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zoom-zoom



***NEW Mazda***

**BT-50 PRESS KIT**

***SEPTEMBER 2015***



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# AT A GLANCE

## BT-50 FAST FACTS

- > Mazda has sold 100,000 BT-50s in Australia since launching in November 2006
- > 2013 was BT-50's best ever year with 13,702 retails, 2015 is on track to post a new annual record
- > The New BT-50 has had a front and rear end re-design
- > A new centre console infotainment display makes its debut on BT-50
- > XTR and GT models are now available with a 7.8 inch high definition screen and Sat Nav, while HEMA maps are available as an option
- > Reverse camera is standard on XTR and GT and available as an option on all grades
- > The gear shift knob has been enhanced on manual transmission models giving a more natural, solid feeling. Attention has been given to the shift from first to second gear
- > The XT with bench seat now comes with a lockable glovebox while the XT with bucket seat now allows the driver to raise or lower the seat and has adjustable lumbar support. There is also a tailgate lock on utility models. The XT Dual Cab Utility is now fitted with 16-inch dark-finish alloy wheels
- > XTR models now have tubular side steps, auto dimming mirrors, rain sensing wipers and auto on/off headlamps. The model gets an upgraded infotainment unit and includes Sat Nav and a reverse camera
- > In addition, the GT now comes with heated exterior mirrors that fold and includes an embedded indicator. Privacy glass is now also standard

## THE BT-50 RANGE

- > BT-50 comes with the choice of two diesel engine types including the MZ-CD 2.2 litre 4-cylinder and a MZ-CD 3.2 litre 5-cylinder, both come with either a 6-speed manual or 6-speed automatic transmission
- > New BT-50 is available in three different body styles: Single Cab, Freestyle Cab and Dual Cab
- > Three different model grades are available: XT, XTR and GT
- In Australia, BT-50 is available in 23 different variants including ten 4x2 and thirteen 4x4. Thirteen models across both 4x2 and 4x4 come with the 6-speed manual transmission, and the remaining ten with 6-speed automatic transmission
- All grades are packed with features including cruise control, Bluetooth®, power windows and mirrors, air-conditioning, and a whole suite of safety technologies including ABS, DSC, EBD, EBA, ESS, HLA, LAC, RSC, TCS and TSC
- More accessories are sold on BT-50 than any other Mazda nameplate
- Global production of the BT-50 range has passed 500,000

## SALES AND MODEL MIX

Australia is one of the leading global markets for the BT-50.

With domestic sales of 100,000 since its launch in November 2006, and with the current generation having arrived locally in 2011, Mazda expects the New BT-50 to find a new audience when it goes on sale in mid-September 2015.

Supported with an extensive advertising and marketing campaign, the New BT-50 is available with a choice of two diesel engine and two transmission types, three body styles and three grades.

Mazda Australia is expecting approximately 1,100 sales per month with the following splits:

Body	
• Single Cab	25 per cent
• Freestyle Cab	15 per cent
• Dual Cab	60 per cent
Grade	
• XT	55 per cent
• XTR	35 per cent
• GT	10 per cent
Drive	
• 4x2	35 per cent
• 4x4	65 per cent
Transmission	
• 6MT	45 per cent
• 6AT	55 per cent

**BT-50 RANGE HIGHLIGHTS****SINGLE CAB****Powertrain**

**2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel engine**

- Drivetrain: 4x2 or 4x2 Hi-Rider
- Max power: 110kw @ 3,700rpm
- Max torque: 375Nm @ 1,500-2,500rpm
- Fuel consumption (combined):  
7.6 l/100km (4x2, man) or  
8.9 l/100km (4x2 Hi-Rider, auto)

OR

**3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel engine**

- Drivetrain: 4x2 Hi-Rider or 4x4
- Max power: 147kw @ 3,000rpm
- Max torque: 470Nm @ 1,750-2,500rpm
- Fuel consumption (combined):  
8.4 l/100km (4x2 hi-rider, man) or  
8.9 l/100km (4x4, man)  
or 9.2 l/100km (4x4, auto)

**XT FEATURES**

- 16 inch steel wheels
- Headlamps (Halogen)
- Power windows and mirrors (black)
- Seat trim: Black cloth
- Air-conditioning
- Cruise control
- Lockable glovebox
- Trip computer
- Audio system with: AM/FM tuner, single-disc CD player (MP3 compatible) and 4 speakers
- Bluetooth® hands-free phone and audio capability
- Steering wheel-mounted audio controls
- Airbags SRS: front (driver and passenger) and curtain (driver and passenger)
- Anti-lock Braking System (ABS)
- Dynamic Stability Control (DSC)
- Emergency Stop Signal (ESS)
- Hill Launch Assist (HLA)
- Roll Stability Control (RSC)
- Traction Control System (TCS)
- Trailer Sway Control (TSC)

**FREESTYLE CAB****Powertrain**

**3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel engine**

- Drivetrain: 4x2 Hi-Rider or 4x4
- Max power: 147kw @ 3,000rpm
- Max torque: 470Nm @ 1,750-2,500rpm
- Fuel consumption (combined):  
8.4 l/100km (4x2 hi-rider, man) or  
8.9 l/100km (4x2 hi-rider, auto) or  
8.9 l/100km (4x4, man) or  
9.2 l/100km (4x4, auto)

**XT FEATURES**

- 16 inch steel wheels
- Freestyle door system
- Headlamps (Halogen)
- Power windows and mirrors (black)
- Seat trim: Black cloth
- Air-conditioning
- Cruise control

- Lockable glovebox
- Trip computer
- Audio system with: AM/FM tuner, single-disc CD player (MP3 compatible) and 4 speakers
- Bluetooth® hands-free phone and audio capability
- Steering wheel-mounted audio controls
- Airbags SRS: front (driver and passenger), side (front) and curtain (front and rear)
- Anti-lock Braking System (ABS)
- Dynamic Stability Control (DSC)
- Emergency Stop Signal (ESS)
- Hill Decent Control (HDC) - 4x4 only
- Hill Launch Assist (HLA)
- Locking Rear Differential (LRD) - 4x4 only
- Roll Stability Control (RSC)
- Traction Control System (TCS)
- Trailer Sway Control (TSC)

**XTR FEATURES***As per XT, plus:*

- 17 inch alloy wheels
- Door handles (chrome)
- Front fog-lamps (Halogen)
- Headlamps auto on/off function
- Power mirrors (chrome)
- Rear-view mirror auto dimming
- Rear step bumper (chrome)
- Side steps (tubular, polished)
- Wipers (front) 2-speed with rain-sensing function
- Air-conditioning (dual-zone climate control)
- Floor covering: carpet
- Leather-wrapped steering wheel and gear shift knob
- Audio system with 6 speakers
- Satellite navigation

**4X2 DUAL CAB****Powertrain****3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel engine**

- Drivetrain: 4x2 Hi-Rider or 4x4
- Max power: 147kw @ 3,000rpm
- Max torque: 470Nm @ 1,750-2,500rpm
- Fuel consumption (combined):  
8.4 l/100km (4x2 hi-rider, man) or  
8.9 l/100km (4x2 hi-rider, auto) or  
8.9 l/100km (4x4, man) or  
9.2 l/100km (4x4, auto)

**XT FEATURES**

- 16 inch alloy wheels - Utility only
- Headlamps (Halogen)
- Power windows and mirrors (black)
- Rear step bumper (black) - Utility only
- Seat trim: Black cloth
- Air-conditioning
- Cruise control
- Lockable glovebox
- Trip computer

- Audio system with AM/FM tuner, single-disc CD player (MP3 compatible) and 6 speakers
- Bluetooth® hands-free phone and audio capability
- Steering wheel-mounted audio controls
- Airbags SRS: front (driver and passenger), side (front) and curtain (front and rear)
- Anti-lock Braking System (ABS)
- Dynamic Stability Control (DSC)
- Emergency Stop Signal (ESS)
- Hill Descent Control (HDC) - 4x4 only
- Hill Launch Assist (HLA)
- Locking Rear Differential (LRD) - 4x4 only
- Roll Stability Control (RSC)
- Traction Control System (TCS)
- Trailer Sway Control (TSC)

**XTR FEATURES***As per XT, plus:*

- 17 inch alloy wheels
- Door handles (chrome)
- Front fog-lamps (Halogen)
- Headlamps auto on/off function
- Power mirrors (chrome)
- Rear step bumper (chrome)
- Side steps (tubular, polished)
- Tailgate lock
- Wipers (front) 2-speed with rain-sensing function
- Air-conditioning (dual-zone climate control)
- Floor covering: carpet
- Leather-wrapped steering wheel and gear shift knob

- Rear-view mirror auto dimming
- Satellite navigation
- Reverse camera

**4X4 DUAL CAB****Powertrain****3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel engine**

- Drivetrain: 4x2 Hi-Rider or 4x4
- Max power: 147kw @ 3,000rpm
- Max torque: 470Nm @ 1,750-2,500rpm
- Fuel consumption (combined):  
8.4 l/100km (4x2 hi-rider, man) or  
8.9 l/100km (4x2 hi-rider, auto) or  
8.9 l/100km (4x4, man) or  
9.2 l/100km (4x4, auto)

**XT FEATURES**

- 16 inch alloy wheels - Utility only
- Headlamps (Halogen)
- Power windows and mirrors (black)
- Rear step bumper (black) - Utility only
- Seat trim: Black cloth
- Air-conditioning
- Cruise control
- Lockable glovebox
- Trip computer
- Audio system with AM/FM tuner, single-disc CD player (MP3 compatible) and 6 speakers
- Bluetooth® hands-free phone and audio capability
- Steering wheel-mounted audio controls
- Airbags SRS: front (driver and passenger),





- side (front) and curtain (front and rear)
- Anti-lock Braking System (ABS)
- Dynamic Stability Control (DSC)
- Emergency Stop Signal (ESS)
- Hill Descent Control (HDC) - 4x4 only
- Hill Launch Assist (HLA)
- Locking Rear Differential (LRD) - 4x4 only
- Roll Stability Control (RSC)
- Traction Control System (TCS)
- Trailer Sway Control (TSC)
- Side steps (tubular, polished)
- Tailgate lock
- Wipers (front) 2-speed with rain-sensing function
- Air-conditioning (dual-zone climate control)
- Floor covering: carpet
- Leather-wrapped steering wheel and gear shift knob
- Rear-view mirror auto dimming
- Satellite navigation
- Reverse camera

**XTR FEATURES***As per XT, plus:*

- 17 inch alloy wheels
- Door handles (Chrome)
- Front fog-lamps (Halogen)
- Headlamps auto on/off function
- Power mirrors (Chrome)
- Rear step bumper (Chrome)

**GT FEATURES***As per XTR, plus:*

- Power mirrors (heating and folding function) with turn indicator
- Privacy glass
- Front seats with 8-way power adjustment (driver)
- Seat trim: Black leather

