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NEW
Mazda CX-3
PRESS KIT



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A MESSAGE FROM THE PROGRAM MANAGER

RAISING THE STANDARDS FOR ELEGANT BEAUTY AND STYLE

At Mazda, we love cars and we want our cars to help people live more fulfilling and vibrant lives. We also want our customers to feel a strong bond with our brand.

We take a human-centred approach to vehicle engineering based on extensive research into human traits and sensibilities, and we apply our newest, most advanced technologies unstintingly across our model line-up.

The CX-3 was launched in 2015 under the concept of 'creating the standard for a new era' and created an entirely new kind of crossover SUV, one that transcends notions of vehicle class and segment to resonate with the unique insight and awareness of customers with progressive values.

Since then we have worked to incorporate customer feedback and make the CX-3 even more compelling.

CX-3 is the ideal size for a single person or a young couple and this latest update brings improvements in design, dynamic performance, safety and environmental impact, with the goal of strengthening the bond between car and user to realise Mazda's ultimate brand objective.

Based on the key words of the second update, 'Exquisite' and 'Edgy', we have returned to the core values of the crossover SUV and sought to express the character of users striving to assert their independence and unique world view.

Three areas were advanced with the adoption of the latest technologies and design:

1. Ride feel was substantially improved by reviewing dynamic performance from the perspective of total vehicle optimisation and the human-centred concept that aims to create a sense of oneness with the car.
2. The powertrain line-up is enhanced with two updated SKYACTIV engines, representing Mazda's tireless efforts to perfect the internal combustion engine.
3. A higher-quality interior design strips back non-essential elements and expresses a Japanese aesthetic; creating beauty that stirs the heart.

Dynamic performance saw further pursuit of Mazda's human-centred design philosophy, utilising next-generation architecture technologies to the maximum extent, drawing-out people's innate capabilities.

An array of new concepts has achieved agile driving performance with stable manoeuvrability and passenger comfort. With the goal of a quieter, more refined cabin, sound is controlled in volume as well as in temporal shifts and direction, reducing noise.

The ideal-sized vehicle for manoeuvring within the city, CX-3 also boasts the ride comfort and cabin quietness that brings full enjoyment on long drives, responding to the desires of users with its all-round, high quality performance.

Available powertrains expand on the human-centred performance concept with both the SKYACTIV petrol and diesel engines seeing significant advances focused on real-world driving.

Taking into consideration a wide variety of usage contexts, driving techniques and road environments, the powertrains have been engineered to generate minimal fluctuations in fuel economy.

SKYACTIV-G 2.0 engine specifications were reviewed and revised, resulting in increased torque in all rev ranges and improved real-world fuel economy through thermal management and reduced mechanical resistance.

The SKYACTIV-D clean diesel engine's displacement has been increased from 1.5 to 1.8 litres, enhancing real-world fuel economy and emission performance while ensuring the effortless, torque-rich performance that only a diesel engine can provide.

Both engines feature initial response and vehicle speed control that track accelerator pedal operation to deliver a *Jinba-ittai* feel that makes driving easy and truly enjoyable.

Living with the CX-3 is sure to revitalise both the heart and mind of any driver.

Based on Mazda's 'KODO - Soul of Motion' design concept, we aspired to achieve a sharp and minimalist beauty.





A renewed interior design refines and revitalises every function and component, seamlessly blending elegance and radical style at levels that belie the vehicle's class.

The adoption of an Electric Parking Brake (EPB) transforms the centre and rear consoles into a refined form that elevates the cabin's ambience while the rear seat armrest, with built-in console box and the revised layout of various controls, embodies the human-centred philosophy by increasing comfort and reducing fatigue.

The whole interior works harmoniously to fully express the progressive, urban lifestyle of CX-3's target customers.

With the ultimate goal of eliminating traffic accidents, Mazda is continually enhancing its safety technologies and making more and more features standard.

This update equips the New Mazda CX-3 with the latest i-ACTIVSENSE advanced safety technologies including 360° View Monitor, offering more comprehensive assistance to drivers in an even wider range of situations.

True to Mazda's philosophies of development and design, New Mazda CX-3 has taken a massive evolutionary step forward to more fully meet customer expectations.

With the ultimate goal of being a car that users desire to gaze at, are eager to drive and that has no substitute, the CX-3 continues Mazda's quest to refine styling, elegance and enhance satisfying performance.

As Program Manager for the New Mazda CX-3, nothing would give me greater joy than for this advanced crossover SUV to become an integral part of the owner's lifestyle, allowing him or her to lead a freer, more positive and confidence-filled life.

Minoru Takata
Mazda CX-3 Program Manager





AT A GLANCE

FAST FACTS

- ▶ New Mazda CX-3 is available with the new SKYACTIV-D 1.8 turbo-diesel engine and the SKYACTIV-G 2.0 naturally-aspirated petrol engine
- ▶ The SKYACTIV-D turbo-diesel engine's capacity has been increased from 1.5-litres to 1.8-litres. Power output has risen from 77kW to 85kW at 4,000rpm, while torque remains the same impressive 270Nm, delivered between 1,600 and 2,600rpm
- ▶ The SKYACTIV-G 2.0 petrol engine produces 110kW of power at 6,000rpm and 195Nm of torque at 2,800rpm, increases of one Kilowatt and three Newton metres from the previous model
- ▶ New Mazda CX-3 has been redesigned inside and out, enhancing and elevating its unique and elegant styling
- ▶ Major interior changes include the addition of an Electric Parking Brake (EPB) to New Mazda CX-3, plus a centre console for added convenience and comfort
- ▶ New Mazda CX-3 adopts a new grille, while sTouring and Akari grades get new LED rear combination lamps and new 18-inch wheels
- ▶ The latest and most advanced i-ACTIVSENSE technologies have been added to New Mazda CX-3 lineup, including the new 360° View Monitor
- ▶ New Mazda CX-3 is available in four grades, and offered with front-wheel-drive and all-wheel-drive, and with Mazda's SKYACTIV-DRIVE six-speed automatic or SKYACTIV-MT six-speed manual transmissions

SALES AND MODEL MIX

Mazda estimates 14,700 sales for New Mazda CX-3 in its first year.

Grade Splits

Grade	First Year
Neo Sport	7%
Maxx Sport	55%
sTouring	25%
Akari	13%

Powertrain

Engine	First Year
SKYACTIV-D 1.8 litre diesel	1%
SKYACTIV-G 2.0 litre petrol	99%

Drivetrain

Engine	First Year
FWD	92%
AWD	8%

Transmission

Engine	First Year
6MT	10%
6AT	90%



NEW MAZDA CX-3 RANGE HIGHLIGHTS

MAZDA CX-3 NEO SPORT

Powertrain

2.0 litre in-line 4-cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop

- ▷ Drivetrain: FWD
- ▷ Fuel consumption (combined): 6.6 L/100km (FWD manual) or 6.3 L/100km (FWD automatic)
- ▷ Max power: 110kW @ 6,000rpm
- ▷ Max torque: 195Nm @ 2,800rpm
- ▷ Transmission: 6-speed SKYACTIV-MT manual & 6-speed SKYACTIV-Drive auto

Neo Sport features include:

- ▷ 16-inch steel wheels with 215/60 tyres
- ▷ Headlamps (Halogen)
- ▷ Power mirrors (body coloured with folding function)

