



Mazda 2 Hybrid

Standard Safety Equipment

2020



Adult Occupant



86%

Child Occupant



81%

Vulnerable Road Users



78%

Safety Assist



85%

SPECIFICATION

Tested Model	Toyota Yaris Hybrid 1.5 HEV, RHD
Body Type	- 5 door hatchback
Year Of Publication	2020
Kerb Weight	1175kg
VIN From Which Rating Applies	- All Mazda 2 Hybrids
Class	Small Family Car

General comments

The Mazda 2 Hybrid is, in all ways related to safety, identical to the Toyota Yaris Hybrid tested by Euro NCAP in 2020. Accordingly, the rating of the Yaris Hybrid can be applied to the Mazda 2 Hybrid.

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	●	●	✘
Centre Airbag	●	●	✘
CHILD PROTECTION			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
Speed Assistance	●
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 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

ADULT OCCUPANT

Total 33.0 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 12.0 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.0 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 4.0 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 33.0 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	ISO Compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment remained stable in the offset frontal test. Protection of the driver's chest was rated as marginal, based on dummy measurements of compression. Measurements in the knees and femurs of both driver and passenger dummies indicated a marginal level of protection and the scores for these regions were penalised owing to potentially injurious structures in the dashboard. The car's modest weight and benign front structure did not pose a high risk to the occupants of a colliding vehicle in a frontal offset impact. In the full-width, rigid wall test, protection was good or adequate for all body critical body regions for both the driver and the rear seat passenger. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good. Similarly, in the more severe side pole impact, protection was good all-round. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as marginal and, as a consequence, protection of critical body areas was rated as adequate, even though dummy measurements were good. There are centre airbags to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. 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 also indicated good whiplash protection. The car is equipped as standard with a multi-collision braking system, which applies the brakes immediately after an impact to prevent the vehicle from being involved in secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

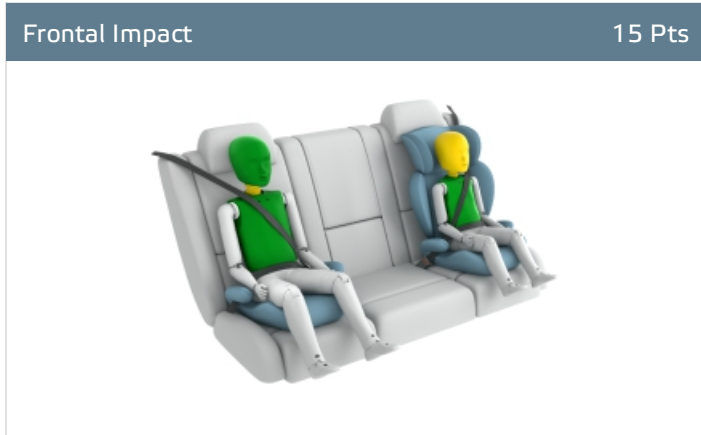
CHILD OCCUPANT

Total 40.0 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX II S*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

10.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



CHILD OCCUPANT

Total 40.0 Pts / 81%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal offset test, protection of both child dummies was good or adequate for all critical parts of the body. In the side barrier test, protection of all critical body regions was good and maximum points were scored for this part of the assessment. 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. Unclear information in the user manual resulted in the installation check of some child restraints being classed as a fail. Otherwise, the restraints for which the car is designed could be properly installed and accommodated.

CHILD OCCUPANT

Total 40.0 Pts / 81%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
 — Not available

Comments

In the frontal offset test, protection of both child dummies was good or adequate for all critical parts of the body. In the side barrier test, protection of all critical body regions was good and maximum points were scored for this part of the assessment. 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. Unclear information in the user manual resulted in the installation check of some child restraints being classed as a fail. Otherwise, the restraints for which the car is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 42.3 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection

29.9 / 36 Pts



Head Impact	18.7 Pts
Pelvis Impact	5.2 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


12.4 / 18 Pts

System Name	Pre-Crash Safety system
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

 VULNERABLE ROAD USERS

Total 42.3 Pts / 78%

AEB Pedestrian

 6.8 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



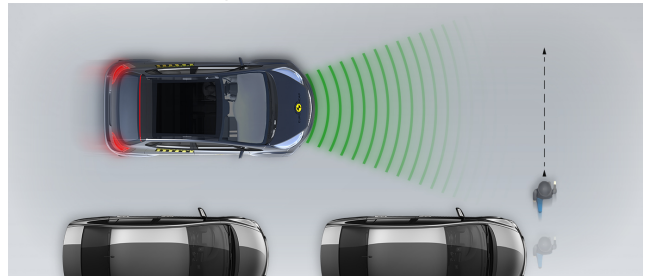
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