**PRICING****Manufacturer's List Price (MLP)\***

Model	MLP	Reverse Camera RFP <sup>^</sup>	MLP With Reverse Camera
BT-50 R 6M 2.2L SINGLE C/CH XT 4X2	\$25,570	\$820	\$26,390
BT-50 R 6A 2.2L SINGLE C/CH XT 4X2	\$28,815	\$820	\$29,635
BT-50 R 6M 3.2L SINGLE C/CH XT 4X2	\$28,815	\$820	\$29,635
BT-50 R 6M 3.2L FREESTYLE C/CH XT 4X2	\$32,745	\$820	\$33,565
BT-50 R 6A 3.2L FREESTYLE C/CH XT 4X2	\$34,745	\$820	\$35,565
BT-50 R 6M 3.2L DUAL C/CH XT 4X2	\$34,745	\$820	\$35,565
BT-50 R 6M 3.2L DUAL CAB UTILITY XT 4X2	\$36,545	\$820	\$37,365
BT-50 R 6A 3.2L DUAL CAB UTILITY XT 4X2	\$38,545	\$820	\$39,365
BT-50 R 6M 3.2L DUAL CAB UTILITY XTR 4X2	\$41,630	STD	\$41,630
BT-50 R 6A 3.2L DUAL CAB UTILITY XTR 4X2	\$43,630	STD	\$43,630
BT-50 R 6M 3.2L SINGLE C/CH XT 4X4	\$36,850	\$820	\$37,670
BT-50 R 6A 3.2L SINGLE C/CH XT 4X4	\$38,910	\$820	\$39,730
BT-50 R 6M 3.2L FREESTYLE C/CH XT 4X4	\$40,815	\$820	\$41,635
BT-50 R 6A 3.2L FREESTYLE C/CH XT 4X4	\$42,815	\$820	\$43,635
BT-50 R 6M 3.2L FREESTYLE CAB UTILITY XTR 4X4	\$47,675	STD	\$47,675
BT-50 R 6A 3.2L FREESTYLE CAB UTILITY XTR 4X4	\$49,675	STD	\$49,675
BT-50 R 6M 3.2L DUAL C/CH XT 4X4	\$42,815	\$820	\$43,635
BT-50 R 6M 3.2L DUAL CAB UTILITY XT 4X4	\$44,615	\$820	\$45,435
BT-50 R 6A 3.2L DUAL CAB UTILITY XT 4X4	\$46,615	\$820	\$47,435
BT-50 R 6M 3.2L DUAL CAB UTILITY XTR 4X4	\$49,700	STD	\$49,700
BT-50 R 6A 3.2L DUAL CAB UTILITY XTR 4X4	\$51,700	STD	\$51,700
BT-50 R 6M 3.2L DUAL CAB UTILITY GT 4X4	\$51,790	STD	\$51,790
BT-50 R 6A 3.2L DUAL CAB UTILITY GT 4X4	\$53,790	STD	\$53,790

\*Manufacturer's List Price (MLP) includes GST and Luxury Car Tax (LCT) where applicable but excludes dealer delivery, registration, third party insurance costs, stamp duty and other mandatory charges

<sup>^</sup>Recommended Fitted Price

**MAZDA SERVICING**

Regular servicing is the key to the long-term performance, efficiency and safety of a Mazda. Keeping the Zoom-Zoom factor at its peak is made easy, convenient and worry-free through the Mazda Maintenance Program.

> Mazda's servicing plans give the buyer the certainty of knowing exactly how much they will pay for a particular Scheduled Service performed by Mazda at the price advertised at the time your Scheduled Service booking is confirmed, no matter which Mazda Dealer they use and no matter whether their new car warranty has expired.

> By checking the price of the service on our website at the time a booking is confirmed, the buyer can be assured that they will pay no more than that advertised price.

> Mazda also understands that everyone has different driving habits. That's why we've revised our service scheduling to better suit their needs. Now the buyer simply services their Mazda every 10,000kms. This correctly maintains the vehicle's integrity and helps ensure trouble-free motoring.

**Mazda Service Select**

With Mazda Service Select the buyer can vary their visit schedule according to how they use their Mazda.

For example, if they travel on average 13,000kms per year, they can service their Mazda once every nine months, if they travel less, say 8,000kms per year, they only need to come in once a year.

They'll also get peace of mind as they will not pay more for a Scheduled Service performed by us than the price advertised at the time their Scheduled Service booking is confirmed\*.

Just check [mazda.com.au/service](http://mazda.com.au/service) to view the current pricing when it's time to book your service.



Scheduled Service Intervals		XT XT Hi-Rider	XT Hi-Rider XTR Hi-Rider XT 4x4 XTR 4x4 GT 4x4
		Diesel Man / Auto	Diesel Man / Auto
		2.2L 4X2	3.2L 4X2 / 4X4
1st Service or 10,000km		\$373	\$395
2nd Service or 20,000km		\$510	\$532
3rd Service or 30,000km		\$373	\$395
4th Service or 40,000km		\$510	\$532
5th Service or 50,000km		\$373	\$395
6th Service or 60,000km		\$510	\$532
7th Service or 70,000km		\$373	\$395
8th Service or 80,000km		\$510	\$532
9th Service or 90,000km		\$373	\$395
10th Service or 100,000km		\$510	\$532
11th Service or 110,000km		\$373	\$395
12th Service or 120,000km		\$510	\$532
13th Service or 130,000km		\$373	\$395
14th Service or 140,000km		\$510	\$532
15th Service or 150,000km		\$373	\$395
16th Service or 160,000km		\$510	\$532
Additional Maintenance Items			
Brake Fluid Replacement	Every 2 Years or 40,000km	\$62	\$62
Engine Fuel Filter Replacement	Every 40,000km	\$88	\$88
Engine Air Filter Replacement	Every 60,000km	\$65	\$65
Cabin Air Filter Replacement	When Required	\$57	\$57

All prices are inclusive of GST.

+ The recommended price for each Scheduled Service may be amended from time to time to reflect changes such as the cost of labour, parts, lubricants and other materials. There may also be variances from state to state so we recommend the buyer check with their local Mazda Dealer. The buyer will however not pay more for a Scheduled Service performed by their Mazda Dealer than the price advertised for that service on [mazda.com.au](http://mazda.com.au) at the time your Scheduled Service booking is confirmed.



# PRODUCT CONCEPT

## A MESSAGE FROM THE PROGRAM MANAGER

Most of the 30 years I've been an engineer at Mazda has been in utility development, so I've probably heard more customer feedback on utilities than anyone else at the company.

My work has always been shaped by the belief that our utilities have to deliver 100 per cent all the time, in all the ways our customers use them, all over the world.

When the current BT-50 was launched in 2011, I wanted to move into uncharted territory. I wanted to create a completely different kind of utility, one with the personality of a passenger car.

We developed innovative, dynamic styling and equipment levels that match high-specification CD-segment cars.

We re-engineered the technologies in the powertrain, steering system and frame to deliver the Zoom-Zoom driving pleasure that is Mazda's greatest brand value.

Throughout, our work was guided by Mazda's Sustainable Zoom-Zoom initiative to ensure better environmental performance. We adopted new, more comprehensive vehicle control systems for greater safety. And we created a wider range of body types, powertrains and grades to better meet the diverse needs of our customers.

We aimed the BT-50 at people who actively use their utility for business, family activities and outdoor leisure. These are people who like to enjoy life

in their own way; they see their vehicle as a way to express themselves. They demand high standards of design and quality. And even in a utility, they look for uncompromised Zoom-Zoom driving performance. In short, they want a different kind of utility from the ones that dominate the market.

Putting our focus on these people led us to conceive the "active lifestyle vehicle" concept as the guiding principle in our development work. The result was a next-generation utility that left the competition far behind.

Today we unveil the New BT-50, and we couldn't be more proud of it.



*T. Kobayashi*

Takasuke Kobayashi  
Mazda BT-50 Programme Manager





The BT-50 is a genuine active lifestyle vehicle with SUV-like power and handling to go wherever work, the family or hobbies demand. And better still, the BT-50 allows you to go there in passenger-car-like comfort. Driveability, design and comfort: just three of the BT-50's values.

The Mazda BT-50 is intended to give superb dynamic performance that gives an enjoyable, confidence-inspiring, environment-friendly, and economical driving experience rarely offered by conventional utilities.

The overall driving dynamics are outstanding with high levels of performance feel, steering and handling, ride quality, braking performance, and quietness.

#### **Major attributes of Driving Dynamics**

To give a superior performance feel through powerful, responsive engine performance while achieving excellent fuel efficiency and low emissions, Mazda BT-50 is offered with a potent powertrain lineup consisting of 3.2-litre and 2.2 litre diesels along with 6-speed automatic and 6-speed manual transmissions.

Light, compact engines and highly efficient transmissions work together

to reduce fuel consumption and carbon-dioxide (CO<sub>2</sub>) emissions for greater environmental performance. They also suppress noise and vibration for a more comfortable, quieter ride.

In developing the Mazda BT-50's chassis and body, the kind of passenger-car-like steering, handling, and ride comfort that people experience in SUVs was pursued.

The vehicle offers high driving stability even when it's carrying cargo and a comfortable ride even when it's empty. Its dynamics feel reassuring regardless of driving conditions. Dependable braking performance also promotes driver confidence.

The BT-50 is particularly notable for combining passenger-car-like ride comfort with the powertrain durability and rough-road performance that Australian utility buyers demand.

#### **ENGINES**

There are two common-rail, direct-injection, turbocharged diesel engines, including the MZ-CD 2.2L I4 diesel and its larger sibling the MZ-CD 3.2 I5, both of which are tuned to bring the best out of the BT-50.

##### **MZ-CD 3.2 I5**

The 3.2-litre diesel engine has an inline 5-cylinder configuration with 20 valves, a turbocharger with an intercooler, and the latest common-rail direct injection technologies.

It has a bore of 89.9mm and a stroke of 100.7mm for a displacement of 3,196cc. It gives maximum power of 147kW at 3,000rpm and maximum torque of 470Nm at 1,750 - 2,500 rpm.

A torque curve with a flat peak from the low to the mid rev range yields superb practicality and contributes to a superior performance feel.

It promotes engine response during gradual acceleration from a constant speed and helps to preclude downshifts when the vehicle starts climbing a gentle slope.

The MZ-CD 3.2 I5 has a cast-iron cylinder block, which is divided into upper and lower parts. The upper and lower parts have a ladder-frame construction for superior stiffness in the block, main bearings, and transmission mount and accordingly low noise and vibration. A lightweight aluminum cylinder head has a two-part design that enables the top half of the cylinder head to hold the camshafts. The camshaft system is driven by a maintenance-free timing chain. Maintenance-free hydraulic lash adjusters

are integrated into the rocker arms. They make valve-clearance adjustment unnecessary and help to limit noise and vibration.

The MZ-CD 3.2 I5 was Mazda's first 5-cylinder engine. A greater displacement than that of the previous generation MZR-CD 3.0 was desired for higher power and torque, but the 4-cylinder configuration of the MZR-CD 3.0 was not appropriate.

Enlarging the bore or stroke of a 4-cylinder engine tends to cause NVH issues that result in the need for a balancer shaft or other measures to reduce second-order shaking forces; so the engine becomes excessively big.

By choosing the I5 configuration, a highly efficient, compact engine design was created; the MZ-CD 3.2 I5's external dimensions are only slightly greater than those of the four-cylinder MZR-CD 3.0.

The engine is longitudinally positioned closer to the vehicle's centre of gravity to minimise the inertial moment. The greater number of cylinders means shorter (but consistent) combustion intervals and accordingly limited vibration and noise.

The MZ-CD 3.2 I5's configuration is the best way to simultaneously meet the needs for excellent performance, high fuel efficiency, and a comfortable ride.

The MZ-CD 3.2 I5 has an advanced common-rail direct-injection system. A three-piston high-output fuel pump supplies fuel at an ultra-high pressure of 1,800 bar (200 bar higher than the system of the MZR-CD 3.0) through a precise multi-stage injection system with piezo injectors.

An optimal cone spray angle for each injector and precisely controlled injection timing, complement the high injection pressure to give optimal combustion throughout the combustion chambers so the system achieves better fuel economy without detracting from power.

The result is a combination of high power, low fuel consumption, low emissions, and quiet operation.

The engine has an oil-cooled variable-nozzle turbocharger (VNT) in which electronically adjusted guide-vane geometry optimizes the speed and volume of the exhaust gases that strike the turbine blades, thereby suppressing turbo lag and enabling torque performance throughout the rev range.

The intercooler has greater cooling capacity thanks to its size. It is 670mm high, 213.9mm wide, and 38mm deep.

