



MAZDA



2020

Mazda CX-5

SKYACTIV-G 165 petrol 4x2 manual



3.8 
/10

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Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.5/10 Cold Test	●	●	●	●	●
6.5/10 Warm Test	●	●	●	●	●
1.9/10 Cold Ambient Test	●	●	●	●	●
0.0/10 Highway	●	●	●	●	●



Road Test

5.8/10 On-Road Drive	●	●	●	●	●
0.0/8 On-Road Heavy Load	●	●	●	●	●
3.2/5 On-Road Light Load	●	●	●	●	●
3.1/5 On-Road Short Trip	●	●	●	●	●
1.0/2 Congestion	●	●	●	●	●



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

The CX-5 performs well in the cold test, with adequate control of all pollutants except particle number, where the car's lack of a GPF (gasoline particulate filter) is evident. The car also does well in most of the on-road tests. However, the pollution abatement system is not robust and, where high engine loads are required, values of CO and of particle number become excessive.

Energy Efficiency Tests



Laboratory Test

Energy

4.8/10 Cold Test



5.4/10 Warm Test



3.9/10 Cold Ambient Test



2.6/10 Highway



Consumption

Driving Range

Average

7.5 l/100 km

758 km

Worst-case

8.6 l/100 km

652 km



n.a.



good



adequate



marginal



weak



poor














Comments

The CX-5 scores quite well in this part of the assessment. Average consumption is 7.5 l/100 km, giving a range of some 760 km on a full tank. Efficiency drops only a little in the high-load test.

3.7

/10

Greenhouse Gases Tests

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
2.8/7	Cold Test			
3.2/7	Warm Test			
2.5/7	Cold Ambient Test			
2.1/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


The CX-5 shows good control of two of the most potent greenhouse gases: Methane (CH₄) and Nitrous Oxide (N₂O). The latter is not regulated by legislation and the low values recorded contribute towards the credible score of 3.7 in this part of the assessment.

Our Verdict

Originally launched in 2012 as Mazda's offering in the highly competitive compact crossover SUV segment, the car tested here is the second generation model released in 2017. With a 121 kW 2.0 litre Skyactiv engine, the car has a three-way catalyst but no gasoline particulate filter. Under normal test conditions, the car performs well for pollutant abatement, with good control of most emissions. However, when the engine is pushed, as it is in Green NCAP's robustness tests, emissions control deteriorates and values of CO and particulates become very high. However, emissions of some important greenhouse gases are tightly controlled and the vehicle scores relatively well in that part of the assessment. All in all, a balanced performance that earns the CX-5 a two-star overall rating.

Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2020	JMZKF6W760085xxxx	Euro 6d-Temp	225/55 R19 99V
Mass	Engine Size	Engine Power/Torque	Published CO ₂
1,520 kg	1,998 cc	121 kW/210 Nm	168 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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