

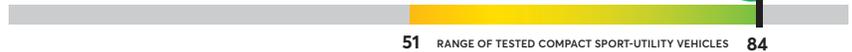
OVERALL SCORE **RECOMMENDED**

84

2020 Mazda CX-5

CR MPG Overall 24/ City 17/ Hwy 33 mpg
#1 of 25 Compact Sport-utility Vehicles

84



ROAD TEST



PREDICTED RELIABILITY



PREDICTED OWNER SATISFACTION



FRONTAL CRASH PREVENTION

Forward Collision Warning	Standard
Automatic Emergency Braking (City)	Standard
Automatic Emergency Braking (Highway)	Standard

Road Test Results

Performance

Acceleration	3/5
0 to 60 mph (sec.)	8.6 sec
Transmission	4/5
Fuel Economy	3/5
CR's Overall Mileage	24 mpg
CR's City Mileage	17 mpg
CR's Highway Mileage	33 mpg
Annual Fuel Cost	\$1,190
Braking	4/5
Emergency Handling	4/5

Comfort/Convenience

Ride	4/5
Noise	4/5
Front Seat Comfort	4/5
Rear Seat Comfort	4/5
Interior Fit & Finish	4/5
Trunk/Cargo Area	2/5

Road Test

With the second generation CX-5, Mazda retained most of the sporty handling that made the first-generation enjoyable, but this SUV is much more mature now with vastly improved ride comfort, noise isolation, and interior quality. It's one of the more desirable models in the compact SUV class. Unlike purely rational choices like the Honda CR-V and Subaru Forester, there's a bit of joie de vivre with the CX-5.

The standard powertrain is a 187-hp, 2.5-liter four-cylinder linked to a six-speed automatic transmission. This makes for a docile, responsive, and easy-to-drive combination. Due to the added weight that achieved

Owner Reports

WORSE BETTER

Reliability History

Year	2012	2013	2014	2015	2016	2017	2018	2019
	X	↑	↑	↑	↑	↑	↑	↑

Reliability Trouble Spots

This car is new and detailed reliability trouble spots will be available at a later date.

Engine Major	N/A
Engine Minor	N/A
Engine Cooling	N/A

Owner Satisfaction

This car is new and detailed owner satisfaction will be available at a later date.

Year	2011	2012	2013	2014	2015	2016	2017	2018
	X	↓	↓	↓	↓	↑	↑	↑

Driving Experience	79/100
Comfort	76/100
Value	75/100

a quieter cabin, fuel economy is down by one to a still competitive 24 mpg overall. That's a tradeoff we embrace. A punchier turbo engine comes on top trims.

From the first few miles, it's abundantly clear that Mazda has worked wonders smoothing out the car's ride, to the point it's now one of the most comfortable in its segment. It's supple and controlled, shrugging off bumps easily. And yet, point the CX-5 into a turn and it willingly follows the chosen path. Handling is athletic, with responsive steering and an eagerness to attack corners. The lower profile 19-inch tires degrade the ride only slightly.

Noise isolation is another CX-5 asset. It has one of the quietest cabins in the non-luxury compact SUV segment.

Step inside and it's immediately apparent Mazda crafted a fine interior. There are lots of soft-touch bits, detailed stitching, chrome trim, and high-quality plastics that lend class. The comfortable, supportive seats are covered with soft leatherette and suede. Most controls and knobs work well, but Mazda's infotainment screen in conjunction with the central rotary controller, takes some practice to master. The screen's icons are not well labeled, and simple adjustments that should be quick take several steps.

The rear seat is roomy enough, though not as generous as those in the Honda CR-V and Subaru Forester. Wide-opening doors make it easy for both kids and adults to climb inside. The second row is a comfortable space, with backrests that can recline slightly.

Outward visibility is good, though the rear three-quarter view is challenged by the sloping roofline and chunky rear pillars.

The CX-5 is enjoyable to drive, and for some buyers, high end versions might bridge the gap between the common small SUV and a luxury one of a similar size and power like a Lexus NX.

On the safety front, forward collision warning and automatic

emergency braking with pedestrian detection, and blind spot warning are standard on all versions.

Best Version to Get

We would gravitate toward the Touring with the Preferred Equipment package (which includes a sunroof and Bose audio system). Keep in mind that upscale versions such as the Grand Touring model includes 19-inch wheels, compromising ride comfort slightly.

Notable changes:

Adaptive cruise control and auto emergency braking with pedestrian detection are standard for 2020.

<https://www.consumerreports.org/cars/mazda/cx-5/2020/road-test/?pagestop>

Highs

-
- ✓ Rides comfortably
-
- ✓ Quiet cabin
-
- ✓ Responsive handling
-
- ✓ Nicer interior than the class norm
-
- ✓ Standard forward collision warning and automatic emergency braking with pedestrian detection.
-

Lows

-
- ✗ So-so visibility to the rear corners
-
- ✗ Infotainment learning curve
-
- ✗ Fuel economy not a standout
-