The intake system is made of plastic, which has the merits of lightness and formability into complex shapes. It's optimally tuned to ensure that the same amounts of air and recirculated exhaust gases go into each cylinder for low emissions.

A shutoff shake reduction system in the intake system significantly reduces the shake usually associated with diesel engines when they're shut down; it electronically closes the throttle at the moment the driver turns off the ignition switch, thereby softening the rate at which the engine shuts down.

The exhaust gas recirculation (EGR) system has a high-efficiency EGR cooler that further lowers the temperature of combustion and thereby suppresses nitrogen-oxide (NOx) emissions. The

system is compact and has highly efficient internal components.

A powerful DC-motor-actuated valve on the cold side of the cooler controls EGR operation for optimal performance.

To promote fuel efficiency, the vacuum pump is camshaft-driven. It's less prone to oil leaks than conventional front-end-accessory-driven devices, and its lower rotation speed contributes to higher engine durability.

The camshaft-driven vacuum pump also eliminates the need for an external oil feed for lubrication. Also, a variable-flow oil pump has feedback control, which enables it to supply the required amount of oil only when the engine needs it.

Relatively low power requirements for the oil pump mean low mechanical losses; resulting in good fuel efficiency.

A deep-draw oil sump allows an oil pickup location in the centre for reliable off-road performance. An oil drain plug on the right-hand side enables easy user access. Oil vapour that builds up inside the engine is separated out and returned to the sump by a crankcase ventilation system that has an oil separation function.

Engine noise and vibration are suppressed by a steel front cover, using mass dampers on high-pressure fuel pipes, by tuned ribs in the sump, and by insulation around the injectors. Even the fuel-injection timing is tuned to minimise noise.

For the durability needed for reliable performance, the materials and coatings in the fuel supply system are strong enough to withstand fuel additives used in any part of the world. Also, the alternator is mounted high for good water-wading performance.

MZ-CD 3.2 litre in-line 5 cylinder diesel			
Transmission:	Fuel Economy	Maximum Output	Maximum Torque
6MT	8.4L / 100km (4x2) 8.9L / 100km (4x4)	147kW @ 3,000rpm	470Nm @ 1,750 - 2,500rpm
6AT	8.9L / 100km (4x2) 9.2L / 100km (4x4)	147kW @ 3,000rpm	470Nm @ 1,750 - 2,500rpm

MZ-CD 2.2

The 2.2-litre common-rail direct-injection diesel engine has the same basic structure and fuel-supply system as the MZ-CD 3.2 I5 but has four cylinders.

The cylinders each have a bore of 86.0mm and a stroke of 94.6mm for a displacement of 2,198cc. The engine is lighter and more compact than the previous generation MZR-CD 2.5 giving better performance.

The MZ-CD 2.2 delivers maximum power of 110kW at 3,700rpm and maximum torque of 375Nm at 1,500 - 2,500rpm.

It features latest-generation common-rail injection technologies including the 1,800 bar ultra-high-pressure fuel system, which is tuned to suit the four-cylinder engine characteristics.

It also features an oil-cooled Variable Nozzle Turbocharger (VNT) similar to that in the MZ-CD 3.2 I5.

The intercooler dimensions of the MZ-CD 2.2 come in at 670mm wide, 196.7mm high, and 38mm deep.

The MZ-CD 2.2 combines outstanding power and torque with powerful towing capability, excellent fuel economy, and low emissions.



MZ-CD 2.2 litre in-line 4 cylinder diesel			
Transmission:	Fuel Economy	Maximum Output	Maximum Torque
6MT	7.6L / 100km	110kW @ 3,700rpm	375Nm @ 1,500 - 2,500rpm
6AT	8.9L / 100km	110kW @ 3,700rpm	375Nm @ 1,500 - 2,500rpm



**TRANSMISSIONS**

The Mazda BT-50 is offered with a six-speed manual transmission or six-speed electronically controlled automatic transmission (model dependent).

Both these transmissions work perfectly with diesel engines, promote fuel efficiency, and give a sporty, passenger-car-type shift feel that adds Zoom-Zoom driving pleasure.

**6-Speed Automatic Transmission**

The 6-Speed Automatic Transmission is available on selected models with both the MZ-CD 2.2 I4 and MZ-CD 3.2 I5 engine.

Closely spaced gear ratios with a wide spread give excellent torque from low engine speeds while helping to low emissions and improved fuel efficiency.

The transmission has its own control unit, which allows high-speed gearshift control while communicating with the engine control module to enable smooth, precise shifting and excellent response to the driver's demands.

It also features advanced shift-control technologies that have been adopted in Mazda passenger cars such as the Mazda6. These technologies include Active Adaptive Shift (AAS), which enhances gearshift control in accordance with the driver's intentions, which it infers from multiple data and from driving conditions.

The AAS uses variables such as acceleration and deceleration rates, brake and throttle use, and cornering speeds to

ensure that the vehicle is always in the right gear at the right time without undesired gearshifts.

It greatly improves the vehicle's drivability and performance feel, thereby supporting the driver in a linear, dynamic manner.

On downhill roads, the AAS automatically downshifts to generate additional braking from the powertrain when it senses that the driver is applying the brakes. It thereby promotes downhill safety.

The 6-speed automatic transmission also has Sequential Shift Control (SSC), which offers Normal and Performance modes plus a Manual mode that allows sequential manual shifting. The Performance mode gives more responsive acceleration. In Manual mode, the driver can select gears as with a manual transmission.

The torque converter has hydraulic slip lockup control, which is optimised for refinement and fuel efficiency. Extensive use of full and partial torque converter lockup also contributes to fuel economy while promoting shift response.

Gear ratios	
1st	4.171
2nd	2.342
3rd	1.521
4th	1.143
5th	0.867
6th	0.691
Reverse	3.403
Final drive ratio	3.730

**6-Speed Manual Transmission**

The 6-Speed Manual Transmission has a short, car-type shift lever that's optimally positioned for the driver, so it offers crisp, precise shifting that's well matched to the generous torque of the diesel engines. It's paired to both the MZ-CD 3.2 I5 and MZ-CD 2.2 I4 engines.

Rigid laser-welded synchronisers accommodate the exceptional engine torque while ensuring smooth shift operation with a light lever action.

The first and second gears have triple-cone synchronisers. The third and fourth gears have double-cone synchronisers. The fifth and sixth gears have moncone synchronisers (not laser welded but spline-fitted). And the reverse gear has a laser-welded moncone synchroniser.

Each synchroniser is specified to enhance the transmission's shifting characteristics.

The transmission has a link-type shifter with a decoupling device between the main and selector rails. This configuration enables a shorter shift lever and shift stroke than those of the current manual transmission and those in some competing vehicles. The result is a sportier, more passenger-car-type shift feel.

An upshift indicator in the tachometer promotes fuel economy by helping the driver avoid using unnecessarily high engine speeds.

A reverse inhibition function prevents the shift lever from being moved to the reverse position unless a collar on the shift knob is pulled up. Strong internal components such as hard-machined gears ensure durability.

**Fuel Economy**

Powertrain technologies not only give plenty of power and torque; they also give superior fuel efficiency, which translates into economical running with a small environmental impact.

Also, the capacity of the fuel tank (made of tough, lightweight plastic), regardless of model and drive system, is 80 litres.

The combination of superior fuel efficiency and a greater tank capacity means a longer driving range between fill-ups.

For confirmed manual and automatic (combined) fuel economy figures go to the *Specifications* section at the rear of this press kit.

**FOUR-WHEEL DRIVE (4WD) SYSTEM**

All three body types of the Mazda BT-50 are available with a 4WD system for greater rough-road mobility.

Every 4WD Mazda BT-50 (regardless of whether its transmission is automatic or manual) has an electronically controlled, shift-on-the-fly transfer case that allows the driver to shift between 2WD and 4WD at any time using a switch conveniently located on the floor console. Low-range gearing is available for extra torque or downhill braking.

The driver can choose from three driving modes: 2H (2WD high range) for all normal-road driving and for off-road driving on dry, level terrain; 4H (4WD high range) for off-road driving; and 4L (4WD low range) for more extreme off-road conditions such as steep ascents and

descents, for low-speed maneuvering, and for standing starts when the vehicle is heavily loaded or towing.

The driver can shift between 2H and 4H with the vehicle moving at speeds up to 120km/h and the accelerator pedal released.

To shift between 4H and 4L, the driver must stop the vehicle and press the clutch pedal (with a manual transmission) or place the shift lever in the neutral position (with an automatic transmission).

### **Electric locking rear differential**

An electric locking rear differential is standard on all 4x4 versions.

It maximises off-road grip by locking both rear wheels so they both receive the same amount of torque, even when one has lost traction.

The locking rear differential thereby promotes off-road running stability and helps the driver extricate the vehicle when it's stuck in soft ground.

The driver activates and deactivates the locking rear differential using an easy-to-reach switch located on the centre console.

For rough-terrain drivability, the BT-50 has high ground clearance and ample approach, departure, and breakover angles.

Unladen and fitted with 265 tyres, the Dual Cab XTR has ground clearance of 237mm, an approach angle of 28.2°, a departure angle of 26.4°, and a breakover angle of 25.0°.

The BT-50 has outstanding water-wading performance thanks partly to the high-mount alternator.

The maximum wading depth is 600mm for low-rider 2WD vehicles and 800mm for high-rider 2WD and 4WD vehicles.

### **STEERING, HANDLING, AND RIDE**

The BT-50 steers and handles like an SUV and it offers ride comfort that is enjoyable even when it's used as a passenger car.

The first target was the kind of Zoom-Zoom steering and handling that are unique to Mazda, so the suspension, steering, and frame were all refined with a focus on achieving a linear steering feel. As a result, the BT-50 gives a precise steering feel that's characterised by smooth, linear response to even the smallest steering inputs during straight-line driving.

With regard to ride comfort, the BT-50 gives a smooth, non-bouncy ride even when it's driven unladen on rough roads and gives a sure-footed, stable ride when it's carrying heavy cargo.

We focused on enhancing rear-seat ride quality, which tends to be greatly influenced by the presence or absence of cargo. Consequently, occupants enjoy a smooth ride whether they sit in the front or in the back.

### **Suspension**

The BT-50 has double-wishbone suspension at the front with coil springs giving a linear response.

The stabiliser control link is attached to the axle rather than to the lower arms; a higher lever ratio makes the stabiliser more effective for better roll stiffness, while Mazda's renowned front-suspension

geometry suppresses disturbances from the road surface. The lower-arm bushings are made of high-damping rubber which limits steering shimmy and promotes ride comfort.

The rear suspension includes a rigid axle with leaf springs, these offer superior steering and handling, and excellent ride comfort.

For strong steering response, leaf-spring hardpoints, such as the shackle mountings and leaf-eye bushings, were included to achieve optimal roll behaviour with respect to steering inputs.

Highly rigid shackle modules offer optimal compliance steering; while the BT-50's support structure has the upper pins passing through the frame. This ensures the frame's torsional rigidity can be used effectively as support stiffness for the shackles. Thick shackle plates give greater rigidity in the entire shackle units.

The leaf springs on the BT-50 are 1,330mm long, and enhance ride comfort. Also, the leaf-eye bushings at the front have a diameter of 55mm.

### **Steering**

The BT-50 has rack-and pinion steering, the type of steering widely used on passenger cars.

The rack-and pinion mechanism is highly rigid, works more precisely, and gives better road feel.

Its advantages were heightened even further by using a rigid mounting structure without rubber bushings for the gearbox. The rigid mounting structure makes the steering feel even more direct.

The steering-gear ratio is 16.3 for 2WD vehicles and 16.7 for 4WD vehicles and 2WD Hi-Rider vehicles, making the steering feel lighter and the vehicle easier to manoeuvre.

