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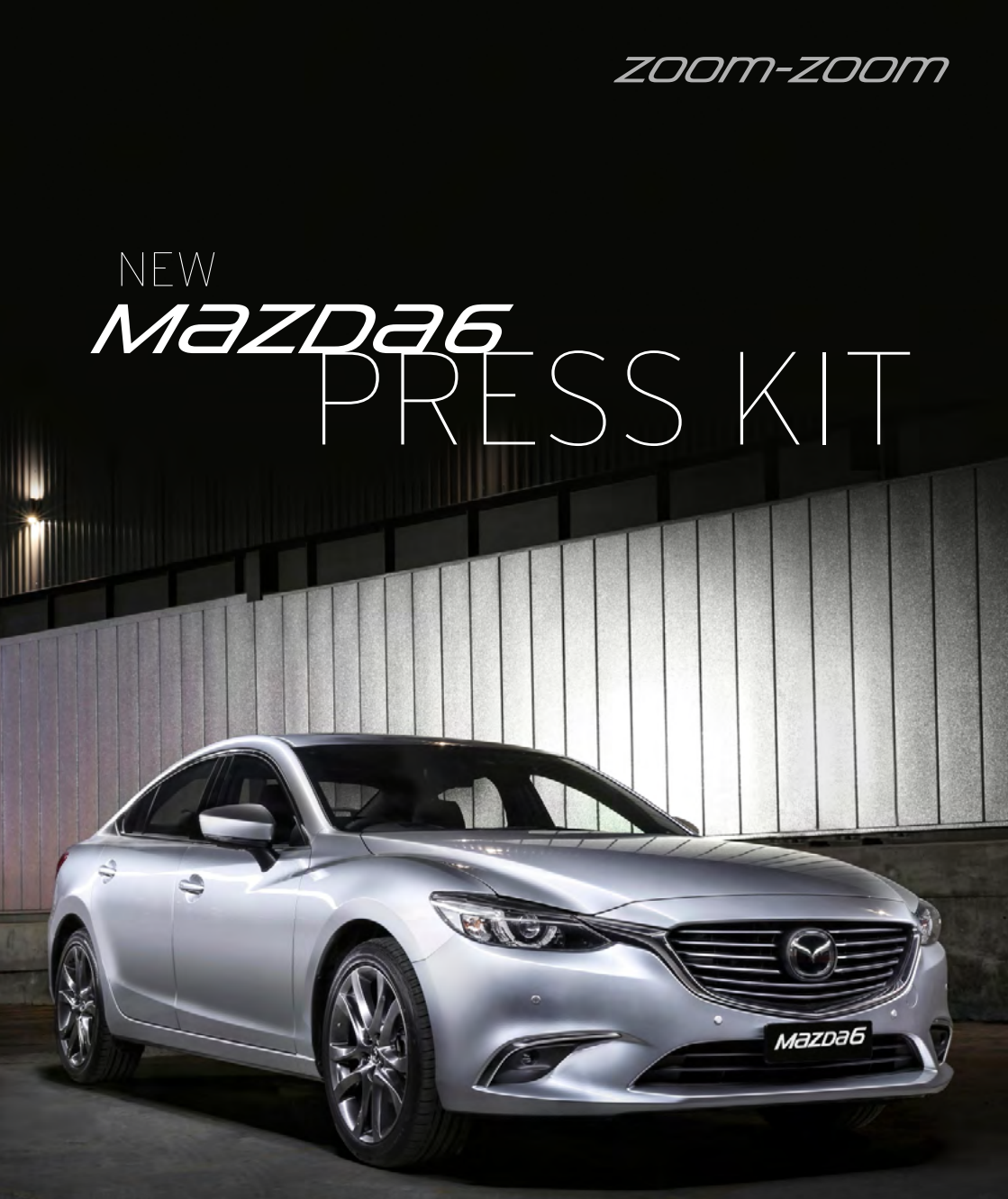
NEW MAZDA6 PRESS KIT



September 2016 | Australia

mazda

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A MESSAGE FROM THE PROGRAM MANAGER

Mazda's flagship car continues to evolve

Our new-generation product line-up, released since the launch of the Mazda CX-5 in 2012, has earned customer support and high acclaim around the world for its powerful sense of vitality born of Mazda's 'KODO – *Soul of Motion*' design language and the combination of driving pleasure and environmental performance delivered by SKYACTIV TECHNOLOGY.

I feel this shows our company-wide goal, which is designed to deliver unique value transcending notions of class and segment, is resonating with our customers.

Mazda is beginning to fulfil its dream of becoming an irreplaceable presence in the lives of our customers, connected to them through a strong and special bond.