- ▷ Front seats with: Height adjustment and seat back pocket (passenger)
- ▷ Rear seats with: 60/40 split fold backrest
- ▷ Seat trim: Black cloth
- ▷ Electric Parking Brake with Auto Hold
- ▷ 7-inch full-colour touch screen display (MZD Connect)
- ▷ Audio system with: AM/FM tuner, Digital radio (DAB+) and six speakers
- ▷ Bluetooth® hands-free phone and audio capability
- ▷ Internet radio integration (Stitcher™ and Aha™)
- ▷ Multi-function Commander Control
- ▷ Advanced keyless push button engine start
- ▷ Parking sensors (rear)
- ▷ Reverse camera
- ▷ Smart City Brake Support [Forward/Reverse] (SCBS F/R)





MAZDA CX-3 MAXX SPORT

Powertrain

2.0 litre in-line 4-cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop

- ▷ Drivetrain: FWD or i-ACTIV AWD
- ▷ Fuel consumption (combined): 6.6 L/100km (FWD manual) or 6.3 L/100km (FWD automatic) or 6.7 L/100km (AWD automatic)
- ▷ Max power: 110kW @ 6,000rpm
- ▷ Max torque: 195Nm @ 2,800rpm
- ▷ Transmission: 6-speed SKYACTIV-MT manual or 6-speed SKYACTIV-Drive automatic

OR

1.8 litre in-line 4-cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) engine with i-stop

- ▷ Drivetrain: FWD
- ▷ Fuel consumption (combined): 4.7 L/100km

- ▷ Max power: 85kW @ 4,000rpm
- ▷ Max torque: 270Nm @ 1,600 - 2,600rpm
- ▷ Transmission: 6-speed SKYACTIV-Drive automatic

Maxx Sport features additional to Neo Sport include:

- ▷ 16-inch alloy wheels
- ▷ Headlamps auto on/off
- ▷ Wipers (front) 2-speed with rain-sensing function
- ▷ Seats (rear) with centre fold down armrest
- ▷ Leather-wrapped gear shift knob and steering wheel
- ▷ Overhead sunglass storage box
- ▷ Air-conditioning (climate control)
- ▷ Satellite navigation
- ▷ Blind Spot Monitoring (BSM)
- ▷ Rear Cross Traffic Alert (RCTA)

MAZDA CX-3 sTOURING

Powertrain

2.0 litre in-line 4-cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop

- ▷ Drivetrain: FWD or i-ACTIV AWD
- ▷ Fuel consumption (combined): 6.6 L/100km (FWD manual) or 6.3 L/100km (FWD automatic) or 6.7 L/100km (AWD automatic)
- ▷ Max power: 110kW @ 6,000rpm
- ▷ Max torque: 195Nm @ 2,800rpm
- ▷ Transmission: 6-speed SKYACTIV-MT manual & 6-speed SKYACTIV-Drive automatic

OR

1.8 litre in-line 4-cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) engine with i-stop

- ▷ Drivetrain: i-ACTIV AWD
- ▷ Fuel consumption (combined): 5.1 L/100km

- ▷ Max power: 85kW @ 4,000rpm
- ▷ Max torque: 270Nm @ 1,600 - 2,600rpm
- ▷ Transmission: 6-speed SKYACTIV-Drive automatic

sTouring features additional to Maxx Sport include:

- ▷ 18-inch alloy wheels with 215/50 tyres
- ▷ Power mirrors (body coloured with heating and auto folding function)
- ▷ Daytime running lamps (LED)
- ▷ Front fog-lamps (LED)
- ▷ Headlamps (LED)
- ▷ Tail-lamps (LED)
- ▷ Seat trim: Black Maztex / Black cloth
- ▷ Active Driving Display (flip-up)
- ▷ Rear-view mirror with auto dimming function
- ▷ Advanced keyless entry
- ▷ Driver Attention Alert (DAA)
- ▷ Parking sensors (front)
- ▷ Traffic Sign Recognition (TSR)

MAZDA CX-3 AKARI

Powertrain

2.0 litre in-line 4-cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop

- ▷ Drivetrain: FWD or i-ACTIV AWD
- ▷ Fuel consumption (combined): 6.6 L/100km (FWD manual) or 6.3 L/100km (FWD automatic) or 6.7 L/100km (AWD automatic)
- ▷ Max power: 110kW @ 6,000rpm
- ▷ Max torque: 195Nm @ 2,800rpm
- ▷ Transmission: 6-speed SKYACTIV-MT manual or 6-speed SKYACTIV-Drive automatic

OR

1.8 litre in-line 4-cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) engine with i-stop

- ▷ Drivetrain: i-ACTIV AWD

- ▷ Fuel consumption (combined): 5.1 L/100km
- ▷ Max power: 85kW @ 4,000rpm
- ▷ Max torque: 270Nm @ 1,600 - 2,600rpm
- ▷ Transmission: 6-speed SKYACTIV-Drive automatic

Akari features additional to sTouring include:

- ▷ Power sliding and tilt glass sunroof
- ▷ Front seats with: 2-position memory function (driver), 10-way power adjustment (driver) and heating function
- ▷ Seat trim: Black leather or Pure White leather
- ▷ Mazda Radar Cruise Control (MRCC) with Stop & Go function (Stop & Go function available on automatic only)
- ▷ 360° View Monitor
- ▷ Adaptive LED Headlamps (ALH)
- ▷ Lane Departure Warning (LDW)



PRICING

GRADE	ENGINE	DRIVE	T/M	MLP
Neo Sport	2.0L Petrol	FWD	6MT	\$21,790
		FWD	6AT	\$23,790
Maxx Sport	2.0L Petrol	FWD	6MT	\$23,690
		FWD	6AT	\$25,690
		AWD	6AT	\$27,690
	1.8L Diesel	FWD	6AT	\$28,090
sTouring	2.0L Petrol	FWD	6MT	\$27,790
		FWD	6AT	\$29,790
		AWD	6AT	\$31,790
	1.8L Diesel	AWD	6AT	\$34,190
Akari	2.0L Petrol	FWD	6MT	\$32,790
		FWD	6AT	\$34,790
		AWD	6AT	\$36,790
	1.8L Diesel	AWD	6AT	\$39,190



DESIGN & FUNCTION

UNRIVALLED CHARACTER AND QUALITY BEYOND ITS CLASS

Bursting with vitality and energy, Mazda's 'KODO – Soul of Motion' design continues to evolve, rising to new heights.

A renewed focus on traditional Japanese design strips away ornamentation and reveals beautifully-honed forms, which have enabled Mazda to more deeply explore the expression of its highly acclaimed design language.

Using 'exquisite' and 'edgy' as its keywords, the design team has further enhanced the beauty that defined the original Mazda CX-3.

Ignoring the stereotypes associated with cars of this size and type, the team raised the quality of the design inside and out, producing a car of unique and unrivalled character.

A more stylish and premium exterior design

With its uncompromising focus on material quality, detailing and overall finish, New Mazda CX-3's exterior design elevates the small SUV's elegance and appeal.

A new front grille, refined rear combination lamps using LED technology, redesigned aluminium 18-inch alloy wheels and additions to the colour palette all combine to create an even more dignified and refined exterior design.

Front and side views

New Mazda CX-3's unique character benefits from a number of design changes that give the car a higher quality feel.

The radiator grille is now more assertive, with a solid, detailed design incorporating fins comprising horizontal bars of differing thicknesses.

The configuration adds both boldness and greater design structure, while ensuring the headlights and signature front wings stand out, giving the front of the car a sharp look with a greater feeling of depth.

Measures taken to express the design continuity have given New Mazda CX-3 a more refined image. New chrome moulding on the front bumper for sTouring and Akari grades appears to connect with the side garnish mouldings, emphasising a look of stability and feeling of forward motion.

Gloss black is now used to adorn the side pillars on Maxx Sport and above grades, sharpening the detail of the areas around the window and highlighting the flowing, floating roofline.