Although the BT-50 has a 3,220mm wheelbase, increased maximum steering angles yield smaller turning circles. The turning circle on 2WD vehicles is 11.8m, adjusting to 12.4m for 4WD vehicles and 2WD Hi-Rider vehicles.

Damper valves on the steering gearbox suppress disturbances from the road, thereby enabling a smooth steering feel. Power-assistance characteristics contribute to a more linear steering feel.

### **Frame**

The sturdy ladder frame-type of the previous generation BT-50 was adopted on the current model with a number of rigidity improvements for greater nimbleness and ride comfort. The closed-section side rails were made taller, wider, and straighter.





Consequently, the frame has high levels of rigidity.

We also ensured high rigidity in the frame areas on which parts are mounted, thereby realising linear vehicle behaviour and superior quietness.

### **Cab mounts**

The cab mounts that join the cabin to the frame suppress the transmission of vertical, longitudinal, and lateral oscillation to the cabin. The front mounts are solid rubber.

The left- and right-hand mounts, under the pillars at the back of the cabin, are liquid-filled. Resonance caused by the repetitive movement of the liquid damps low-frequency vibration, thereby suppressing shake for a more comfortable ride.

There's no resonance at other frequencies, so it was possible to lower the dynamic spring constant at 100Hz and higher (the frequency range relevant to booming noise and other kinds of noise).

Since the damping force and dynamic spring constant were able to be tuned separately, the ride comfort and NVH suppression were able to be simultaneously improved.

### **Braking**

The BT-50 has ventilated disc brakes at the front and drum brakes at the rear.

The diameter of the front brake discs are 16 inches on all vehicles for greater heat capacity. All models have twin-piston calipers helping improve brake performance.

A highly responsive pedal feel has been achieved by means of boost characteristics that optimally match the pedal ratio.

### **NVH REDUCTION**

When the current model was released, comprehensive steps were taken to suppress NVH in order to achieve the kind of quiet, comfortable driving experience that's experienced in passenger cars.

To limit vibration and noise while the engine is idling, increased rigidity in the frame was supplemented with increased rigidity in the framework of the cabin and softened the engine mounts and transmission mounts.

Since vibration inputs to the cabin are accordingly reduced, noise in the cabin by the driver's window is a low 49.6dBA.

To reduce booming noise and road noise, the rigidity of the brackets and members that join the cabin to the frame was increased. The higher rigidity works with the softer engine and transmission mounts to limit transmission of noise and vibration to the cabin while the vehicle is moving.

Also, an increased diameter and softer materials for the leaf-eye bushings in the rear suspension limit transmission of resonance in the powertrain to the cabin via the rear suspension (a problem to which vehicles with leaf springs are prone).

To keep sound that radiates from the engine and tyres out of the cabin, seals on the body, doors, and fenders were improved. Notably, double door seals were adopted. To sound-insulate the engine, an engine-top cover was adopted on XTR and GT models.

And to keep wind noise and tyre pattern noise out of the cabin, the pillars have been



filled with sound-insulating foam (a technique widely used with passenger cars).

### **Aerodynamics**

A vehicle's aerodynamic performance influences its high-speed driving stability, fuel economy and its interior noise. The focus was to combine superior aerodynamic performance with the BT-50's striking looks.

To manage the vehicle's underfloor airflow for low drag and accordingly high fuel efficiency, a chin spoiler was adopted. The chin spoiler lowers drag by 3.5 per cent. It also cuts front lift by 50 per cent, improving the vehicle's overall lift balance and its driving stability.

The airflow behind the cabin also affects drag. Through collaboration with the

design studio and manufacturing teams, the shape of the rear pillars and the geometry of the rear combination lamps with each body type were enhanced.

Drag and wind noise are reduced by integrating the mirror sails into the A-pillars. Early in the vehicle program, a computational-fluid-dynamics model was developed and it was used to study combinations of A-pillars and mirror sails. The results facilitated great design freedom and engineering efficiency.

# BODY STYLES AND FEATURES



Dual Cab (in both Utility and Cab-Chassis)



Freestyle Cab (in both Utility and Cab-Chassis)



Single Cab (in Cab-Chassis)

## THE BT-50 IS OFFERED IN THREE DISTINCT BODY TYPES:

### Dual Cab

(in both Utility and Cab-Chassis)

### Freestyle Cab

(in both Utility and Cab-Chassis)

### Single Cab

(in Cab-Chassis)

## TRIP COMPUTER

The standard trip computer is between the speedometer and tachometer in the meter cluster.

It gives the driver easy-to-read digital indications of the following information:

- Average fuel consumption
- Instantaneous fuel consumption
- Distance to empty
- Average speed
- Outside temperature (optional)



To cater to the needs of everyone, Mazda offers a wide variety of BT-50s to suit the trade professional or those that have an active lifestyle, but still want passenger car style comforts.



## FREESTYLE DOOR SYSTEM

The Freestyle Cab features Mazda's unique Freestyle Door System, first introduced on the RX-8.

On each side of the cabin, a front-hinged front door and a rear-hinged rear access panel create a 1,408mm-wide opening that allows people to get in and out of the front and rear seats with ease.

The rear access panels open to an angle of approximately 90°, so it's not only easy for passengers to get in and out of the rear seat but also easy to lift cargo in and out of the rear seating area.

For safety, the handle for opening and closing each rear access panel can't be operated unless the front door on that side of the body is open.



## SEATS

Seats have been developed to provide excellent support, excellent hold, and a high level of comfort for those long days on the road.

XTR models feature a driver's seat with adjustable lumbar support that reduces driver fatigue. The XT variant with bucket seat also offers adjustable driver seat and lumbar support.

On Single Cab models the three person bench arrangement is not only comfortable for all passengers, but driver comfort has been prioritised. Not only is there a 40:60 dividing split, but the driver has a separate bucket seat.

The Dual Cab has a three-person rear seat (with high seatback and long seat-cushions) with a comfort-oriented design as per the front seats.

Rear-seat headrests are height adjustable.



**AUDIO SYSTEM**

Every vehicle in the Mazda BT-50 lineup has an AM/FM radio, an MP3-capable CD player, an AUX socket, USB-audio input port (iPod compatible), with steering wheel audio controls as standard equipment.

All models have a modular system, which works with a multi-function display situated in an easy-to-see position near the top of the centre stack.

On all XTR and GT models, an all-new infotainment system has been added, a significant upgrade from the launch equipment. Features include a 7.8 inch HD screen, single CD with CD hard-drive capability, a new Sat Nav with a HEMA map option, and Bluetooth and iPod integration.

All models feature functions typically seen in passenger cars (for example, USB connectivity for portable audio players, Bluetooth® connectivity for mobile telephones, and voice control)

All Dual Cab and XTR models feature 6 speakers.

**CLIMATE-CONTROL SYSTEM**

A manual air conditioning system is available on XT models while dual-zone climate control air conditioning is standard on XTR and GT models.

The control panel is in an easy-to-reach position on the centre console. It has three dial-type controls: left-hand temperature, blower speed, and right-hand temperature.

With the climate control air conditioning, each temperature setting is shown by an easy-to-read digital display on the dial. The in-dial displays allow easy operation since

the user doesn't need to look at a display in a separate place while turning the dials.

Built with a compressor capacity of 130cc, improving air-conditioning performance and fuel economy, the unit has a maximum airflow of 135 litres per second.

**CARGO BOX**

The cargo box measures 1,549mm long, 1,560mm wide and 513mm high for Dual Cab models, while the Freestyle Cab length increases to 1,847mm.

As a result, the maximum cargo volume for Dual Cab variants is 1,214 litres and 1,453 litres for the Freestyle Cab option.

**TOWING CAPACITY**

The BT-50 has impressive towing capabilities thanks to the strength in the frame member to which the towing bar is attached.

The 2.2L Single Cab Chassis XT has a braked towing capacity of 2,500kg and an unbraked capacity of 750kg with a tow ball download of 250kg.

All other models in the BT-50 range have a class-leading braked towing capacity of 3,500kg, an unbraked capacity of 750kg with a tow ball download of 350kg.



When the current generation BT-50 arrived in 2011, it was a breakthrough in utility design; it gave total flexibility combined with the looks, style and comfort of a premium passenger car. Work, leisure and family time – they're all exactly what the BT-50 is engineered for.

Four years on, Mazda has made several design changes to make the New BT-50 tougher and more aggressive.

**EXTERIOR DESIGN**

When the BT-50 was launched, Mazda pursued a more dynamic shape that would more clearly express the brand's Zoom-Zoom DNA.

The bold, original design theme and the new styling - which is based on revolutionary proportions that are blended with great functionality - reflect the athleticism that's common to Mazda passenger cars.

Key to this are a powerful-looking front-end design that inherits elements of the Mazda family face; a side design that represents a revolution in utility architecture; and a rear-end design that clearly differentiates the BT-50 from other utilities and makes it immediately recognisable as a Mazda.

**Front-end design**

At the front of the New Mazda BT-50, the designers sought to create a more aggressive facial expression.

Initially designed with a more upward slant, the grille has been straightened while the chrome strip that runs under the grill and headlights has been darkened to give a strong, confident face.

In addition, the headlamps were also updated. While maintaining the overall shape of the original model, the new headlight replaces the orange indicators with darker surrounds.

This new, strong face echoes that of the sixth generation product line-up; with a new signature wing that stretches along the bottom and up into the headlamp.

These clever changes have had the biggest impact on the look of the New BT-50 from the front.

Also, the front bumper has a thick, heavy look, with pillar-like forms that give an impression of being firmly planted on the ground; it forms a visually strong base for the face.

It also meets the conflicting functional needs for class-topping pedestrian protection, an ample approach angle, and superior cooling performance and aerodynamics.

### Side design

The designers took advantage of its length to create a more pronounced wedge-shape profile than is possible with conventional utilities.

When the body is seen from the side, its look of solidity communicates toughness and gives a sense that the vehicle has a sturdy, dependable, well balanced structure with great cargo-carrying capability.

On the Dual Cab model, the dividing line between the cab and cargo box does not interfere with the rear wheel arches; resulting in a neater more attractive appearance.

The front fenders, called Dynamic Prominent Fenders, continue in strong body-side feature lines toward the rear of the vehicle resulting in a more three-dimensional, sturdy-looking form.

### Rear-end design

Noting that all competing models have vertically aligned rear combination lamps, the designers created the category's first horizontally aligned rear lamp housings and positioned them such that they straddle

the dividing lines between the side panels of the cargo box and the tailgate.

The rear tail lamp housings have been redesigned for the New BT-50. The chrome garnish has been changed to black and the clear lens has been updated to a deep-red lens.

This keeps the New BT-50 consistent with the current generation of passenger cars and offers a tougher more masculine rear end.

Whereas conventional utilities are hard to tell apart from a distance, the BT-50 is immediately recognisable as a Mazda thanks partly to its rear-end design.

The parts of the rear lamp housings on the tailgate are simply design elements; they do not contain bulbs.

Also, the middle of the tailgate protrudes further rearward than the sides and forms the rearmost part of the vehicle.

If the vehicle is accidentally reversed into a loading platform or other obstacle, the parts of the rear lamp housings on the tailgate are not likely to get damaged.

Whereas utility tailgates are typically flat, a character line that forms a continuation of the lines of the Dynamic Prominent Fenders runs across the BT-50's tailgate, giving it a contoured look and extra strength.

### Wheel designs

The updated BT-50 is introduced with newly designed wheels.

On XTR and GT models, the 17-inch wheels are offered with a two-tone gunmetal and machined alloy finish, while XT Dual Cab utility models now come with upgraded 16 inch alloys.



