



Mazda 2 + 2 Airbags



28.66 max. 34.00 - Adult Occupant



33.81 max. 49.00 - Child Occupant

FRONTAL 14.35 Points (max. 16.00)

SIDE 14.31 Points (max. 16.00)

CAR DETAILS

Tested model: Mazda 2

Year of publication: 2018

Made in: Mexico

Body type: 5 door Hatchback - sedan

Crash test weight: 1269 kg

Test valid for: Latin NCAP market

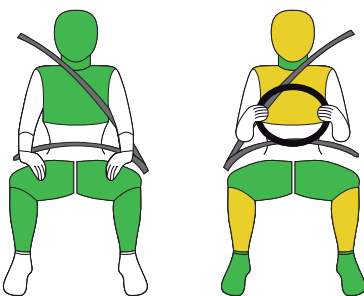
SAFETY EQUIPMENT

Driver frontal airbag	YES	Driver knee airbag	NO
Front passenger frontal airbag	YES	Front seatbelt pretensioners	SI
Side head airbags DRIVER	NO	Front seatbelt pretensioners pass	SI
Side head airbags PASSENGER	NO	SBR	NO
Side body airbags DRIVER	NO	ISOFIX anchorages	SI
Side body airbags PASSENGER	NO	ABS (4 channel)	SI
Side Curtain airbags	NO	ESC (UN13 or GTR8)	NO



ADULT OCCUPANT PROTECTION

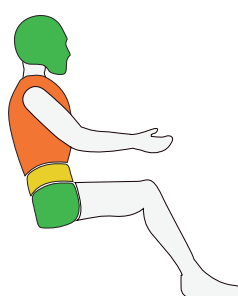
ODB FRONTAL



FRONT PASSENGER

DRIVER

MBD SIDE



POLE SIDE



NOT PERFORMED

PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

BODYSHELL INTEGRITY STABLE

SIDE IMPACT PROTECTION (STRUCTURAL) YES

COMMENTS

Adult occupant: Frontal impact: The protection offered to the driver head was adequate while passenger head was good. Both necks showed good protection. Driver chest had adequate protection and passenger chests received good protection from the restraint systems. Driver and Passengers knees showed good protection. Driver tibias showed adequate protection, and Passenger's tibia showed good protection. Footwell area is stable and showed insignificant deformation. Feet protection is good. The bodyshell was rated as stable. Side impact: The car offered good protection to head and pelvis; marginal protection for the chest and adequate for the abdomen. The car does not offer ESC standard. The car has SBR in both front seats but it did not meet Latin NCAP requirements. All of the above explain the 2 stars for adult occupant protection.



CHILD OCCUPANT PROTECTION

Dynamic score:
21.24 (max 24)

Installation score:
10.57 (max 12)

Vehicle assessment score:
2.00 (max 13)

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe + ISOFIX Base	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+	ISOFIX/LEG	RWF
3 year old child	Römer Duo Plus	Frontal 5.24 (8 max) Side 4.00 (4 max)	1	ISOFIX/TT	FWF

CRS INSTALLATION ASSESSMENT

REFERENCE LIST	2ND ROW				
	RIGHT	LEFT	CENTER	RIGHT	
Group 0+	Peg Perego Viaggio Switchable	Exempt	Pass	Pass	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Exempt	Pass	Pass	Pass
Group I	Peg Perego Viaggio Switchable FWF	Fail	Pass	Fail	Pass
Group I	Graco Cadeira Nautilus FWF	Pass	Fail	Pass	Fail
Group II/III	Burigotto Multipla 1,2,3	Pass	Pass	Pass	Pass
Group II/III	Graco Cadeira Nautilus	Pass	Pass	Pass	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe + ISOFIX Base	Exempt	Pass	Exempt	Pass
Q3	Römer Duo Plus	Exempt	Pass	Exempt	Pass

COMMENTS

Child occupant: The child seat for the 3 year old child was installed forward facing using the ISOFIX Anchorages and top tether and was able to prevent forward movement during the frontal impact beyond the excursion limits while it offered good protection to the head and fair for the chest. The Q1.5 was installed rearward facing using ISOFIX anchorages and support leg and its protection was good for the head and chest during the frontal impact. Side impact: both child dummies were well protected in the side impact. Most CRSs that were assessed for installation pass. The marking and instructions in the car in relation to CRS use as well as ISOFIX did not meet Latin NCAP requirements. The passenger airbag disabeling is not possible. The car offers 3 point belts in all seating positions as standard, and all of them meeting technical international standards. All the above explains the 3 stars for Child Occupant protection.



Latin NCAP

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