We strive to regularly update our products and continuously introduce the latest from Mazda to deliver greater value and refinement – because that is what customers expect from Mazda.

The Mazda6 has been leading our product evolution with overwhelming appeal since debuting in 2012.

It has earned high acclaim around the world, including being named the 2014 RJC Car of the Year in Japan and was a top three finalist in the 2013 World Car Design of the Year.

In January 2015, an update answered many customer requests, including the introduction of more refined exterior and interior design, and the latest safety technology and functions.

This second update focuses on further advancing the high-quality touch of the flagship car to satisfy those of us that seek the finer things in life.

To further enhance quality and add premium value, a new high-quality interior package has been introduced featuring genuine nappa leather and thorough refinement of every detail.

The New Mazda6 also adopts new technologies recently introduced on the New Mazda3, including G-Vectoring Control (GVC), which enhances the *Jinba-Ittai* driving experience, as well as Natural Sound Frequency Control and other state-of-the-art technology designed to make diesel engines operate more quietly.

These technological advancements enhance the experience of quality and satisfaction that grows with every ride in the Mazda6.

Furthermore, i-ACTIVSENSE advanced safety technologies now operate in a wider range of situations, with new functions such as pedestrian detection support added to the Smart City Brake Support (SCBS) system.

We are continuously taking on new challenges to evolve the Mazda6, aiming to strengthen our special bond with customers.

My hope is that this updated model will become a beloved partner that brightens customers' active daily lifestyles.

Hideki Matsuoka
Mazda6 Program Manager

AT A GLANCE

NEW MAZDA6 FAST FACTS

- The current generation Mazda6 was launched in December 2012
- Almost 130,000 Mazda6s have been sold since August 2002
- Is Australia's best-selling mid-sized import under $60,000
- Features 'KODO – *Soul of Motion*' design and the full suite of SKYACTIV Technologies
- G-Vectoring Control (GVC) is standard across the entire Mazda6 range
- Improved NVH
- New technology is introduced to further reduce knocking noise on SKYACTIV-D Diesel models
- Updated SKYACTIV Technologies including TSR, SCBS, SBS
- Machine Grey Metallic is introduced
- New steering wheel design
- Introduction of DAB+ digital radio
- Atenza grades get a unique interior featuring nappa leather seats
- Additional features at no additional cost.

Exterior Design

- The fins on the front grille, which feature a strong horizontal flow, combined with the dynamic shape and three-dimensionality of the signature wing to create a bold front face with an elegant look
- LED lighting gives the rear view a sharp, taut look
- Compact shark fin antenna accents the wagon's flowing form and stylish looks
- Side mirrors have been re-designed
- The line-up of eight body colours includes the newly-developed Machine Grey Metallic
- Auto electric folding mirrors have been introduced to Touring grades and above.

Interior Design

- Further refinement makes Mazda6 more elegant and improves functionality
- New steering wheel design
- Full colour Active Driving Display
- Enhanced driving position memory
- Rear centre armrest re-design (GT & Atenza)
- Introduction of DAB+ digital radio
- Heated rear seats (GT and Atenza)
- Front seatback pocket update
- Premium interior package for Atenza includes:
  - Nappa leather seats and titanium piping
  - Titanium trim
  - Black headlining with overhead console LED lights
  - Chrome plated seat adjustment controls and glovebox latch.

Comfort

- Sedan wheelbase among the longest in the segment (2,830mm) for a spacious, comfortable cabin
- Both sedan and wagon offer highly competitive rear legroom and knee clearance
- Ergonomic HMI (Human-Machine Interface) helps turn the car into an extension of the driver, who is in the best possible position to comfortably operate the vehicle. Features include:
  - An 8-way power adjustable driver's seat*
  - Steering wheel with ample tilt and telescopic range
  - A hinged organ-style accelerator pedal for added comfort and reduced fatigue
  - Memory function maintains the Active Driving Display setting
- Well positioned A-pillars and side mirrors accentuate the driver's horizontal and vertical viewing angles
- Attractive lightweight contoured seats deliver a sporty wrap-around feel, outstanding support and remarkable long-distance comfort
- Clever, easy-to-use features include the wagon's lightweight tonneau cover and special levers in the boot to remotely fold down the 60:40 split rear seats
- Highly usable boot space of 474 litres (sedan) and 506 litres (wagon) or 1,648 litres (wagon, seats folded)
- Generous array of stowage possibilities with priority on easy driver access to items used most.