### Cargo-box design

Since utilities are expected to have good cargo-carrying capability, the side walls and tailgates of their cargo boxes tend to have flat exterior surfaces and look accordingly thin.

The BT-50's side walls and tailgate of the cargo box have double-wall cross sections and contoured outer panels, which create an extremely strong, chiseled look without compromising cargo capacity.

### INTERIOR DESIGN

With Mazda BT-50's interior design, the designers responded to customers' comments and focused on creating a refined, sporty cabin that has a passenger-car-like look and feel. It is important that the brand's utility interior is of the same high stand as its passenger car offerings.

The most notable characteristic of the interior design is the thinking behind the design of the space.

The designers adopted a structure that smoothly connects the central portion of the instrument panel with the floor

console, thereby asymmetrically dividing the left- and right-hand sides of the front-seat environment into a wraparound cockpit for the driver and a comfortable space for a passenger.

This gives the driver an emotionally appealing driving environment like that in a passenger car.

On all models bar the entry grades, the silver garnish on the doors and the centre console have been changed to a darker gun metal finish, making the interior look more masculine.

On XT and XTR models there is also a new cloth stitch.

### Instrument panel

The driver's side of the instrument panel exudes style as it's centred on a compact meter hood and is deeply contoured around the meters.

The centre stack runs seamlessly into the floor console such that the visual motion continues toward the back of the cabin.

A new infotainment system is positioned under the front air vents and includes a 7.8 inch HD screen, allowing the driver to search through radio, CD, USB and Sat Nav functions. It also connects to Bluetooth and iPod.

The climate control unit is below the audio control panels. It has three large, easy-to-use dials in a horizontal line.

In XTR and GT models, with dual-zone climate control air conditioning, the dials have built-in temperature displays so users can check and adjust the temperatures more quickly and easily.

**Meters**

The meters are designed so that the bezels of the speedometer and tachometer are linked in the middle of the meter hood.

Compared with a typical design in which the speedometer and tachometer are separate, this makes the meter dials brighter and easier to see and has a fresher appearance.

The ends of the cylinders facing the driver are sharply inclined for a sportier look and feel.

The meters have white backlighting and highly legible graphics.

A trip computer is positioned in the centre of the meter cluster. It gives indications including the average fuel consumption, instantaneous fuel consumption, distance to empty and average speed.

**Steering wheel**

The steering wheel has a stylish three-spoke design like that of steering wheels in Mazda passenger cars, but its centre spoke is thicker as an expression of strength.

The rim has a simple, ergonomically optimal cross-sectional shape. The switches on the steering wheel are shaped for intuitive operation.

The steering wheel on XTR and GT models is covered with leather.

**Shift knob**

The updated shift knob is positioned higher than that of a conventional utility.

A relatively short distance from the steering wheel allows sportier driving since the driver can reach the shift knob with shorter movements.

The shift knob has an ergonomically optimal shape for ease of use.

**Interior trim**

There are three available seat trims dependent on grade. The range-topping GT model comes with stylish perforated leather. XTR models feature sport cloth while XT models feature standard cloth.



## ***SAFETY: ACTIVE & PASSIVE***

The Mazda BT-50 has the latest safety features seen in passenger cars. It also embodies comprehensive safety measures specific to utilities.

Some of the safety features are designed for active safety; the BT-50 enables the driver to avoid hazards and accidents by creating an environment in which the driver has good visibility and can control the vehicle easily, by handling responsively, having high levels of stopping power, and by having vehicle control technologies that work together to maintain controllability in diverse driving conditions.

The vehicle control technologies are not limited to commonly used ones such as a Dynamic Stability Control (DSC) system and a four-wheel Antilock Braking System (ABS) with Electronic Brake-force Distribution (EBD); they also include state-of-the-art technologies such as a Trailer Sway Control (TSC) function. Passive-safety features protect users

of the BT-50 in the event of an unavoidable accident. They include a sturdy body and frame, which both incorporate reinforcements that reflect comprehensive impact analysis; front, side, and curtain SRS airbags; and all-seat three-point seatbelts with pre-tensioners and load limiters for the front seats.

The BT-50 meets stringent national and international standards with near-segment-topping levels of impact safety. It also reflects efforts to protect pedestrians and ensure safety for children in the cabin.

In a concerted effort to protect all occupants, Mazda focused on improving the active safety technologies that help drivers avoid collisions and foresee potential hazards, and also the passive



safety technologies that reduce the chance and severity of injury in the case of an unexpected accident.

### **VEHICLE CONTROL TECHNOLOGIES**

Since utilities are used under diverse loading conditions, the BT-50 not only features skid-prevention and traction-control functions like those of passenger cars; it also has state-of-the-art control technology that effect vehicle control and prevent a rollover in accordance with load, suppress swaying of trailers, and make hill starts easy.

#### **Antilock Braking System (ABS) with Electronic Brake-force Distribution (EBD)**

The ABS prevents the wheels from locking in the event of hard braking on wet or otherwise slippery roads, so it helps the driver stay in control and avoid hazards.

A related EBD function senses the vehicle speed and the load applied to the rear wheels by the contents of the cargo box and accordingly optimises the distribution of braking force to the front and rear wheels to help minimize braking distances.

#### **Traction Control System (TCS)**

The TCS senses when wheels lose grip and start spinning during standing starts and acceleration. It controls the output of the engine and/or applies the brakes to a spinning wheel achieving optimal traction.

#### **Dynamic Stability Control (DSC)**

The DSC system works with the ABS and TCS to optimally control the output of the engine and the braking force applied to each wheel so as to prevent skids.

It keeps the vehicle stable during cornering manoeuvres on slippery roads and when the driver turns the steering wheel hard to avoid hazards.

For example, it prevents understeer from leading to a front-wheel skid by reducing the engine output and applying braking force to the inner rear wheel; and it prevents oversteer from leading to a rear-wheel skid by applying braking force to the outer front wheel.

#### **Emergency Brake Assist (EBA)**

The EBA function senses how far and how quickly the driver presses the brake pedal. If it recognises emergency braking, it helps the driver by maximally boosting the effectiveness of the brakes.

#### **Brake Override System (BOS)**

If the driver accidentally presses the brake and accelerator pedals at the same time, the BOS prioritises the brakes such that the vehicle comes to a stop.

#### **Load Adaptive Control (LAC)**

The weight and position of cargo affect the vehicle's mass and centre of gravity. The LAC function senses changes in the vehicle's mass and centre of gravity and adapts the operation of the ABS, TCS, and DSC system to maximise braking effectiveness, traction, and stability. It also reduces the risk of a rollover.

#### **Trailer Sway Control (TSC)**

If a trailer starts swaying owing, for example, to a gust of wind from either side, the TSM function controls the speeds of rotation of the vehicle's left- and right-hand wheels in order to suppress the swaying and promote stability.

#### **Roll Stability Control (RSC)**

Cargo can give a pickup truck a high centre of gravity. The RSC function monitors the vehicle's behaviour from the vehicle speed, steering angle, and yaw rate and brakes individual wheels as necessary to prevent the vehicle from rolling over.

#### **Hill Launch Assist (HLA)**

When the driver moves his foot from the brake pedal to the accelerator pedal for a hill start, the HLA function keeps the brakes applied until the vehicle starts moving. The HLA function thereby prevents the vehicle from rolling backward.

The HLA function automatically starts working if an acceleration sensor indicates a certain road gradient (7 per cent or steeper with an automatic transmission; 4 per cent or steeper with a manual transmission).

It keeps the brakes applied for up to two seconds until there's enough engine torque for the hill start. The result is a safe, smooth hill start.

#### **Hill Descent Control (HDC) (4x4 models only)**

The HDC function automatically applies the brakes to keep the vehicle moving steadily at a predetermined speed during downhill driving. It's particularly effective during off-road driving. It enables the vehicle to move downhill slowly and safely without requiring the driver to press the accelerator and brake pedals.



#### **Emergency Stop Signal (ESS)**

The ESS function activates the hazard lights to warn following drivers of sudden deceleration.

### **COLLISION SAFETY**

The Mazda BT-50 has been built to protect the driver and passengers in all types of collision, to satisfy tough national and international standards, and to achieve high ratings in assessment programs for new cars.

Increased body and frame rigidity suppresses cabin deformation in the event of a collision.

When developing the current generation BT-50, rigidity was increased by adding cross members in the vicinity of the cabin floor and by increasing the cross-sectional dimensions of members carried forward from the previous BT-50.

Reinforcements to the tunnel and side sills were also added and the cross-sectional dimensions of the reinforcing structures were increased in the A-pillars of all body types and in the B-pillars of the Dual Cab. In addition; 1,180MPa ultrahigh-tensile steel was used for the rocker panels.

The BT-50's body shell has higher flexural and torsional rigidity, while the Dual Cab's body shell torsional rigidity was increased.

Strong cross members were placed in positions where they form the ideal load paths to disperse frontal impact forces for absorption by the entire frame.

Various items of up-to-date passive-safety equipment complement the sturdy frame and highly rigid body to protect occupants in the event of an accident.

***PASSIVE SAFETY*****Seatbelts**

The driver's seat and front passenger seat each have a 3-point Emergency-Locking-Retractable (ELR) seatbelt with a pre-tensioner and a load limiter.

The pre-tensioners ensure rapid restraint in the event of a collision. The load limiters then loosen the belts to mitigate chest impact. There's also a seatbelt reminder.

Each of the three rear seating positions in the Dual Cab has a three-point ELR seatbelt.

**Airbag system**

For chest and head protection in the event of a frontal or side impact, the BT-50 has driver and passenger front airbags, side airbags, and curtain airbags. The curtain airbags extend as far as the rear seat.

**Shock-absorbing steering column**

In the event of a frontal impact, the steering column moves forward to mitigate the impact of the steering wheel on the driver's head and chest.

**Crushable brake pedal**

A crushable brake pedal prevents pedal-inflicted foot and leg injuries in the event of a frontal impact.

As the dash panel is pushed toward the driver's seat by the engine, the pedal's support bolt is pushed out of position, freeing the pedal and thereby limiting the extent to which the pedal is pushed toward the driver.

**Shock-absorbing door structure**

The doors each incorporate a plastic pad known as a pusher block, which protects the nearest occupant's abdomen and lower back in the event of a side impact.

During a side impact, the pad touches the seat, causing the impact force to pass into the seat and thereby limiting the extent to which the door intrudes into the cabin.

**Pedestrian Protection**

The BT-50 is designed to minimise the extent of injuries in the event of contact with a pedestrian.

A honeycomb structure in the bonnet absorbs and disperses the force of any contact with a pedestrian's head. And urethane foam behind the front face of the front bumper mitigates the force of any contact with a pedestrian's knees.





# BODY COLOURS

Choice of seven body colours:

**Cool White**



**Aluminum Metallic**



**Blue Reflex Mica**



**True Red**



**Titanium Flash Mica**



**Deep Crystal Blue Mica**



**Black Mica**



Interior trims:

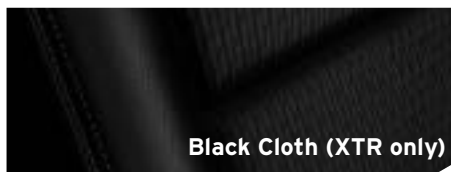
**Standard Cloth**



**Black Leather**



**Black Cloth (XTR only)**



Mazda Australia does not charge extra for Mica or Metallic paint colours.