At the front of the car the fog lamp bezels feature gloss black finishes for Maxx Sport and above grades.

Rear combination lamps

The rear combination lamps for sTouring and Akari, which previously drew their bold expression from a series of sharp lines, have adopted a ring shape for this update, giving the impression of a cylinder.

Horizontal bars have been used in conjunction with the cylindrical shape to differentiate between the various

functions of the lamp cluster, adding a look of mechanical precision and depth.

This detailed design achieves a more mature, premium look while delivering high-quality illumination optimised by the positioning of the LEDs within the





Wheel design

For the Akari and sTouring models, new 18-inch aluminium wheels feature a powerful, sculpted design, a standout feature.

The new design enhances the length of the spokes, giving the impression of wheels with an even greater diameter.

The multi-faceted spoke design adds a sense of depth and speed while emphasising New Mazda CX-3's muscular stance.

The metallic sheen of the machined surfaces also works in unison with the car's chrome side cladding to enhance the overall impression of speed.

Refined interior design

Aiming for a quality feel befitting a high class vehicle, Mazda's design team made changes to the interior in keeping with the company's human-centric philosophy.

An Electric Parking Brake (EPB) replaces the mechanical handbrake, allowing designers to give the centre console a more elegant form that flows forward to better integrate with the dashboard.

Cabin comfort and convenience have been significantly enhanced, with the centre console now featuring a padded armrest above the cupholders to give a variety of flexible storage spaces.

A complete redesign of the centre console has also brought about a redesigned Commander Switch, which has moved further forward and to a more central position. In line with the change, the rear of the console has been made higher and wider.

Revisions to the overall diameter and

available space, which also enhances the overall uniformity of the lighting.

The bold design shows horizontal bars that appear to pierce the cylindrical lighting rings to penetrate the body, while black perimeters give the lamps a bolder look that makes them stand out, especially when teamed with the rich new Soul Red Crystal Metallic body colour.

Development of the rear lamp cluster meant creating several working models for analysis of a number of factors, including actual lighting appearance and the balance of the light cluster against revised Mazda CX-3's bodywork.

Exterior colour range

There are now eight exterior colours available for New Mazda CX-3. Soul Red Crystal Metallic and Machine Grey Metallic have been added to the lineup. Other available colours include Dynamic Blue Mica, Titanium Flash Mica, Jet Black Mica, Snowflake White Pearl Mica, Ceramic Metallic and Eternal Blue Mica.

depth of the cupholders also mean they can handle any container size from small cans to large 'Slurpee'-style cups.

For Maxx Sport and above grades, the folding centre armrest in the rear seats has been made more comfortable and its usability improved by incorporating a double cup holder with moveable flaps that allow it to accommodate a wide range of drink container sizes.

Flexibility in the rear seat design also means both the centre armrest and child restraint seat can be used simultaneously.

Materials used for the instrument panel, seats and door trims have been upgraded and their colours co-ordinated to create a cabin with the air of a premium car.

Interior design highlights

Interior colour co-ordination pursues a subtle and elegant aesthetic

Interior colour schemes and textures extend across three variations using grey as a key colour.

The 'zoned' configuration expresses Mazda's next-generation 'KODO' design philosophy of aesthetics by subtraction.

The colour choices are grey with genuine leather seats in black or white for Akari, grey with black leatherette seat material for sTouring and a black interior with black fabric-finished seats for Neo Sport and Maxx Sport grades.

Following the Japanese design tradition of eliminating excess, colour is applied in well-defined zones throughout New Mazda CX-3's interior, using sophisticated co-ordination to produce an ambience

that is both relaxing and refined.

For the high-grade Akari model with genuine leather seats, the use of grey as a key colour delivers a cosmopolitan feel, enhanced by suede-like artificial leather interior trim.

Close attention was paid to the way light interacts with the interior, with the brightness of each part adjusted to accommodate colours and other fine interior detail.

The high quality leather used for the seats is smooth and soft to the touch and vertical pleats on the seatbacks have high-gloss piping at shoulder level.

On the dashboard, the rings surrounding the louvred air vents are finished in Mazda's new Bitter Red, a colour which adds depth to the dashboard layout.



More convenience and comfort with new centre console

By adopting an Electric Parking Brake (EPB), Mazda's designers were able to redesign the front seat centre console layout, dramatically increasing its functionality by adding a padded box lid which doubles as an armrest.

The Multi-function Commander Control has been moved forward to improve its usability and raise the control layout's ergonomics, the revamp giving an impressive space beneath the lid to hold any number of items such as electronic devices or drink containers.

Using soft padding for the armrest and soft surface coverings throughout the interior has raised the cabin's overall quality and comfort to new levels for vehicles in the small SUV segment.

The use of high-rigidity resin and carefully crafted screw covers for the centre console and other interior fittings shows Mazda's complete attention to every detail.

Functionality

Electric Parking Brake (EPB)

Changing the park brake operation from a manually-operated lever to an electrically-operated system means secure park brake operation is now as easy as flicking a switch.

Releasing the EPB is also a simple operation. It can be released with one finger, depressed when the driver operates the brake pedal or, should drivers forget, it will release automatically when the accelerator is used.

Auto-hold braking

This function holds the car stationary after it comes to a complete stop, even if the driver releases the brake pedal. Auto-hold is released only when the driver operates the accelerator again.

Auto-hold has been designed to make life easier for drivers coping with stop-and-go traffic situations such as crawling through heavy city and suburban traffic. It can be toggled on and off with a centre console-mounted switch.

Anti-glare rear-vision mirror

A new anti-glare interior rear-vision mirror is now standard on sTouring and Akari grades for improved driver safety. The mirror automatically cuts glare, dimming the reflections of strong, bright lights such as the headlamps of a following vehicle, helping to reduce both driver distraction and eye fatigue.

Front seat design

Urethane foam with a high-damping quality has been adopted for the front seat cushions to give greater ride comfort. It transmits the vibrations that drivers need for operational feedback but insulates against the types of vibrations that cause discomfort and distractions.



PREMIUM DRIVING PLEASURE, GREATER ENJOYMENT

Mazda strives to deliver a unique driving experience that bonds car and driver, known as *Jinba-ittai*, where the car becomes an extension of the driver.

To achieve this goal, a new-generation vehicle control system known as SKYACTIV-Vehicle Dynamics has been introduced with the goal of enhancing the driving experience.

New Mazda CX-3 gives buyers a choice of two advanced engines. The new SKYACTIV-D 1.8L turbo-diesel combines effortless performance with remarkable fuel economy and environmental performance, while the SKYACTIV-G 2.0L petrol engine is powerful, agile and impressively responsive.

As part of the upgrade, New Mazda CX-3's suspension system has also been tuned to ensure the right balance of precise handling and excellent ride comfort.

Continued efforts to improve noise, vibration and harshness (NVH) performance has also helped achieve an even quieter ride, allowing New Mazda CX-3 to deliver an impressive package, bringing high comfort levels for drivers and passengers alike.

SKYACTIV-Chassis

Responsive handling with premium ride quality

The last update to New Mazda CX-3 added Mazda's G-Vectoring Control (GVC), an electronic system delivering more neutral cornering by briefly and minutely reducing torque output to neutralise understeer or oversteer characteristics.

It works by monitoring vehicle speed, throttle position and steering angle, reacting to steering changes in less than 50 milliseconds, giving drivers the true *Jinba-ittai* experience of unity with the vehicle.

At the same time it reduces vehicle body roll, cutting driver fatigue and counteracting the G-forces acting on vehicle occupants.

G-Vectoring Control also enhances vehicle stability on slippery roads (unsurfaced, rain-affected or snow-covered, for example), enhancing overall safety for all occupants.