Driving Dynamics

- The addition of G-Vectoring Control offers a smoother drive
- Road and wind noise reduction offers improved NVH
- SKYACTIV-D diesel engine has further evolved:
  - High-precision DE boost control gives a more linear torque response
  - Natural Sound Smoother reduces knocking
  - Natural Sound Frequency Control reduces noise and improves sound quality
- Further improvements to the driving quality of SKYACTIV-G petrol models equipped with SKYACTIV-Drive.

New i-ACTIVSENSE Technologies

- Traffic Sign Recognition (TSR) is introduced to GT and Atenza grades
- Smart City Brake Support (SCBS) includes Pedestrian Recognition, the detection range has been expanded, view angle expanded, operational upper speed has increased and the deceleration performance enhanced
- The Smart Brake Support (SBS) upper limited has increased to 160km/h.

* Grade dependent.

Powertrains

The range of high-efficiency powertrains available on Mazda6 includes the SKYACTIV-D 2.2 litre diesel and the SKYACTIV-G 2.5 litre petrol. Both engines come standard with i-ELOOP, Mazda's brake energy regeneration system, as well as i-stop, its advanced idle-stop system.

The 2.5-litre SKYACTIV-G direct injection petrol engine features:

- An exceptionally high 13:1 compression ratio
- A specially designed 4-2-1 exhaust system and enhanced fuel spray properties, among other things, to counter the drawbacks to such high compression
- A balance shaft to offset the added vibration from the most powerful SKYACTIV engine to date.

Output:

- 138kW at 5,700rpm and 250Nm at 3,250rpm

Fuel consumption (combined) & CO_2 emissions:

- With six-speed automatic: 6.6L/100km and 153g/km (sedan) / 155g/km (wagon)
- Emissions class: Euro 5.

The 2.2-litre SKYACTIV-D common-rail diesel features:

- A 14:1 compression ratio (world's lowest*)
- A variable twin turbocharger
- Natural Sound Smoother to reduce diesel knock
- Natural Sound Frequency control reduces noise and improves sound quality.

*As of December 2012.

Output:

- 129kW at 4,500rpm and 420Nm at 2,000rpm

Fuel consumption (combined) & CO_2 emissions:

- With six-speed automatic: 5.4L/100 km and 141g/km (sedan and wagon)
- Emissions class: Euro 5.

SKYACTIV-Drive six-speed automatic transmission:

- Features an extra-wide lock-up range clutch
- Delivers quick and direct shifting
- The SKYACTIV-Drive transmission is available in a standard version for petrol engines and a large version to handle high torque SKYACTIV-D power plants.

Chassis & Body

Together with SKYACTIV powertrains, the SKYACTIV-Chassis and SKYACTIV-Body make Mazda6 enjoyable to drive, delivering refined, linear handling, premium safety and a uniquely efficient lightweight design.

SKYACTIV-Chassis

- Intensifies the linear connection between driver and vehicle, especially in terms of accelerating, turning and stopping, with:
  - Impressive rear suspension grip
  - Short braking distances thanks to chassis stability (as well as a short brake pedal stroke and superior brake disk cooling)
- Light and stiff front strut and rear multi-link suspension provide low-speed agility and high-speed stability – and a comfortable ride at all speeds
- Electric power assisted steering with class-leading gear ratio to adjust to changing driving conditions.

SKYACTIV-Body

- Use of light and strong ultra-high tensile steel
- Delivers excellent crash safety by absorbing and dispersing impact energy through the body structure using a multi-load path concept and curved sections with straight continuous structures
- Aerodynamics of 0.27 for sedan and 0.28 for wagon for better stability and fuel economy
- Exceptionally quiet cabin, as undesirable engine and road noise are blocked and suppressed using innovative materials and structures
- Among the lightest and most aerodynamic medium cars available.

Safety

Mazda6 features a wide assortment of advanced active safety technology.

- **Mazda Radar Cruise Control (MRCC)** keeps a safe distance from preceding vehicles at speeds of up to 145km/h, controlling the speed and brakes when needed
- **Smart Brake Support (SBS)** incorporating **Forward Obstruction Warning (FOW)**, also monitors preceding vehicles at speeds of 15-160 km/h, warning the driver when the vehicle is too close and brakes automatically if it detects that an accident is imminent
- **Lane Departure Warning (LDW)** alerts driver of unintended lane changes
- **Blind Spot Monitoring (BSM)** incorporating **Rear Cross Traffic Alert (RCTA)** detects and warns the driver of cars approaching from behind in adjacent lanes, e.g. in the blind spots
- **Emergency Stop Signal (ESS)** rapidly blinks the hazard lights during heavy braking to warn ensuing motorists
- **High Beam Control (HBC)** automatically changes between high and low beams to avoid impairing the vision of other motorists
- **Adaptive Front-lighting System (AFS)** turns the headlamps to better illuminate curves
- **Hill Launch Assist (HLA)** controls brake pressure to help prevent the vehicle from rolling during hill starts
- **Standard ABS** with **Electronic Brake force Distribution (EBD)**, brake assist, **Dynamic Stability Control (DSC)** and **Traction Control System (TCS)**
- **Adaptive LED Headlamps (ALH)** controls the illumination range of the high beams to increase visibility at night
- **Lane-keep Assist System (LAS)** helps prevent straying from the intended lane of travel
- **Driver Attention Alert (DAA)** recommends a rest break if it detects signs of driver fatigue
- A newly added camera on **Smart City Brake Support (SCBS)** makes it easier to detect pedestrians during forward movement and widens the range of speeds over which the system operates
- A newly developed **Traffic Sign Recognition (TSR)** system also automatically identifies traffic signs and notifies the driver.