	Single Cab Chassis XT (2.2L)	Single Cab Chassis XT (3.2L)	Freestyle Cab Chassis XT (3.2L)	Freestyle Cab utility XTR (3.2L)	Dual Cab Chassis XT (3.2L)	Dual Cab Utility XT (3.2L)	Dual Cab Utility XTR (3.2L)	Dual Cab Utility GT (3.2L)	
Accessory Description	Applicable Models								RFP^
Audio and Communication									
Mobile phone holder	•	•	•	•	•	•	•	•	\$99.00
Retractable audio cable (male-to-male)	•	•	•	•	•	•	•	•	\$15.10
Retractable USB to Lightning Charger cable	•	•	•	•	•	•	•	•	\$34.50
Retractable USB to Micro USB cable	•	•	•	•	•	•	•	•	\$18.00
UHF radio	•	•	•	•	•	•	•	•	\$870.00
HEMA Maps				•			•	•	\$295.00
Cargo and Towing									
Double 12V Auxiliary				•		•	•	•	\$370.00
Single 12V Auxiliary				•		•	•	•	\$215.00
Dual battery kit - Utilities				•		•	•	•	\$1,199.00
Dual battery kit - Tubliner & Chassis	•	•	•	•	•	•	•	•	\$1,199.00
Canopy (one side lift up & one side slider)						•	•	•	\$3,497.00
Canopy (two slider windows)						•	•	•	\$3,415.00
Canopy (two lift up windows)						•	•	•	\$3,586.00
Slimline canopy roof racks						•	•	•	\$570.00
Heavy-duty canopy roof racks						•	•	•	\$714.08
Hard tonneau cover (w/o Sports bar)						•	•	•	\$2,345.00
Hard tonneau cover (w/ Sports bar)						•	•	•	\$2,710.00
Hard tonneau remote keyless entry						•	•	•	\$459.70
Soft tonneau cover - Dual cab (w/ Sports bar)						•	•	•	\$822.00
Soft tonneau cover - Dual cab (w/o Sports bar)						•	•	•	\$712.00
Soft tonneau cover- Freestyle Cab (w/ Sports bar)				•					\$822.00
Soft tonneau cover - Freestyle Cab (w/o Sports bar)				•					\$712.00
Retractable alloy tonneau cover						•	•	•	\$2,699.00
Tailgate seal				•		•	•	•	\$521.00
Tailgate Ez down				•		•	•	•	\$195.00
Tray mat - Dual Cab						•	•	•	\$410.82
Tray mat - Freestyle Cab				•					\$457.96

Tray mat - Single Cab	•	•							\$190.00
Tub and tailgate liner - Dual Cab						•	•	•	\$687.00
Tub and tailgate liner - Freestyle Cab				•					\$687.00
Tow bar - Cab chassis 2.2L XT Lo Rider	*								\$562.58
Tow bar - Utility 3.2L				•		•	•	•	\$596.19
Tow bar - Cab chassis 3.2L/2.2L XT Hi Rider	*	•	•		•				\$596.19
Trailer wiring harness	•	•	•	•	•	•	•	•	\$288.00
Tow ball - chrome	•	•	•	•	•	•	•	•	\$26.83
Tow ball cover - chrome	•	•	•	•	•	•	•	•	\$7.76
Electronic brake controller	•	•	•	•	•	•	•	•	\$515.00
<b>Interior</b>									
Carpet floor mats - Dual Cab XT					•				\$122.84
Carpet floor mats - Freestyle Cab XT				•					\$115.20
Carpet floor mats - Single Cab XT	•	•							\$100.68
Carpet floor mats - Dual Cab XTR & GT							•	•	\$122.84
Carpet floor mats - Freestyle Cab XTR				•					\$115.20
Rubber floor mats - Dual Cab XT					•				\$116.48
Rubber floor mats - Freestyle Cab XT				•					\$114.77
Rubber floor mats - Single Cab XT	•	•							\$89.59
Rubber floor mats - Dual Cab XTR & GT							•	•	\$116.48
Rubber floor mats - Freestyle Cab XTR				•					\$114.77
Front seat cover				•	•	•	•	•	\$128.07
Rear seat cover					•	•	•	•	\$306.74
Scuff plates					•	•	•	•	\$245.00
<b>Exterior</b>									
16-inch 5-spoke alloy wheels	*	•	•		•	•			\$277.42
17-inch 5-spoke alloy wheels				•			•	•	\$301.96
16-inch 8-spoke black alloy wheels	*	•	•		•	•			\$278.00
17-inch 8-spoke black alloy wheels				•			•	•	\$302.00
Alloy sports bar (polished)				•		•	•	•	\$999.00
Alloy sports bar (black)				•		•	•	•	\$999.00
Bonnet protector - clear	•	•	•	•	•	•	•	•	\$119.05
Bonnet protector - matte black	•	•	•	•	•	•	•	•	\$119.00
Black steel bull bar	•	•	•	•	•	•	•	•	\$2,399.00
Polished alloy bull bar	•	•	•	•	•	•	•	•	\$2,869.00

• = Standard \* = Optional ^Recommended Fitted Price.

	Single Cab Chassis XT (2.2L)	Single Cab Chassis XT (3.2L)	Freestyle Cab Chassis XT (3.2L)	Freestyle Cab utility XTR (3.2L)	Dual Cab Chassis XT (3.2L)	Dual Cab Utility XT (3.2L)	Dual Cab Utility XTR (3.2L)	Dual Cab Utility GT (3.2L)	
Fender flares - matte black				•		•	•	•	\$795.00
Fender flares - body colour				•		•	•	•	\$1,025.00
Fender flares - matte black (front only)	•	•	•		•				\$539.00
Fender flares - body colour (front only)	•	•	•		•				\$669.00
Front parking sensors	•	•	•	•	•	•	•	•	\$622.00
Front and rear parking sensors kit (XT models)				•		•	•	•	\$853.00
Front and rear parking sensors kit (XTR & GT)				•		•	•	•	\$853.00
Headlight protectors	•	•	•	•	•	•	•	•	\$98.46
Lightforce Genesis driving lights	•	•	•	•	•	•	•	•	\$782.25
Lightforce anti theft kit	•	•	•	•	•	•	•	•	\$40.68
Ladder rack (for sports bar) - polished				•		•	•	•	\$750.00
Ladder rack (for sports bar) - black				•		•	•	•	\$750.00
Mirror integrated parking camera (XT Models)						•			\$820.00
Nudge bar - polished	•	•	•	•	•	•	•	•	\$784.00
Nudge bar - black	•	•	•	•	•	•	•	•	\$784.00
Rail guard for Dual Cab tubliner						•	•	•	\$205.42
Rail guard for RAP Cab tubliner				•					\$216.42
Reverse parking sensors				•			•	•	\$539.00
Reverse parking sensors- XT models						•			\$539.00
Snorkel	•	•	•	•	•	•	•	•	\$677.57
Tubular side steps - black - Dual Cab						•			\$633.83
Tubular side steps - black - Freestyle			•	•					\$602.45
Tubular side steps - polished - Dual Cab						•			\$861.57
Tubular side steps - polished - Freestyle			•	•					\$823.41
Weathershields - left hand front					•	•	•	•	\$98.09
Weathershields - right hand front					•	•	•	•	\$98.09
Weathershields - left hand front	•	•	•	•					\$98.09
Weathershields - right hand front	•	•	•	•					\$98.09
Weathershields - slimline front set					•	•	•	•	\$105.57
Weathershields - slimline front set	•	•	•	•					\$105.57
Weathershields - slimline (set of 4 )					•	•	•	•	\$148.05

• = Standard \* = Optional ^Recommended Fitted Price.



***MAZDA SPECIFICATIONS***

<b>POWERTRAIN</b>		<b>2.2L I4 Diesel 4x2</b>	<b>3.2L I5 Diesel 4x2</b>	<b>3.2L I5 Diesel 4x4</b>
Alternator		12 volts - 110 amps	12 volts - 110 amps	12 volts - 110 amps
Bore and stroke (mm)		86.0 x 94.6	89.0 x 100.7	89.0 x 100.7
Compression ratio		15.5 : 1	15.5 : 1	15.5 : 1
Drivetrain		4x2	4x2	4x4
Emissions standard		Euro stage IV	Euro stage IV	Euro stage IV
Engine capacity (cc)		2,198 cc	3,198 cc	3,198 cc
Engine type		2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel	3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel	3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel
Fuel consumption (l/100km) <sup>1</sup> :	Manual (combined)	7.6	8.4	8.9
	Auto (combined)	8.9	8.9	9.2
Fuel system		Common-rail, electronic direct injection	Common-rail, electronic direct injection	Common-rail, electronic direct injection
Fuel tank capacity (litres)		80	80	80
Gear ratio - Manual/Auto:	1st	5.441 / 4.171	5.441 / 4.171	5.441 / 4.171
	2nd	2.839 / 2.342	2.839 / 2.342	2.839 / 2.342
	3rd	1.721 / 1.521	1.721 / 1.521	1.721 / 1.521
	4th	1.223 / 1.143	1.223 / 1.143	1.223 / 1.143
	5th	1.000 / 0.867	1.000 / 0.867	1.000 / 0.867
	6th	0.794 / 0.691	0.794 / 0.691	0.794 / 0.691
	Reverse	4.935 / 3.403	4.935 / 3.403	4.935 / 3.403
	Final drive	3.310 / 3.550	3.550 / 3.730	3.550 / 3.730
Transfer gear:	High	-	-	1.000
	Low	-	-	2.718
Maximum power (kW @ rpm)		110 @ 3,700	147 @ 3,000	147 @ 3,000
Maximum torque (Nm @ rpm)		375 @ 1,500 - 2,500	470 @ 1,750 - 2,500	470 @ 1,750 - 2,500
Recommended fuel		Diesel	Diesel	Diesel
Throttle control		Electronic (drive-by-wire)	Electronic (drive-by-wire)	Electronic (drive-by-wire)
Transmission:	Manual	6-speed	6-speed	6-speed
	Auto	6-speed	6-speed	6-speed



MODEL AVAILABILITY - 4X2	2.2L Single Cab Chassis XT	2.2L Single Cab Chassis Hi-Rider XT	3.2L Single Cab Chassis Hi-Rider XT	3.2L Freestyle Cab Chassis Hi-Rider XT
2.2L I4 Diesel / 6-speed manual	•	-	-	-
2.2L I4 Diesel / 6-speed automatic	-	•	-	-
3.2L I5 Diesel / 6-speed manual	-	-	•	•
3.2L I5 Diesel / 6-speed automatic	-	-	-	•

MODEL AVAILABILITY - 4X4	3.2L Single Cab Chassis XT	3.2L Freestyle Cab Chassis XT	3.2L Freestyle Cab Utility XTR	3.2L Dual Cab Chassis XT
3.2L I5 Diesel / 6-speed manual	•	•	•	•
3.2L I5 Diesel / 6-speed automatic	•	•	•	-

MODEL AVAILABILITY - 4X2	3.2L Dual Cab Chassis Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XTR
2.2L I4 Diesel / 6-speed manual	-	-	-
2.2L I4 Diesel / 6-speed automatic	-	-	-
3.2L I5 Diesel / 6-speed manual	•	•	•
3.2L I5 Diesel / 6-speed automatic	-	•	•

• = Standard, ° = Optional, - = Not available

MODEL AVAILABILITY - 4X4	3.2L Dual Cab Utility XT	3.2L Dual Cab Utility XTR	3.2L Dual Cab Utility GT
3.2L I5 Diesel / 6-speed manual	•	•	•
3.2L I5 Diesel / 6-speed automatic	•	•	•

• = Standard, ° = Optional, - = Not available

CHASSIS - 4X2		2.2L Single Cab Chassis XT	2.2L Single Cab Chassis Hi-Rider XT	3.2L Single Cab Chassis Hi-Rider XT
Brake diameter (mm):	Front	302		
	Rear	270		
Brake type:	Front	Ventilated disc		
	Rear	Drum		
Steering type		Rack and pinion hydraulic power assist steering		
Suspension:	Front	Independent double wishbone with coil over dampers and anti-roll bar		
	Rear	Rigid (live) rear axle with leaf springs		
Turning circle kerb to kerb (m)		11.8	12.4	12.4
Tyre size		215/70 R16C	255/70 R16	255/70 R16
Tyre index		106/108S	111T	111T
Wheel size		16 x 6.5 J	16 x 7.0 J	16 x 7.0 J
Wheel type		Steel	Steel	Steel
Tyre size (spare)		215/70 R16C	255/70 R16	255/70 R16
Wheel size (spare)		16 x 6.5 J	16 x 7.0 J	16 x 7.0 J
Wheel type (spare)		Temporary (Steel)		