Newly-developed 215/50R18 low-profile tyres have a softer vertical rebound characteristic, which combines with improved suspension response rates to enhance ride comfort by absorbing a wide range of road surface vibrations, greatly

improving the impact and resulting oscillations of passing over road surface imperfections.

As well as having a softer compound to absorb road surface shocks, the new tyres also reduce overall braking distances, from the initial brake application to the vehicle's complete stop, for safer, more secure driving. Their low rolling resistance, however, does not affect fuel economy.

New Mazda CX-3 retains the extremely capable independent front strut and rear torsion beam suspension designs but with fine-tuning to optimise the G-Vectoring Control's operations with the suspension's coil spring fluctuation.

The front stabiliser bar's diameter has also been reduced and front damper diameter has been increased to work with new coil springs. Together, they bring greater responses to changes in vehicle weight distribution and give better shock absorption with a more constant springing effect.

New Mazda CX-3's Electric Power Steering (EPS) control has been refined to balance the operational force with the car's reaction. To enhance the steering, the front stabiliser bar's thickness has been reduced to improve roll response.

The detail changes optimise the damping characteristics and synchronise roll and pitch timing for precise responses to shifts in vertical load.

The overall result is greatly improved suspension functionality while increasing vehicle stability and ride comfort. Cornering agility has also been enhanced by the Electric Power Steering's control characteristics.



SKYACTIV Engines

With the belief that realistic fuel economy is positive for customers as well as the environment, Mazda focuses on real-world fuel economy with fewer emissions and reduced CO₂ output in real-world use.

For Australia, the updated Mazda CX-3 is available with both the SKYACTIV-D 1.8L clean diesel and SKYACTIV-G 2.0L petrol engines, both designed to deliver responsiveness and speed control mirroring driver input, ensuring a human-centric ride.

The turbocharged diesel engine offers smooth, powerful and responsive acceleration while the petrol engine reacts instantly to pedal input with powerful, linear acceleration to satisfy any driver.

To ensure customers enjoy consistently excellent fuel economy, both engines employ technologies designed to reduce the fuel consumption fluctuation ratios that are part and parcel of seasonal changes and altered user patterns.

Examples include improved combustion efficiency when the engine is under heavy load - when climbing a steep hill or being driven fully-loaded, for example - and thermal management technology that reduces fuel consumption in low temperature conditions.

As well as petrol and diesel engine choice, buyers can also choose between the six-speed SKYACTIV-MT* manual and SKYACTIV-Drive* automatic transmissions and FWD or i-ACTIV AWD drivetrain layouts.

*SKYACTIV-G 2.0 and SKYACTIV-D 1.8 engines with either SKYACTIV-MT or SKYACTIV-Drive transmissions, with the exception of the SKYACTIV-D 1.8 with SKYACTIV-Drive transmission, are standard with i-stop.



Increased capacity and greater refinement for the SKYACTIV-D 1.8L turbo-diesel engine

The displacement of the SKYACTIV-D clean diesel engine has been increased from 1.5 to 1.8 litres to improve fuel economy and environmental performance, at the same time giving drivers a more composed driving performance.

During development of the SKYACTIV-D 1.8L, Mazda engineers were able to develop a new combustion technique based on the idea of 'Rapid Multi-stage Combustion'.

The fuel-injection system used for this engine uses super-high-response, multi-hole Piezo injectors to achieve this idea.

In addition to the four-stage injection, precise control of the timing and the amount of fuel delivered has shortened the total combustion period and also reduced engine knocking.

The engine's larger displacement also improves oxygen supply, ensuring full exhaust gas recirculation (EGR) across all rev ranges, dramatically reducing NOx emissions for improved environmental performance.

This enables the SKYACTIV-D 1.8L turbo-diesel engine to achieve an excellent level of environmental performance and comply with strict emissions regulations. Development on the engine also brought a change to the piston profile, which now prevents fuel from adhering to piston surfaces and to the coolant valves used to improve warm-up efficiency.

The coolant valves contribute to the engine's real-world fuel economy to achieve high torque output at high engine speeds for smooth, strong acceleration – yet another manifestation of the engine responses that driving enthusiasts enjoy.

A number of other technologies also complement the engine, including High-Precision DE Boost Control, which gives more linear torque response, as well as Natural Sound Smoother and Natural Sound Frequency Control, which greatly reduce engine noise.

Boost is provided by a single variable-geometry turbocharger equipped with a variable exhaust nozzle mechanism.

A size increase in line with the increased engine capacity ensures the turbocharger generates the required amount of boost pressure while its variable geometry allows it to work over a wider rev range to deliver efficient boost from low to high engine speeds.

The Rapid Multi-stage Combustion concept

Mazda's pursuit of ideal diesel engine combustion resulted in the Rapid Multi-stage Combustion process, which achieves the goals of quiet operation and superior efficiency by focussing on the wave patterns formed when heat is generated in the multi-stage ignition of small amounts of atomised fuel under high pressure.

Improved combustion efficiency requires a short combustion period while reduced engine knocking demands control of the sudden pressure increases caused by



combustion. Improved environmental performance requires proper pre-mixing of both the fuel and air.

Aligning these seemingly contradictory demands meant reviewing the traditional diesel burn sequence of 'pre-mix at pre-injection, clean-burn after the main injection and residual-burn post-injection' from a completely new perspective.

Mazda's engineering efforts resulted in the new combustion process called Rapid Multi-stage Combustion, where multiple fuel injections – as many as six – in quick succession near top dead centre generate a continuous burn with a shorter combustion period.

At the same time, knocking is reduced by precisely controlling the amount of fuel in each injection to avoid rapid changes in the heat release rate during the initial combustion process.

High-pressure fuel injections ensure a fine mist promotes thorough premixing of fuel and air, helping to counter the drawbacks of the shorter combustion period.

This new combustion method for the diesel engine results in quieter performance during low-speed and low-load city driving, producing a more linear engine sound matching the degree of acceleration when the driving situation calls for stronger, more powerful performance.



Advanced SKYACTIV-D 1.8

Redesigned stepped 'egg-profile' combustion chamber

The combustion chamber's shape has been optimised to prevent flaming particles clinging to the pistons and minimise energy loss caused by heat transfer to the cylinder walls.

Ultra-high response, multi-hole Piezo injectors

A new injector design sprays fuel from 10 separate injection ports, giving a multi-stage main injection.

The post-combustion injection can also be performed in less time, shortening the overall combustion period.

Pressure sensors built into each injector allow for more accurate fuel injection and work in conjunction with the revised piston shape to create more efficient combustion.

Coolant control system

Engine warm-up efficiency benefits from reduced coolant flow around the combustion chambers at start-up.

Rapid warming of the area around the combustion chambers - a heat source for the engine - has improved ignition while promoting atomisation, decreasing mechanical resistance by optimising oil viscosity and reducing fuel consumption through improved heating performance, all of which contribute to enhancing overall fuel economy.

Natural Sound Smoother

Natural Sound Smoother places a dynamic damper in each piston pin that reduces engine knock. The damper cancels piston vibration generated by extension and retraction of the connecting rod when combustion occurs, which is the cause of diesel knock in the vicinity of the 3.5kHz frequency range.

Natural Sound Frequency Control

Engine knock noise generated at or near the frequencies 1.3kHz, 1.7kHz and 2.5kHz are the peak frequencies of combustion vibration force and amplified by resonating parts.

Controlling injection and combustion timing in 0.1ms increments and thereby overlapping the frequency valleys of combustion vibration force with the peak frequencies of resonating parts, makes it possible to cancel out the vibration of each and reduce knock.

