16 Pts

Mobile Progressive Deformable Barrier	Full Width Rigid Barrier

Lateral impact 15 / 16 Pts

Side Mobile Barrier	Side Pole
Far-Side Excursion	**Occupant Interaction**
	

Rear impact 4 / 4 Pts

Rear Seat	Front Seat

Rescue and Extrication

1.7 / 4 Pts

Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi-collision brake	Available
Submergence check	Compliant

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
72%	84%	83%	72%
Details	Details	Details	Details

Good · Adequate · Marginal · Weak · Poor

Crash Test Performance based on 6 & 10 year old children — 23.2 / 24 Pts

Frontal Impact - 15.5 Pts	Lateral Impact - 7.7 Pts
Restraint for 6 year old child: Restraint for 10 year old child:	Restraint for 6 year old child: Restraint for 10 year old child:

Safety Features — 6 / 13 Pts

Equipment	Front passenger	Row 2 outboard	Row 2 center	Row 3 outboard
Isofix	×	✓	×	–
i-Size	×	✓	×	–
Top tether	×	✓	×	–
Integrated CRS	×	×	×	–
Child Presence Detection	×	×	×	–

Child seat installation check

12 / 12 Pts

i-Size	Isofix
Seatbelt Attached	**Legend**
	Easy Difficult Safety critical Not allowed Airbag ON A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
72%	84%	83%	72%
Details	Details	Details	Details

Good · Adequate · Marginal · Weak · Poor

VRU Impact Protection

30.5 / 36 Pts

Pedestrian & Cyclist Head	12.5 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee & Tibia	9 Pts

VRU Impact Mitigation

22.3 / 27 Pts

System Name	Smart Brake Support
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

AEB Pedestrian

6.5 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child	■	–
Adult crossing a road into which a car is turning	■	–
Adult crossing the road	■	■
Child running from behind parked vehicles	■	■
Adult along the roadside	■	■

AEB Cyclist

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	■
Turning across path of an oncoming cyclist	■
Approaching a crossing cyclist	■
Approaching a cyclist along the roadside	■

Cyclist Dooring Prevention

0 / 1 Pts

Scenario	Day time
Dooring a passing cyclist	–

AEB Motorcyclist

6 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	■	■
Approaching a braking motorcyclist	■	■
Turn across the path of an oncoming motorcyclist	■	–

Lane Support Motorcyclist

2 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
72%	84%	83%	72%
Details	Details	Details	Details

Good · Adequate · Marginal · Weak · Poor

Speed Assistance — 1.6 / 3 Pts

System Name	Intelligent Speed Assist (ISA)
Speed Limit Info Function	, subsigns supported
Speed Control Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring — 1 / 3 Pts

Seatbelt Reminder — 1 / 1 Pts

Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	✓	✓	✓
Audible	✓	✓	✓
Occupant Detection	–	✓	✓

Driver Monitoring — 0 / 2 Pts

System Name	Driver Monitoring
Type	Indirect monitoring
Operational From	10 km/h
Fatigue	Drowsiness
Distraction	–

Lane Support

2.5 / 3 Pts

System Name	Lane Departure Warning / Lane-keep Assist System
System Type	LKA and ELK
Min Speed (Operational From)	50 km/h
Performance	
Emergency Lane Keeping	■
Lane Keep Assist	■
Human Machine Interface	■

AEB Car-to-Car

8 / 9 Pts

System Name	Smart Brake Support
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	Camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction	■	■
Approaching a car head-on	■	–
Turning across the path of an oncoming car	■	–
Approaching a stationary car	■	–
Approaching a slower moving car	■	–
Approaching a braking car	■	–

Safety equipment

Frontal crash protection

	Driver	Passenger	Rear
Front Airbag	✓	✓	–
Belt Pretensioner	✓	✓	✓
Belt Loadlimiter	✓	✓	✓
Knee Airbag	✗	✗	–

Lateral crash protection

	Driver	Passenger	Rear
Side Head Airbag	✓	✓	✓
Side Chest Airbag	✓	✓	✗
Side Pelvis Airbag	✓	✓	✗
Centre Airbag	✓	✓	–

Child protection

	Passenger	Rear
Isofix	✗	✓
i-Size	✗	✓
Integrated Child Seat	✗	✗
Airbag Cut-Off Switch	✓	–
Child Presence Detection	✗	✗

Safety assist

	Driver	Passenger	Rear
Seatbelt Reminder	✓	✓	✓

Other safety systems

Active bonnet	✗
AEB vulnerable road users	✓
AEB pedestrian - reverse	✗
Cyclist dooring prevention	○
AEB motorcyclist	✓
AEB car-to-car	✓
Speed assistance	✓
Lane assist system	✓
Fatigue detection	✓
Distraction detection	✓

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 part of the safety pack ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✗ Not available

– Not applicable

Rating validity

Annual reviews and facelifts

Date	Event	Rating	Validity
2026-10-12	Rating Published	2025 ★★★★☆	✓

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door Hatchback	1.5 hybrid - MAZDA 2 Hybrid*	4x2	✓	✓

* Tested variant