

Mazda CX-5 Standard Safety Equipment

2017





Adult Occupant



95%



Child Occupant

80%

Pedestrian



78%



Safety Assist

59%

SPECIFICATION

Tested Model	Mazda CX-5 Sports-Line
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1645kg
VIN From Which Rating Applies	- all CX-5s
Class	Small Off-Road

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)	×
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	0

Note: Other equipment may be available on the vehicle but was not considered in the test ye

Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pa	ack
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🚫 Not fitted to the test vehicle but available as option or as part of the safety pack 👚 💥 Not available	 Not applicable





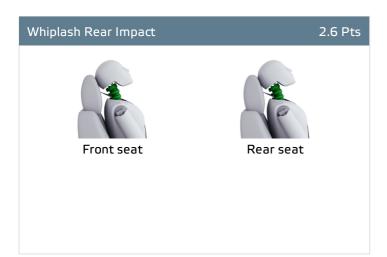
Total 36.5 Pts / 95%

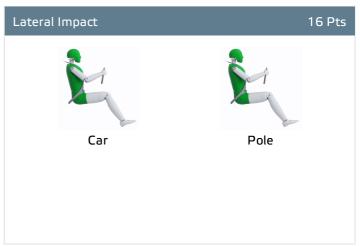
POOR

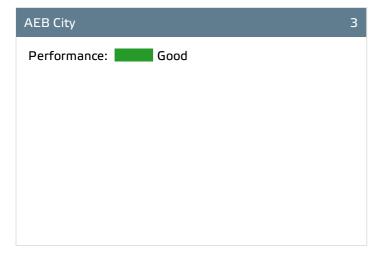




WEAK











Total 36.5 Pts / 95%

Comments

The passenger compartment of the CX-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. In the full-width rigid barrier test, protection of both the driver and the rear seat passenger was good or adequate. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good and the CX-5 scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated good whiplash protection there too. The CX-5 has autonomous emergency braking as standard equipment. Tests of its functionality at the low speeds typical of city driving at which many whiplash injuries are caused showed good performance, with collisions avoided at all test speeds.



Crash Test Performance based on 6 & 10 year old children

20.9 Pts





Restraint for 6 year old child: *RÖMER Kidfix XP*Restraint for 10 year old child: *RÖMER Kidfix XP* **Safety Features**

8 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check

10.5 Pts

Install without problem
Install with care
Safety critical problem
Installation not allowed

i-Size CRS











Total 39.4 Pts / 80%

ISOFIX CRS









Universal Belted CRS

Römer KidFix XP (Belt)











Total 39.4 Pts / 80%

	Seat Position			
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•		•
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)		•		•
BeSafe iZi Kid X2 i-Size (iSize)		•		•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)		•		•
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		•
Römer Duo Plus (ISOFIX)		•		•
Römer KidFix XP (ISOFIX)		•		•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Römer King II LS (Belt)	•	•	•	•
Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

Comments

In the frontal offset test, protection of the 10 year dummy was good for the chest and the head. However, dummy readings of neck tension indicated poor protection of this part of the body. Protection of the chest of the 6 year dummy was marginal but that of the head and neck was good. In the side barrier test, both dummies were well protected. The front passenger airbag is automatically disabled to allow a rearward-facing child restraint to be used in that seating position. Mazda showed that the system worked robustly and the system was rewarded. Some universal child restraints should not be used in the front passenger and rear centre seating positions but all restraints tested by Euro NCAP could be properly installed and accommodated in the rear outboard seats.





Total 32.8 Pts / 78%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 32.8 Pts



Head Impact	18.9 Pts
Pelvis Impact	2 Pts
Leg Impact	6 Pts

AEB Pedestrian		5.9 Pts	
System Name	Advanced SCBS		
Туре	Auto-Brake with Forward Collision Warning		
Operational From	10 Km/h		
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light		
PERFORMANCE PE			
	Autobrake Function		
	Avoidance	Mitigation	
Running Adult crossing from Farside	Collision avoided up to 50 km/h	Impact mitigated up to 60 km/h	
Walking Adult crossing from Nearside -25%	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h	
Walking Adult crossing from Nearside -25% Walking Adult crossing from Nearside -75%	Collision avoided up to 45 km/h Collision avoided up to 60 km/h	Impact mitigated up to 60 km/h	

Comments

The bonnet provided good or adequate protection to the head of a struck pedestrian over most of its surface. The bumper provided good protection to pedestrians' legs while the front of the bonnet showed mixed result in Euro NCAP's tests. The autonomous emergency braking system can detect pedestrians as well as other vehicles. In tests of this functionality, the system performed well, nearly gaining full points with collisions avoided in almost every test scenario.





System Name	ASL
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder 3 Pts

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

PassFailNot available

Lane Support 0 Pts

Operational From	0 km/h
PERFORMANCE	
LDW Confirmation Test	Fail





Total 7.1 Pts / 59%

AEB Interurban 2.6 Pts

System Name	ADVANCED SCBS			
Туре	Forward Collision Warning with Auto-Brake			
Operational From	10 Km/h			
Additional Information	Default On			
PERFORMANCE				
Operational Speed	10-80 Km/h	10-80 Km/h		
	Autobrake Function Only	Driver reacts to warning		
Approaching a stationary car	See AEB City	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.		
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.		
FOLLOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Avoidance	Avoidance		
Car in front brakes harshly	Mitigation	Mitigation		
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Avoidance	Avoidance		
Car in front brakes harshly	Avoidance	Avoidance		

Comments

The CX-5's standard-fit autonomous emergency braking system works at highway speeds and performed well in tests of this functionality, with all collisions avoided or mitigated. The vehicle has a seatbelt reminder for the front and rear seats and a speed assistance system as standard. A lane assistance system is an option and not included in this assessment.



RATING VALIDITY

Annual Reviews and Facelifts

Date Event Outcome September 2017 Rating Published