3.2L Freestyle Cab Chassis Hi-Rider XT	3.2L Dual Cab Chassis Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XTR
302			
270			
Ventilated disc			
Drum			
Rack and pinion hydraulic power assist steering			
Independent double wishbone with coil over dampers and anti-roll bar			
Rigid (live) rear axle with leaf springs			
12.4	12.4	12.4	12.4
255/70 R16	255/70 R16	255/70 R16	265/65 R17
111T	111T	111T	112T
16 x 7.0 J	16 x 7.0 J	16 x 7.0 J	17 x 8.0 J
Steel	Alloy	Alloy	Alloy
255/70 R16	255/70 R16	255/70 R16	265/65 R17
16 x 7.0 J	16 x 7.0 J	16 x 7.0 J	17 x 7.5 J
Temporary (Steel)			

CHASSIS - 4X4		3.2L Single Cab Chassis XT	3.2L Freestyle Cab Chassis XT	3.2L Freestyle Cab Utility XTR
Brake diameter (mm):	Front	302		
	Rear	295		
Brake type:	Front	Ventilated disc		
	Rear	Drum		
Steering type		Rack and pinion hydraulic power assist steering		
Suspension:	Front	Independent double wishbone with coil over dampers and anti-roll bar		
	Rear	Rigid (live) rear axle with leaf springs		
Turning circle kerb to kerb (m)		12.4		
Tyre size		255/70 R16	255/70 R16	265/65 R17
Tyre index		111T	111T	112T
Wheel size		16 x 7.0 J	16 x 7.0 J	17 x 8.0 J
Wheel type		Steel	Steel	Alloy
Tyre size (spare)		255/70 R16	255/70 R16	265/65 R17
Wheel size (spare)		16 x 7.0 J	16 x 7.0 J	17 x 7.5 J
Wheel type (spare)		Temporary (Steel)		

3.2L Dual Cab Chassis XT	3.2L Dual Cab Utility XT	3.2L Dual Cab Utility XTR	3.2L Dual Cab Utility GT
302			
295			
Ventilated disc			
Drum			
Rack and pinion hydraulic power assist steering			
Independent double wishbone with coil over dampers and anti-roll bar			
Rigid (live) rear axle with leaf springs			
12.4			
255/70 R16	255/70 R16	265/65 R17	265/65 R17
111T	111T	112T	112T
16 x 7.0 J	16 x 7.0 J	17 x 8.0 J	17 x 8.0 J
Steel	Alloy	Alloy	Alloy
255/70 R16	255/70 R16	265/65 R17	265/65 R17
16 x 7.0 J	16 x 7.0 J	17 x 7.5 J	17 x 7.5 J
Temporary (Steel)			



WEIGHT AND CAPACITIES - 4X2		2.2L Single Cab Chassis XT	2.2L Single Cab Chassis Hi-Rider XT	3.2L Single Cab Chassis Hi-Rider XT
Axle capacity:	Front	1,324	1,480	1,480
	Rear	1,752	1,850	1,850
Gross Combined Mass GCM² (kg):	Manual	5,425	-	6,000
	Auto	-	6,000	-
Gross Vehicle Mass GVM (kg):	Manual	2,925	-	3,200
	Auto	-	3,200	-
Kerb weight (kg):	Manual	1,622	-	1,695
	Auto	-	1,667	-
Payload³ (kg):	Manual	1,328	-	1,505
	Auto	-	1,533	-
Seating capacity		3	2	3
Towing capacity⁴ (kg):	Braked	2,500	3,500	3,500
	Unbraked	750	750	750
Tow ball download (kg)		250	350	350

WEIGHT AND CAPACITIES - 4X4		3.2L Single Cab Chassis XT	3.2L Freestyle Cab Chassis XT	3.2L Freestyle Cab Utility XTR
Axle capacity:	Front	1,480	1,480	1,480
	Rear	1,850	1,850	1,850
Gross Combined Mass GCM² (kg):	Manual	6,000	6,000	6,000
	Auto	6,000	6,000	6,000
Gross Vehicle Mass GVM (kg):	Manual	3,200	3,200	3,200
	Auto	3,200	3,200	3,200
Kerb weight (kg):	Manual	1,792	1,860	2,042
	Auto	1,820	1,885	2,056
Payload³ (kg):	Manual	1,408	1,340	1,158
	Auto	1,380	1,315	1,144
Seating capacity	Manual	3	4	4
	Auto	2	4	4
Towing capacity⁴ (kg):	Braked	3,500	3,500	3,500
	Unbraked	750	750	750
Tow ball download (kg)		350	350	350

3.2L Freestyle Cab Chassis Hi-Rider XT	3.2L Dual Cab Chassis Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XTR
1,480	1,480	1,480	1,480
1,850	1,850	1,850	1,850
6,000		6,000	6,000
6,000	-	6,000	6,000
3,200	3,200	3,200	3,200
3,200	-	3,200	3,200
1,773	1,832	1,922	1,988
1,798	-	1,939	2,005
1,427	1,368	1,278	1,212
1,402	-	1,261	1,195
4	5	5	5
3,500	3,500	3,500	3,500
750	750	750	750
350	350	350	350

3.2L Dual Cab Chassis XT	3.2L Dual Cab Utility XT	3.2L Dual Cab Utility XTR	3.2L Dual Cab Utility GT
1,480	1,480	1,480	1,480
1,850	1,850	1,850	1,850
6,000	6,000	6,000	6,000
-	6,000	6,000	6,000
3,200	3,200	3,200	3,200
-	3,200	3,200	3,200
1,932	2,022	2,091	2,104
-	2,036	2,105	2,118
1,268	1,178	1,109	1,096
-	1,164	1,095	1,082
5	5	5	5
-	5	5	5
3,500	3,500	3,500	3,500
750	750	750	750
350	350	350	350

<b>DIMENSIONS - 4X2</b>		<b>2.2L Single Cab Chassis XT</b>	<b>2.2L Single Cab Chassis Hi-Rider XT</b>	<b>3.2L Single Cab Chassis Hi-Rider XT</b>
Cargo box floor height to ground (mm)		-	-	-
Cargo box floor length (mm)		-	-	-
Cargo box floor width (mm)		-	-	-
Cargo box height (mm)		-	-	-
Ground clearance (mm):	Laden	135	200	200
	Unladen	201	232	232
Overall length (mm)		5,124	5,124	5,124
Overall width (mm)		1,850	1,850	1,850
Overall height (mm)		1,703	1,800	1,800
Overhand (mm):	Front	919	919	919
	Rear	985	985	985
Track (mm):	Front	1,590	1,560	1,560
	Rear	1,590	1,560	1,560
Wheelbase (mm)		3,220	3,220	3,220
Wading depth (mm)		600	800	800
Approach angle (°)		22.0	27.6	27.6
Departure angle (°)		24.0	28.4	28.4
Ramp breakover angle (°)		17.0	24.4	24.4

<b>DIMENSIONS - 4X4</b>		<b>3.2L Single Cab Chassis XT</b>	<b>3.2L Freestyle Cab Chassis XT</b>	<b>3.2L Freestyle Cab Utility XTR</b>
Cargo box floor height to ground (mm)		-	-	841
Cargo box floor length (mm)		-	-	1,847
Cargo box floor width (mm)		-	-	1,560
Cargo box height (mm)		-	-	513
Ground clearance (mm):	Laden	200	200	205
	Unladen	232	232	237
Overall length (mm)		5,124	5,124	5,365
Overall width (mm)		1,850	1,850	1,850
Overall height (mm)		1,800	1,804	1,810
Overhand (mm):	Front	919	919	919
	Rear	985	985	1,226
Track (mm):	Front	1,560	1,560	1,560
	Rear	1,560	1,560	1,560
Wheelbase (mm)		3,200	3,220	3,220
Wading depth (mm)		800	800	800
Approach angle (°)		27.6	27.6	28.2
Departure angle (°)		28.4	28.4	26.4
Ramp breakover angle (°)		24.4	24.4	25.0

<b>3.2L Freestyle Cab Chassis Hi-Rider XT</b>	<b>3.2L Dual Cab Chassis Hi-Rider XT</b>	<b>3.2L Dual Cab Utility Hi-Rider XT</b>	<b>3.2L Dual Cab Utility Hi-Rider XTR</b>
-	-	835	841
-	-	1,549	1,549
-	-	1,560	1,560
-	-	513	513
200	200	205	205
232	232	237	237
5,124	5,124	5,373	5,365
1,850	1,850	1,850	1,850
1,804	1,815	1,815	1,821
919	919	919	919
985	985	1,234	1,226
1,560	1,560	1,560	1,560
1,560	1,560	1,560	1,560
3,220	3,220	3,220	3,220
800	800	800	800
27.6	27.6	27.6	28.2
28.4	28.4	27.1	26.4
24.4	24.4	24.4	25.0

<b>3.2L Dual Cab Chassis XT</b>	<b>3.2L Dual Cab Utility XT</b>	<b>3.2L Dual Cab Utility XTR</b>	<b>3.2L Dual Cab Utility GT</b>
-	835	841	841
-	1,549	1,549	1,549
-	1,560	1,560	1,560
-	513	513	513
200	200	205	205
232	232	237	237
5,124	5,373	5,365	5,365
1,850	1,850	1,850	1,850
1,815	1,815	1,821	1,821
919	919	919	919
985	1,234	1,226	1,226
1,560	1,560	1,560	1,560
1,560	1,560	1,560	1,560
3,220	3,220	3,220	3,220
800	800	800	800
27.6	27.6	28.2	28.2
28.4	27.1	26.4	26.4
24.4	24.4	25.0	25.0

EXTERIOR - 4X2		2.2L Single Cab Chassis XT	2.2L Single Cab Chassis Hi-Rider XT	3.2L Single Cab Chassis Hi-Rider XT
Cargo box features:	Centre tailgate release (black)	-	-	-
	Centre tailgate release (chrome)	-	-	-
	Double wall construction	-	-	-
	Interior rope hooks (6)	-	-	-
	Tailgate lock	-	-	-
Door handles (black)		•	•	•
Door handles (chrome)		-	-	-
Fog-lamps (Halogen)		-	-	-
Freestyle door system		-	-	-
Front bumper (body coloured)		•	•	•
Fuel filler cap (lockable)		•	•	•
Green tinted windscreen, side and rear windows		•	•	•
Headlamps (Halogen)		•	•	•
Headlamps auto on/off function		-	-	-
Mudflaps (front)		•	•	•
Mudflaps (rear)		-	-	-
Power mirrors (black)		•	•	•
Power mirrors (chrome)		-	-	-
Power windows		•	•	•
Rear step bumper (black)		-	-	-
Rear step bumper (chrome)		-	-	-
Side steps (tubular, polished)		-	-	-
Window demister		•	•	•
Wipers (front) 2-speed with rain-sensing function		-	-	-
Wipers (front) 2-speed with variable intermittent function		•	•	•