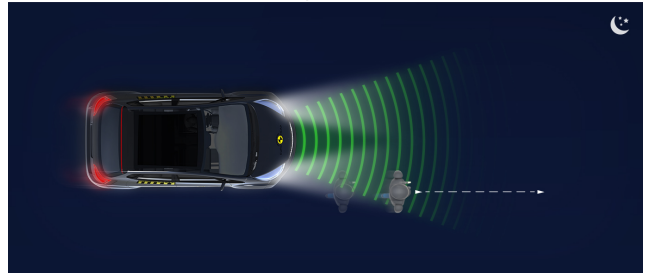


■ Night time

Adult crossing the road



Adult along the roadside






VULNERABLE ROAD USERS

Total 42.3 Pts / 78%

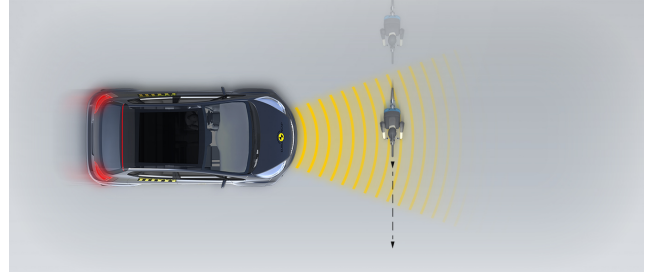
AEB Cyclist

 5.7 / 9 Pts

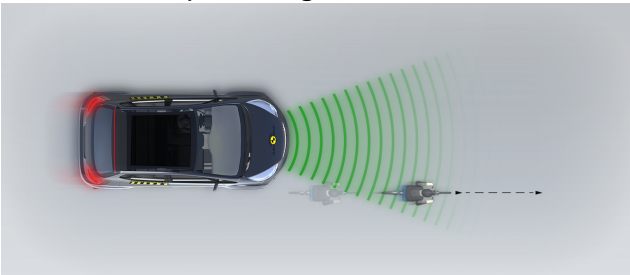
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was good at most test positions. The autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to such road users was adequate, with collisions avoided or mitigated in most cases. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.

SAFETY ASSIST

Total 13.7 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.4 / 3 Pts

System Name	Dynamic Radar Cruise Control
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring ■ 3.0 / 3 Pts

> Seatbelt Reminder ■ 2.0 / 2 Pts

Applies To	Front and rear row seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

System Name	Vehicle Sway Warning function
Type	Steering input and camera
Operational From	50 km/h

SAFETY ASSIST

Total 13.7 Pts / 85%

Lane Support

3.5 / 4 Pts

System Name	Lane Departure Alert	
Type	LKA and ELK	
Operational From	50 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

4.8 / 6 Pts

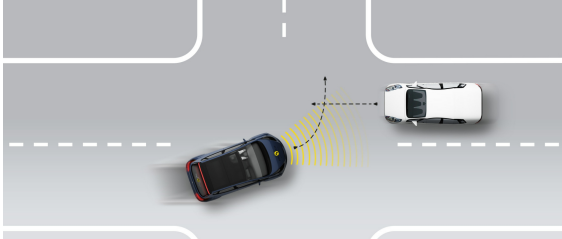
System Name	Pre-Crash Safety system	
Type	Autonomous emergency braking and forward collision warning	
Operational From	10 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

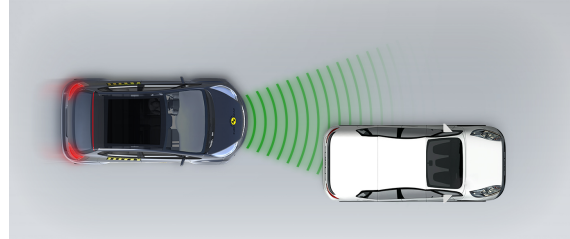
Total 13.7 Pts / 85%

■ Autobrake function only

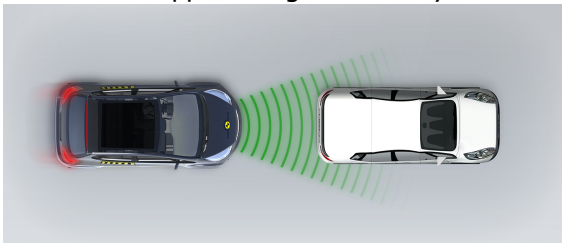
Car turning across the path of an oncoming car