SKYACTIV-G 2.0L petrol engine boasts linear acceleration

Mazda's SKYACTIV-G 2.0L direct-injection petrol engine is a high-compression, high-efficiency power unit that delivers dynamic performance with excellent fuel economy.

For this round of updates, engineers pursued fuel economy improvements, quicker engine response times and lower exhaust gas toxins.

Additional development goals included mechanical friction reduction through piston skirt surface optimisation as well as upgrading the piston ring profile.

A new coolant control system for

improved thermal management was adopted to promote more rapid engine warm-up and reduce fuel consumption not associated with combustion.

Engine knock was controlled and heat efficiency enhanced with a new piston top profile and multi-stage fuel-injection. High-pressure fuel atomisation from the new injectors increases combustion efficiency by stopping fuel sticking to the cylinder walls.

These improvements not only improve the overall fuel economy and significantly cut particulate matter in the exhaust gases but also increase torque across the rev range, ensuring dynamic performance for the true *Jinba-ittai* feeling of unity between car and driver.



SKYACTIV-G 2.0's innovative technologies

Precision intake port machining and new piston profiles

More precise machining of the intake port profile has increased the airflow tumble on the longitudinal vortex.

Piston optimisation involved reducing the overall height and reviewing the crown cavities, thereby increasing airflow tumble during compression and strengthening turbulence energy during ignition.

As a result of the changes, there is more rapid flame propagation, increased combustion speed without abnormal combustion and enhanced low and mid-range torque for improved fuel economy at higher engine speeds.

Improved fuel-injection efficiency

Redesigned nozzles for the multi-port fuel injectors and a fuel pressure increase from the traditional 20MPa to 30MPa results in faster fuel vaporisation across a wider range of operating conditions, ensuring the fuel is vaporised before it adheres to the cylinder walls, giving efficient, waste-free combustion.



Particulates are more likely to form when the engine is cold so fuel injection is carried-out in three stages, improving vaporisation and atomisation and lowering particulate formation during combustion by up to 80 percent.

This outstanding environmental performance means the engine is fully compliant with the EU's 2017 particulate number regulations.

Coolant control system

Petrol does not readily vaporise in cold conditions so extra fuel needs to be injected during cold starts.

A new coolant control valve slows the flow of coolant around the combustion chambers almost to a complete stop, preventing heat loss during the engine's warm-up phase.

This technology helps the combustion chamber wall to warm up quickly, reducing the need for increased fuel injections by half in comparison to the previous SKYACTIV-G 2.0 and further contributing to overall fuel economy.

Optimised oil ring and piston skirt designs

An asymmetric oil ring profile comprising large top and small bottom radii optimises oil-film thickness on the cylinder walls, reducing mechanical resistance.

Piston skirts have also been redesigned with an ideal barrel shape evolved from a review of curvature changes.

Together, the new skirt and oil ring profiles significantly reduce the engine's internal mechanical resistance and contribute to overall fuel economy.

Improved noise, vibration and harshness (NVH) performance

Mazda has tirelessly pursued NVH improvement, so this latest update to Mazda CX-3 brings a quieter and more comfortable cabin that allows conversation clarity for all occupants.

The 215/50R18 tyres, newly-developed for Mazda CX-3, have also been designed to absorb road vibrations and road noise, further adding to the plush ride comfort.

New Mazda CX-3's cabin quietness levels have been increased by reducing the

acoustic echo with specific changes to the front and rear door outer panels (thickness increased from 0.65mm to 0.7mm) and the rear door window glass (thickness increased from 3.5mm to 4mm).

The cabin's thicker headliner (thickness increased from 6mm to 8mm) better absorbs sounds and lowers reverberations, as well as softening the sounds of door closure.

Extra urethane has also been added to the door seal seam welts to further dampen unwanted noise.





A COMPREHENSIVE RANGE OF MORE ADVANCED SAFETY TECHNOLOGIES

New Mazda CX-3 achieves world-class safety courtesy of the Mazda Proactive Safety philosophy, with its lightweight and highly rigid SKYACTIV-BODY and a comprehensive range of i-ACTIVSENSE advanced safety technologies applied as standard.

Mazda Proactive Safety is a philosophy developed to maximise conditions that allow safe driving while minimising accident risks. This latest update expands and improves the range of available i-ACTIVSENSE technologies for New Mazda CX-3.

360° View Monitor

Introduced with the Mazda CX-5 in April 2018, New Mazda CX-3 adopts the 360° View Monitor for the range topping Akari model.

The monitor gives drivers left, right, front, rear and bird's eye views around the vehicle so they can be fully aware of the surrounding area, optimising vehicle operation.

Using four cameras mounted at the front, rear and each side of the vehicle, the system shows the area around the vehicle on the central display screen.

Eight parking sensors - four at the front and four at the back - also detect Mazda CX-3's proximity to obstacles, sounding an

alarm when the vehicle gets too close. The system also helps with the perception of blind spots.

Because the 360° View Monitor helps drivers see blind spots and determine distances to obstacles when pulling into or out of a garage, approaching T-intersections or passing oncoming cars on narrow roads, it greatly contributes to the avoidance of dangerous situations. With 177° coverage, the front and rear wide-angle views display an extensive area with the front wheels visible in the side views.

As well as displaying the view in front of or behind the vehicle, the 360° View Monitor also lets drivers see the surroundings with a separate overhead view.

After the cameras have been activated, each view - left, right, front, rear and overhead - can be selected and controlled via the central touchscreen or centre console-mounted Command Controller.

Blind Spot Monitoring (BSM) & Rear Cross Traffic Alert (RCTA)

Detects approaching vehicles from the sides and rear and alerts the driver. RCTA alerts the driver of approaching vehicles when reversing.

Lane Departure Warning (LDW)

Predicts lane departure and alerts the driver to the danger through sound and vibration alerts.

Traffic Sign Recognition (TSR)

Reads traffic signs, displays them on the Active Driving Display and alerts the driver.

Smart City Brake Support (SCBS-F)

SCBS-F uses the forward-sensing camera to detect vehicles and pedestrians ahead at all times, helping to avoid collisions or mitigate damage in the event one does occur.

The system detects vehicles at speeds of between 4km/h and 80km/h and pedestrians at speeds between 10km/h and 80km/h.

Smart City Brake Support - Reverse (SCBS-R)

SCBS-R uses ultrasonic sensors mounted on the rear bumper to help mitigate damage if a collision occurs while reversing.

Adaptive LED Headlamps (ALH)

Automatically broadens visibility at low speeds, shapes the high beam to help avoid dazzling other drivers and raises beam height at highway speeds to extend vision area.

Driver Attention Alert (DAA)

Reduces the risk of accidents by suggesting rest breaks upon detecting driver fatigue or loss of concentration.

Mazda Radar Cruise Control (MRCC) with Stop & Go function

MRCC combines milliwave radar sensors and the forward-sensing camera to measure the relative speed of the vehicle ahead and the distance between it and New Mazda CX-3. The data is then used to automatically control the engine and brakes to maintain the appropriate vehicle speed and optimal following distance.

The system works at any speed and can follow the car in front to a stop and continue following it from a standing start. When driving with the MRCC active, New Mazda CX-3 will automatically slow and stop if the car ahead does the same and will remain stopped until the car ahead pulls away.