• = Standard, - = Not available

3.2L Freestyle Cab Chassis Hi-Rider XT	3.2L Dual Cab Chassis Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XTR
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EXTERIOR - 4X4		3.2L Single Cab Chassis XT	3.2L Freestyle Cab Chassis XT	3.2L Freestyle Cab Utility XTR
Cargo box features:	Centre tailgate release (black)	-	-	-
	Centre tailgate release (chrome)	-	-	•
	Double wall construction	-	-	•
	Interior rope hooks (6)	-	-	•
	Tailgate lock	-	-	•
Door handles (black)		•	•	-
Door handles (chrome)		-	-	•
Fog-lamps (Halogen)		-	-	•
Freestyle door system		-	•	•
Front bumper (body coloured)		•	•	•
Fuel filler cap (lockable)		•	•	-
Green tinted windscreen, side and rear windows		•	•	•
Headlamps (Halogen)		•	•	•
Headlamps auto on/off function		-	-	•
Mudflaps (front)		•	•	•
Mudflaps (rear)		-	-	•
Power mirrors (black)		•	•	-
Power mirrors (chrome)		-	-	•
Power mirrors (chrome, folding function, heated) with turn indicator		-	-	-
Power windows		•	•	•
Privacy glass		-	-	-
Rear step bumper (black)		-	-	-
Rear step bumper (chrome)		-	-	•
Side steps (tubular, polished)		-	-	•
Under-body impact protection		•	•	•
Window demister		•	•	•
Wipers (front) 2-speed with rain-sensing function		-	-	•
Wipers (front) 2-speed with variable intermittent function		•	•	-

• = Standard, - = Not available

3.2L Dual Cab Chassis XT	3.2L Dual Cab Utility XT	3.2L Dual Cab Utility XTR	3.2L Dual Cab Utility GT
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SEATS - 4X2		2.2L Single Cab Chassis XT	2.2L Single Cab Chassis Hi-Rider XT	3.2L Single Cab Chassis Hi-Rider XT
Seat trim:	Black cloth	•	•	•
Front seat (driver bucket) with:	Adjustable head restraint	-	•	-
	Height and lumbar adjustment	-	•	-
	Rake and slide adjustment	•	•	•
Front seat (passenger bench) with:	Adjustable head restraint	•	-	•
Front seat (passenger bucket) with:	Adjustable head restraint	-	•	-
	Rake and slide adjustment	-	•	-
	Seat back pocket	-	•	-
Rear seat (bench) with:	Adjustable head restraints	-	-	-
	Centre armrest	-	-	-
	Foldable seat base	-	-	-
	Under-seat storage	-	-	-
Rear seat (jump) with:	Removable seat base	-	-	-
	Under-seat storage	-	-	-

• = Standard, - = Not available

3.2L Freestyle Cab Chassis Hi-Rider XT	3.2L Dual Cab Chassis Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XTR
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SEATS - 4X4		3.2L Single Cab Chassis XT	3.2L Freestyle Cab Chassis XT	3.2L Freestyle Cab Utility XTR
Seat trim:	Black cloth	•	•	•
	Black leather <sup>5</sup>	-	-	-
Front seat (driver bucket) with:	8-way power adjustment	-	-	-
	Adjustable head restraint	◦	•	•
	Height and lumbar adjustment	◦	•	•
	Rake and slide adjustment	•	•	•
Front seat (passenger bench) with:	Adjustable head restraint	•*	-	-
Front seat (passenger bucket) with:	Adjustable head restraint	◦	•	•
	Rake and slide adjustment	◦	•	•
	Seat back pocket	◦	•	•
Rear seat (bench) with:	Adjustable head restraints	-	-	-
	Centre armrest	-	-	-
	Foldable seat base	-	-	-
	Under-seat storage	-	-	-
Rear seat (jump) with:	Removable seat base	-	-	•
	Under-seat storage	-	-	•

• = Standard, - = Not available, \*\* = Manual only, ◦ = Automatic only

3.2L Dual Cab Chassis XT	3.2L Dual Cab Utility XT	3.2L Dual Cab Utility XTR	3.2L Dual Cab Utility GT
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<b>INTERIOR - 4X2</b>		2.2L Single Cab Chassis XT	2.2L Single Cab Chassis Hi-Rider XT	3.2L Single Cab Chassis Hi-Rider XT
12 volt power outlets		•	•	•
Air-conditioning		•	•	•
Air-conditioning (dual-zone climate control)		-	-	-
Ambient temperature gauge		-	-	-
Centre armrest console with dual compartments		-	•	-
Critical function warning lights/chimes		•	•	•
Cruise control		•	•	•
Cupholders		•	•	•
Door pockets		•	•	•
Floor covering:	Carpet	-	-	-
	Vinyl	•	•	•
Glove box (lockable and illuminated)		•	•	•
Instrument panel light dimmer		•	•	•
Interior illumination:	Dome lamp	-	-	-
	Map reading spot lamps	•	•	•
	Power window switch (driver)	•	•	•
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-adjustable steering wheel		•	•	•
Trip computer <sup>6</sup>		•	•	•
Vanity mirror (front passenger)		•	•	•

• = Standard, - = Not available

3.2L Freestyle Cab Chassis Hi-Rider XT	3.2L Dual Cab Chassis Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XTR
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<b>INTERIOR - 4X4</b>		3.2L Single Cab Chassis XT	3.2L Freestyle Cab Chassis XT	3.2L Freestyle Cab Utility XTR
12 volt power outlets		•	•	•
Air-conditioning		•	•	-
Air-conditioning (dual-zone climate control)		-	-	•
Ambient temperature gauge		-	-	•
Centre armrest console with dual compartments		-	•	•
Critical function warning lights/chimes		•	•	•
Cruise control		•	•	•
Cupholders		•	•	•
Door pockets		•	•	•
Floor covering:	Carpet	-	-	•
	Vinyl	•	•	-
Glove box (lockable and illuminated)		•	•	•
Instrument panel light dimmer		•	•	•
Interior illumination:	Dome lamp	-	•	•
	Map reading spot lamps	•	•	•
	Power window switch (driver)	•	•	•
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-adjustable steering wheel		•	•	•
Trip computer <sup>6</sup>		•	•	•
Vanity mirror (front passenger)		•	•	•

• = Standard, - = Not available

3.2L Dual Cab Chassis XT	3.2L Dual Cab Utility XT	3.2L Dual Cab Utility XTR	3.2L Dual Cab Utility GT
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<b>INFOTAINMENT - 4X2</b>	2.2L Single Cab Chassis XT	2.2L Single Cab Chassis Hi-Rider XT	3.2L Single Cab Chassis Hi-Rider XT
7.8-inch full colour touch screen display	-	-	-
AM/FM tuner	•	•	•
Auxiliary audio input jack (3.5mm mini-stereo)	•	•	•
Bluetooth® hands-free phone and audio capability <sup>7</sup>	•	•	•
CD player, single disc (MP3 compatible)	•	•	•
Satellite navigation	-	-	-
Speakers (4)	•	•	•
Speakers (6)	-	-	-
Steering wheel-mounted audio controls	•	•	•
USB-audio input port (iPod compatible)	•	•	•

• = Standard, - = Not available

<b>INFOTAINMENT - 4X4</b>	3.2L Single Cab Chassis XT	3.2L Freestyle Cab Chassis XT	3.2L Freestyle Cab Utility XTR
7.8-inch full colour touch screen display	-	-	•
AM/FM tuner	•	•	•
Auxiliary audio input jack (3.5mm mini-stereo)	•	•	•
Bluetooth® hands-free phone and audio capability <sup>7</sup>	•	•	•
CD player, single disc (MP3 compatible)	•	•	•
Satellite navigation	-	-	•
Speakers (4)	•	•	-
Speakers (6)	-	-	•
Steering wheel-mounted audio controls	•	•	•
USB-audio input port (iPod compatible)	•	•	•

• = Standard, - = Not available

3.2L Freestyle Cab Chassis Hi-Rider XT	3.2L Dual Cab Chassis Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XTR
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3.2L Dual Cab Chassis XT	3.2L Dual Cab Utility XT	3.2L Dual Cab Utility XTR	3.2L Dual Cab Utility GT
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SAFETY AND SECURITY - 4X2		2.2L Single Cab Chassis XT	2.2L Single Cab Chassis Hi-Rider XT	3.2L Single Cab Chassis Hi-Rider XT
Airbags SRS:	Front (driver and passenger)	•	•	•
	Side (front)	-	-	-
	Curtain (front)	•	•	•
	Curtain (front and rear)	-	-	-
Anti-lock Braking System (ABS)		•	•	•
Child restraint anchor points (2)		-	-	-
Childproof rear door locks		-	-	-
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		•	•	•
Left-hand-side convex (wide angle) exterior mirror		•	•	•
Load Adaptive Control (LAC)		•	•	•
Remote central locking (2 transmitters with retractable key)		•	•	•
Reverse camera		-	-	-
Roll Stability Control (RSC)		•	•	•
Seat-belts 3-point lap-sash (all seats)		•	•	•
Seat-belt warning (driver)		•	•	•
Seat-belt warning (front passenger)		-	°	-
Seat-belts (front) with:	Height adjustable shoulder anchorages	-	-	-
	Pretensioners and load-limiters	•	•	•
Side impact door beams		•	•	•
Traction Control System (TCS)		•	•	•
Trailer Sway Control (TSC)		•	•	•

• = Standard, - = Not available, ° = Automatic only

3.2L Freestyle Cab Chassis Hi-Rider XT	3.2L Dual Cab Chassis Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XT	3.2L Dual Cab Utility Hi-Rider XTR
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SAFETY AND SECURITY - 4X4		3.2L Single Cab Chassis XT	3.2L Freestyle Cab Chassis XT	3.2L Freestyle Cab Utility XTR
Airbags SRS:	Front (driver and passenger)	•	•	•
	Side (front)	-	•	•
	Curtain (front)	•	-	-
	Curtain (front and rear)	-	•	•
Anti-lock Braking System (ABS)		•	•	•
Child restraint anchor points (2)		-	•	•
Childproof rear door locks		-	-	-
Dynamic Stability Control (DSC)		•	•	•
Electronic Brake-force Distribution (EBD)		•	•	•
Emergency Brake Assist (EBA)		•	•	•
Emergency Stop Signal (ESS)		•	•	•
Engine immobiliser		•	•	•
High mount stop lamp		-	-	•
Hill Descent Control (HDC)		•	•	•
Hill Launch Assist (HLA)		•	•	•
Intrusion-minimising brake pedal		•	•	•
Left-hand-side convex (wide angle) exterior mirror		•	•	•
Load Adaptive Control (LAC)		•	•	•
Locking Rear Differential (LRD) - switchable on/off		•	•	•
Remote central locking (2 transmitters with retractable key)		•	•	•
Reverse camera		-	-	•
Roll Stability Control (RSC)		•	•	•
Seat-belts 3-point lap-sash (all seats)		•	•	•
Seat-belt warning (driver)		•	•	•
Seat-belt warning (front passenger)		◦	•	•
Seat-belts (front) with:	Height adjustable shoulder anchorages	-	-	-
	Pretensioners and load-limiters	•	•	•
Side impact door beams		•	•	•
Traction Control System (TCS)		•	•	•
Trailer Sway Control (TSC)		•	•	•

• = Standard, - = Not available, ◦ = Automatic only

3.2L Dual Cab Chassis XT	3.2L Dual Cab Utility XT	3.2L Dual Cab Utility XTR	3.2L Dual Cab Utility GT
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**Specific disclaimers**

- 1 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.
- 2 Gross Combined Mass (GCM) is the total permissible combined weight of the vehicle and trailer/caravan being towed including occupants, fuel and cargo.
- 3 The weight of any vehicle occupants, options, accessories, modifications, cargo and towball download must be included when calculating payload weight.
- 4 Subject to State or Territory regulations.
- 5 Leather interior includes some Maztex material on selected high impact surfaces.
- 6 Trip computer displays current and average fuel consumption, distance to empty and average vehicle speed.
- 7 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. Consult your Mazda Dealer for further information.

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