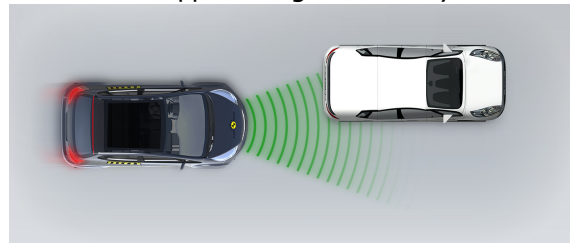
Approaching a stationary car



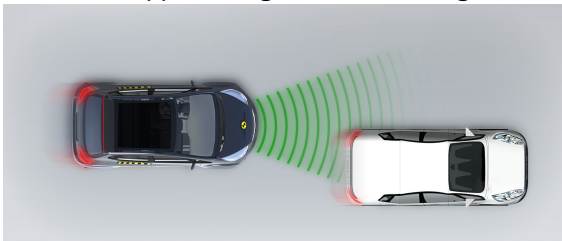
Approaching a stationary car



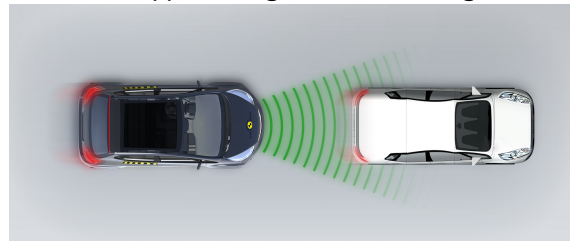
Approaching a stationary car



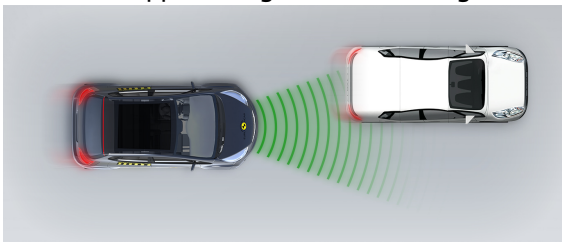
Approaching a slower moving car



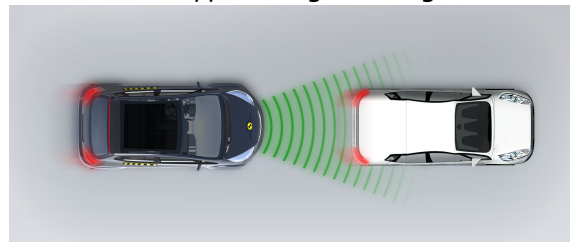
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 13.7 Pts / 85%

■ Driver reacts to warning

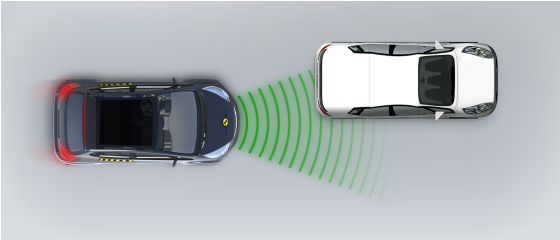
Approaching a stationary car



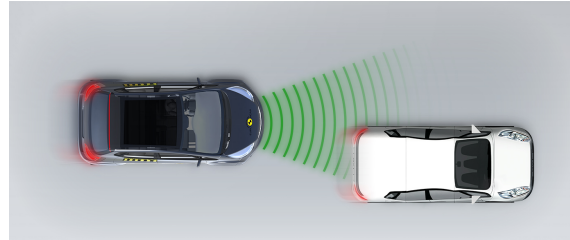
Approaching a stationary car



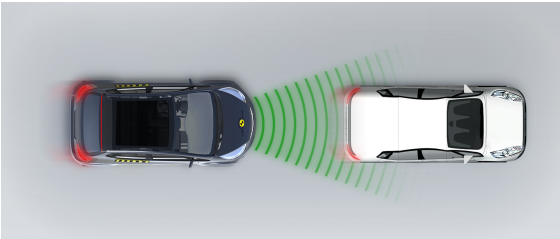
Approaching a stationary car



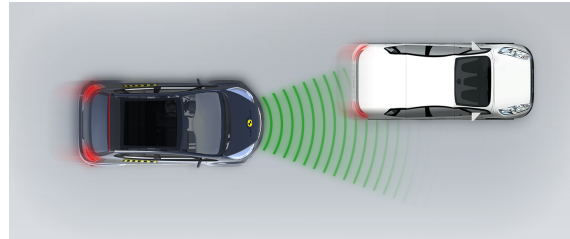
Approaching a slower moving car



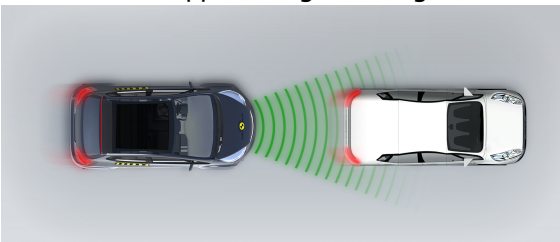
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.7 Pts / 85%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. As well as a seatbelt reminder for front and rear seats, a driver monitoring system is fitted which uses steering and camera inputs to identify whether the driver is alert and focussed on the driving task or is impaired through fatigue or other factors. The system warns the driver if impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more aggressively in some critical situations. A speed assistance system uses a camera to detect the local speed limit. This information is presented to the driver who can then set the speed limiter appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.5 hybrid*	4 x 2	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2021	Rating Published	2020 ★ ★ ★ ★ ★ ✓
December 2022	Annual Review	2020 ★ ★ ★ ★ ★ ✓
December 2023	Annual Review	2020 ★ ★ ★ ★ ★ ✓
January 2024	Facelift Review	2020 ★ ★ ★ ★ ★ ✓