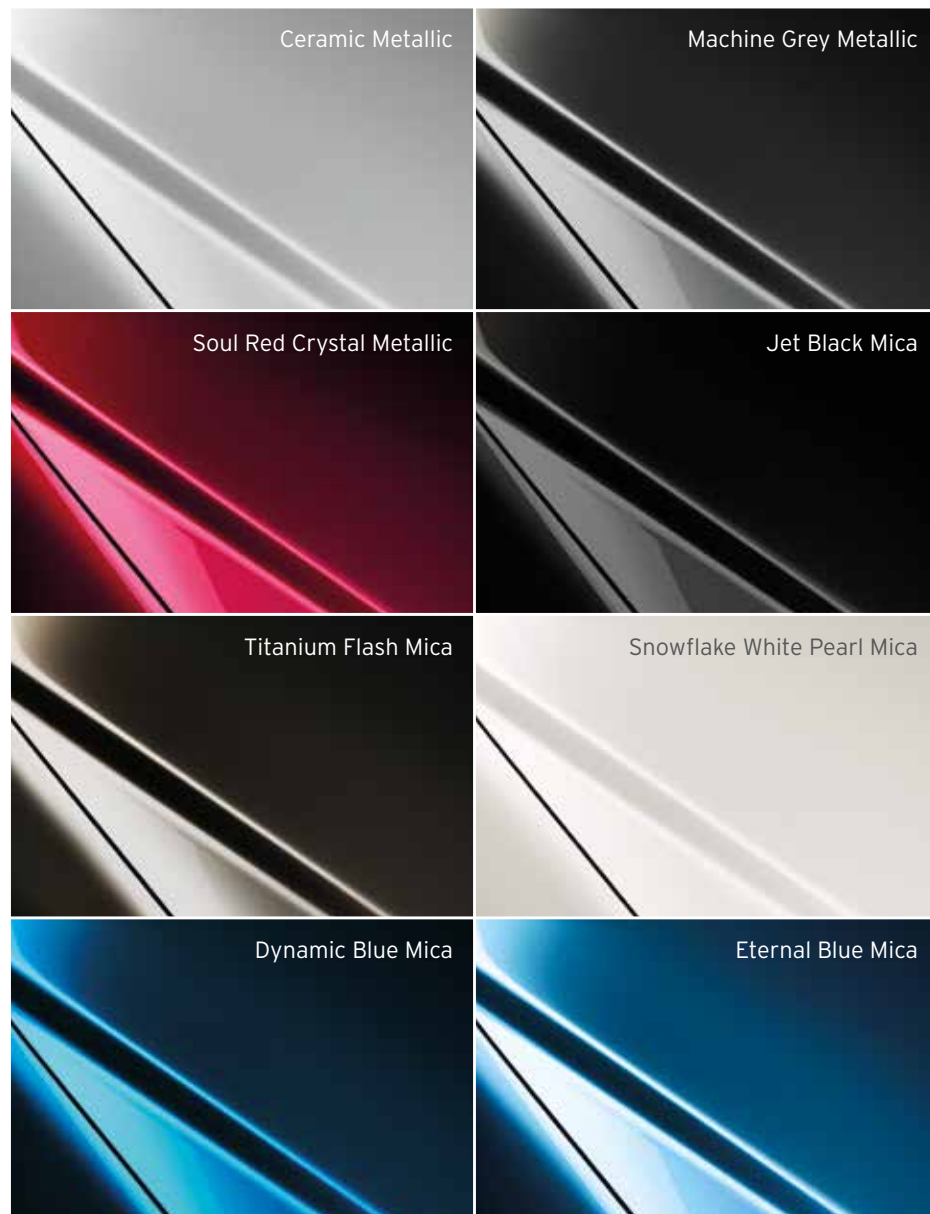
The driver controls when the car starts moving again¹ and New Mazda CX-3 automatically accelerates and follows the car ahead at the appropriate speed.

The system includes a notification function that alerts the driver when the car ahead pulls away.

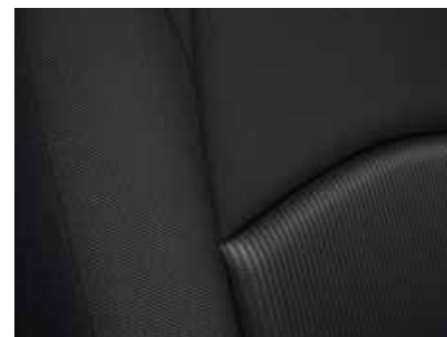
1. If the car ahead pulls away within three seconds after the car has stopped, the cruise control continues, and the car will follow the car ahead with no action on the part of the driver.

COLOURS

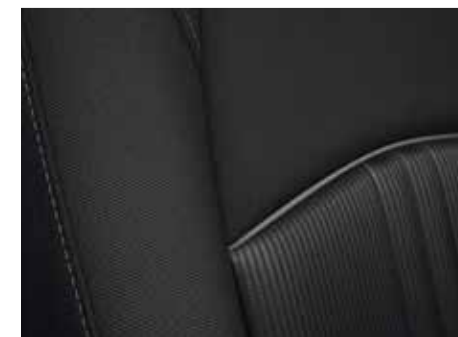
New Mazda CX-3 is available with a choice of eight contemporary exterior colours:



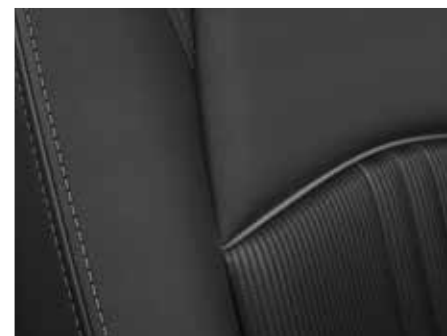
Interior trims:



Black cloth (Neo Sport)



Black cloth (Maxx Sport)



Black Maztec / Black cloth (sTouring)



Black leather (Akari)



Pure White leather (Akari)

SPECIFICATIONS & EQUIPMENT

POWERTRAIN		2.0L I4 Petrol FWD	2.0L I4 Petrol AWD	1.8L I4 Diesel FWD	1.8L I4 Diesel AWD
Bore and stroke (mm)		83.5 x 91.2		79.0 x 89.7	
Compression ratio		13.0 : 1		14.8 : 1	
Drivetrain		FWD	i-ACTIV AWD	FWD	i-ACTIV AWD
Emissions standard		Euro stage V			
Engine capacity (cc)		1,998		1,759	
Engine type		2.0 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine		1.8 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) engine	
Fuel consumption (L/100km):	Manual (combined)	6.6	-	-	-
	Manual (extra urban)	5.6	-	-	-
	Manual (urban)	8.3	-	-	-
	Auto (combined)	6.3	6.7	4.7	5.1
	Auto (extra urban)	5.5	5.9	4.4	4.8
	Auto (urban)	7.7	8.0	5.2	5.7
Fuel system		Electronic direct injection		Common rail, electronic direct injection	
Fuel tank capacity (L)		48	44	48	44

POWERTRAIN CONT...

POWERTRAIN CONT...		2.0L I4 Petrol FWD	2.0L I4 Petrol AWD	1.8L I4 Diesel FWD	1.8L I4 Diesel AWD
Gear ratio - Manual/Auto:	1st	3.363 / 3.552	- / 3.552		
	2nd	1.947 / 2.022	- / 2.022		
	3rd	1.300 / 1.452	- / 1.452		
	4th	1.029 / 1.000	- / 1.000		
	5th	0.837 / 0.708	- / 0.708		
	6th	0.680 / 0.599	- / 0.599		
	Reverse	3.385 / 3.893	- / 3.893		
	Final drive	4.105 / 4.325	- / 4.325	- / 3.591	- / 3.812
Maximum power (kW @ rpm)		110 @ 6,000		85 @ 4,000	
Maximum torque (Nm @ rpm)		195 @ 2,800		270 @ 1,600-2,600	
Recommended fuel		Unleaded (91RON or higher) or E10		Diesel	
Throttle control		Electronic (drive-by-wire)			
Transmission:	Manual	6-speed (SKYACTIV-MT)	-	-	-
	Auto	6-speed (SKYACTIV-DRIVE)			

MODEL AVAILABILITY

		Neo Sport	Maxx Sport	sTouring	Akari
5-seat SUV:	2.0L I4 Petrol FWD / 6-speed manual	●	●	●	●
	2.0L I4 Petrol FWD / 6-speed automatic	●	●	●	●
	2.0L I4 Petrol AWD / 6-speed automatic	-	●	●	●
	1.8L I4 Diesel FWD / 6-speed automatic	-	●	-	-
	1.8L I4 Diesel AWD / 6-speed automatic	-	-	●	●

● = Standard, - = Not available

CHASSIS & POWERTRAIN TECHNOLOGIES

	Neo Sport	Maxx Sport	sTouring	Akari
Automatic transmission Drive Selection (petrol only)	•	•	•	•
Automatic transmission kickdown switch	•	•	•	•
Electric Parking Brake with Auto Hold	•	•	•	•
Electric power assist steering	•	•	•	•
Hill Launch Assist (HLA)	•	•	•	•
i-ACTIV AWD	-	o	o	o
i-stop	•	•	•	•
SKYACTIV-BODY	•	•	•	•
SKYACTIV-CHASSIS	•	•	•	•
SKYACTIV-VEHICLE DYNAMICS G-Vectoring Control (GVC)	•	•	•	•

CHASSIS

CHASSIS		Neo Sport	Maxx Sport	sTouring	Akari
Brake diameter (mm):	Front (FWD)	280			
	Front (AWD)	-	295		
	Rear	281			
Brake type:	Front	Ventilated disc			
	Rear	Solid disc			
Suspension:	Front	MacPherson strut			
	Rear	Torsion beam			
Turning circle kerb-to-kerb (m)		10.6			
Tyre size		215 / 60 R16		215 / 50 R18	
Tyre index		95V		92V	
Wheel size		16 X 6.5 J		18 X 7.0 J	
Wheel type		Steel	Alloy		
Tyre size (spare)		T125 / 90 D16			
Wheel size (spare)		16 x 4.0 T			
Wheel type (spare)		Temporary (Steel)			

• = Standard, o = Option, - = Not available

WEIGHT AND CAPACITIES

WEIGHT AND CAPACITIES		Neo Sport	Maxx Sport	sTouring	Akari
Cargo room volume VDA ² (L)		264			
Cargo room volume VDA ³ (L)		1,174			
Kerb weight (kg) ⁴ :	2.0L I4 Petrol FWD / 6-speed manual	1,266			1,278
	2.0L I4 Petrol FWD / 6-speed automatic	1,297			1,309
	2.0L I4 Petrol AWD / 6-speed automatic	-	1,360		1,371
	1.8L I4 Diesel FWD / 6-speed automatic	-	1,304	-	
	1.8L I4 Diesel AWD / 6-speed automatic	-		1,409	1,421
Towing capacity ⁵ (kg):	Braked (2.0L I4 Petrol)	1,200			
	Braked (1.8L I4 Diesel)	-	800		
	Unbraked	640			
Tow ball download maximum (kg)		50			

DIMENSIONS

DIMENSIONS		Neo Sport	Maxx Sport	sTouring	Akari
Ground clearance laden (mm)		155			
Ground clearance unladen (mm)		160			
Overall length (mm)		4,275			
Overall width (mm)		1,765			
Overall height (mm)		1,535			
Track (mm):	Front	1,525			
	Rear	1,520			
Wheelbase (mm)		2,570			

EXTERIOR

	Neo Sport	Maxx Sport	sTouring	Akari
Daytime running lamps (LED)	-	-	●	●
Door handles (body coloured)	●	●	●	●
Exhaust extensions (chrome)	●	●	●	●
Front and rear bumpers (body coloured)	●	●	●	●
Front fog-lamps (LED)	-	-	●	●
Green-tinted windscreen, side and rear windows	●	●	●	●
Headlamps (Halogen)	●	●	-	-
Headlamps (LED)	-	-	●	●
Headlamps auto on/off function	-	●	●	●
Power mirrors (body coloured)	●	●	●	●
Power mirrors (electric folding)	●	●	-	-
Power mirrors (auto folding)	-	-	●	●
Power mirrors (heated)	-	-	●	●
Power sliding and tilt glass sunroof	-	-	-	●
Power windows	●	●	●	●
Rear spoiler	●	●	●	●
Tail-lamps (LED)	-	-	●	●
Window demister (rear)	●	●	●	●
Wipers (front) 2-speed with rain-sensing function	-	●	●	●
Wipers (front) 2-speed with variable intermittent function	●	-	-	-
Wiper (rear) with intermittent function	●	●	●	●

● = Standard, - = Not available

INTERIOR

	Neo Sport	Maxx Sport	sTouring	Akari
Active Driving Display	-	-	●	●
Air-conditioning	●	-	-	-
Air-conditioning (climate control)	-	●	●	●
Ambient temperature display	●	●	●	●
Critical function warning lights/chimes	●	●	●	●
Cruise control	●	●	●	●
Mazda Radar Cruise Control with Stop & Go function*	-	-	-	●
Cupholders	●	●	●	●
Door bottle holders (front and rear)	●	●	●	●
Glove box	●	●	●	●
Instrument panel light dimmer	●	●	●	●
Interior illumination:	Cargo room lamp	●	●	●
	Entry system with delayed fade	●	●	●
	Map reading spot lamps	●	●	●
	Power window switch (driver)	●	●	●
Interior release for fuel filler door	●	●	●	●
Leather-wrapped:	Gear shift knob	-	●	●
	Steering wheel	-	●	●
One touch (up and down) power window (driver)	●	●	●	●
Overhead sunglass storage box	-	●	●	●
Rear view mirror with auto dimming function	-	-	●	●
Tachometer and electronic odometer/ tripmeter	●	●	●	●
Tilt and telescopic adjustable steering wheel	●	●	●	●
Trip computer	●	●	●	●
Vanity mirrors (front)	●	●	●	●

● = Standard, - = Not available

* Stop & Go function on Automatic model only

INFOTAINMENT

	Neo Sport	Maxx Sport	sTouring	Akari
7-inch full colour touch screen display (MZD Connect)	●	●	●	●
AM/FM tuner	●	●	●	●
Auxiliary-audio input jack (3.5mm mini-stereo)	●	●	●	●
Bluetooth® hands-free phone and audio capability ⁶	●	●	●	●
Digital radio (DAB+)	●	●	●	●
Internet radio integration (Stitcher™ and Aha™)	●	●	●	●
Multi-function Commander Control	●	●	●	●
Radio Data System (RDS) program information	●	●	●	●
Satellite navigation	o	●	●	●
Speakers (6)	●	●	●	●
Steering wheel-mounted audio controls	●	●	●	●
USB-audio input port (iPod compatible)	●	●	●	●

SAFETY AND SECURITY

	Neo Sport	Maxx Sport	sTouring	Akari
360° View Mirror	-	-	-	●
Adaptive LED Headlamps (ALH)	-	-	-	●
Advanced keyless entry	-	-	●	●
Advanced keyless push-button engine start	●	●	●	●
Airbags SRS:	Front (driver and passenger)	●	●	●
	Side (front)	●	●	●
	Curtain (front and rear)	●	●	●
Anti-lock Braking System (ABS)	●	●	●	●
Blind Spot Monitoring (BSM)	-	●	●	●
Childproof rear door locks	●	●	●	●

● = Standard, o = Option, - = Not available

SAFETY AND SECURITY CONT...

	Neo Sport	Maxx Sport	sTouring	Akari
Driver Attention Alert (DAA)	-	-	●	●
Dynamic Stability Control (DSC)	●	●	●	●
Electronic Brake-force Distribution (EBD)	●	●	●	●
Emergency Brake Assist (EBA)	●	●	●	●
Emergency Stop Signal (ESS)	●	●	●	●
Engine immobiliser	●	●	●	●
High mount stop lamp	●	●	●	●
Hill Launch Assist (HLA)	●	●	●	●
Intrusion-minimising brake pedal	●	●	●	●
ISOFIX child restraint anchor points and top tethers	●	●	●	●
Lane Departure Warning (LDW)	-	-	-	●
Left-hand-side convex (wide angle) exterior mirror	●	●	●	●
Parking sensors (front)	-	-	●	●
Parking sensors (rear)	●	●	●	●
Rear Cross Traffic Alert (RCTA)	-	●	●	●
Remote central locking (2 transmitters)	●	●	●	●
Reverse camera	●	●	●	●
Seat-belt warning (front and rear)	●	●	●	●
Seat-belts 3-point lap-sash (all seats)	●	●	●	●
Seat-belts (front) with pretensioners, load-limiters and height adjustable shoulder anchorages	●	●	●	●
Side impact door beams	●	●	●	●
Smart City Brake Support [Forward/Reverse] (SCBS F/R)	●	●	●	●
Traction Control System (TCS)	●	●	●	●
Traffic Sign Recognition (TSR)	-	-	●	●
'Triple H' safety construction with front and rear crumple zones	●	●	●	●
Whiplash-minimising front seats	●	●	●	●

● = Standard, - = Not available

SEATS

		Neo Sport	Maxx Sport	sTouring	Akari
Front seats with:	2-position memory function (driver)	-	-	-	•
	10-way power adjustment (driver)	-	-	-	•
	Adjustable head restraints	•	•	•	•
	Heating function	-	-	-	•
	Height adjustment	•	•	•	•
	Lumbar support adjustment (driver)	-	-	-	•
	Rake and slide adjustment	•	•	•	•
	Seat back pocket (passenger)	•	•	•	•
Rear seats with:	60/40 split fold backrest	•	•	•	•
	Adjustable head restraints	•	•	•	•
	Centre fold down armrest	-	•	•	•
Seat trim:	Black cloth	•	•	-	-
	Black Maztex/cloth	-	-	•	-
	Black leather ⁷	-	-	-	•
	Pure white leather ⁷	-	-	-	o

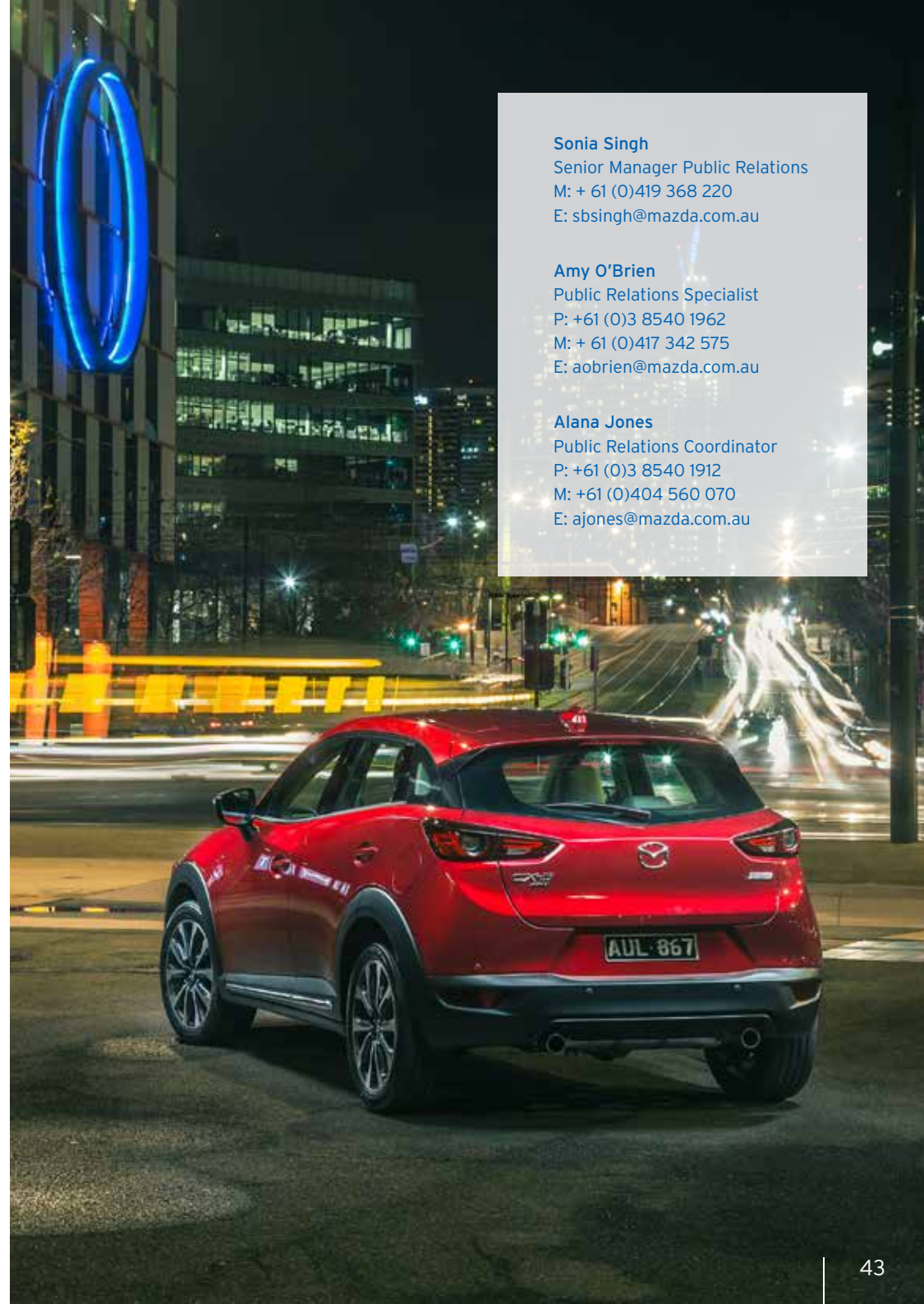
• = Standard, o = Option, - = Not available

Specific disclaimers

- Fuel consumption figures are based on ADR 81/02 test results. They are useful in comparing the fuel consumption of different vehicles. They may not be the fuel consumption achieved in practice. This will depend on traffic and road conditions and how the vehicle is driven.
- Measured with rear seats up and up to tonneau cover.
- Measured with rear seats folded down and up to roof.
- Kerb weight is the unladen weight of the vehicle, including all fluids and a full tank of fuel.
- When fitted with Mazda Genuine Towing kit. Subject to State or Territory regulations.
- Please check the compatibility of your Bluetooth® device (particularly your mobile phone) with the specific Mazda vehicle you intend to purchase as not all devices operate correctly. Visit www.mazda.com.au/Bluetooth or consult your Mazda Dealer for further information.
- Leather interior includes some Maztex material on selected high impact surfaces.

General Disclaimer

Pure white leather interior only available with Eternal Blue Mica, Soul Red Crystal Metallic, Machine Grey Metallic, Titanium Flash Mica and Jet Black Mica.
Driver-assistance features do not replace the driver's judgement and are not to be used in place of skilled and safe driving practices. It is the driver's sole responsibility to monitor vehicle surroundings and conditions and comply with all applicable laws at all times.
iPod is a trademark of Apple Inc., registered in the U.S. and other countries.



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