New Mazda6 also has a range of innovative passive safety features like:

- The highly-rigid impact absorbing SKYACTIV-Body, with lightweight ultra-high tensile steel
- Front-end is designed with crumple zones to better prevent cabin deformation, also reducing repair costs following milder collisions
- A strong cabin cage structure for superior side impact protection along with reinforced rear frame and bumper structures
- Trim and other interior components are designed to prevent or reduce injuries to occupants
- Anti-whiplash front seats
- Rear seat components are reinforced to prevent luggage from intruding into the cabin
- Standard front, side and curtain airbags
- A bonnet and body cowl provide more give and better protect pedestrians, especially from head injuries
- Bumper is designed to protect a pedestrian's legs.

NEW MAZDA6 HIGHLIGHTS

SPORT

Manufacturer's List Price (MLP) from $32,490 (2.5L Petrol)

Powertrain

- 2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop and i-ELOOP
- Drivetrain: FWD
- Fuel consumption (combined): 6.6L/100km[1]
- Maximum power: 138 kW @ 5,700 rpm
- Maximum torque: 250 Nm @ 3,250 rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

Sport features include:

- 17-inch alloy wheels with 225/55 tyres
- Exhaust extensions (chrome)
- Front fog-lamps (Halogen)
- Headlamps (Halogen)
- Power mirrors (body coloured with heating and folding function)
- Power windows
- Rear spoiler (Wagon only)
- Roof rails (Wagon only)
- Tail-lamps (LED)
- Wipers (front) 2-speed with rain-sensing function
- Wiper (rear) with intermittent function (Wagon only)
- Front seats with: height adjustment (driver), lumbar support adjustment (driver) and seat back pockets
- Rear seats with: 60/40 split fold backrest
- Seat trim: Black cloth
- Air-conditioning (dual-zone climate control) with rear vents
- Cargo area tonneau cover with 'Karakuri' up and down function (Wagon only)
- Cargo net (Wagon only)
- Cruise control

- Electric parking brake
- Glove box (illuminated)
- Leather wrapped: gear shift knob, handbrake handle and steering wheel
- Paddle shift gear control
- Tilt and telescopic adjustable steering wheel
- Trip computer[4]
- Vanity mirrors (front) with illumination
- 7-inch full colour touch screen display (MZD Connect)
- Audio system with: DAB+ digital radio, AM/FM tuner, single disc CD player (MP3 compatible) and 6 speakers
- Auxiliary-audio input jack (3.5mm mini-stereo)
- Bluetooth® hands-free phone and audio capability[5]
- Internet radio integration (Pandora®, Stitcher™ and Aha™)
- Multi-function commander control
- Radio Data System (RDS) program information
- Satellite navigation
- Steering wheel-mounted audio controls
- USB-audio input ports (iPod compatible)
- Advanced keyless push-button engine start
- 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 Launch Assist (HLA)
- ISOFIX child restraint anchor points and top tethers
- Remote central locking (2 transmitters)
- Reverse camera
- Triple-H safety construction with front and rear crumple zones
- Blind Spot Monitoring (BSM)
- Rear Cross Traffic Alert (RCTA)
- Rear-view mirror with auto dimming function
- Smart City Brake Support – Forward (SCBS F)
- Parking sensors (rear)

TOURING

Manufacturer's List Price (MLP) from $37,290 (2.5L Petrol) Manufacturer's List Price (MLP) from $40,140 (2.2L Diesel)

Powertrain

- 2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop and i-ELOOP
- Drivetrain: FWD
- Fuel consumption (combined): 6.6L/100km[1]
- Maximum power: 138 kW @ 5,700 rpm
- Maximum torque: 250 Nm @ 3,250 rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

OR

- 2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) engine with i-stop and i-ELOOP
- Drivetrain: FWD
- Fuel consumption (combined): 5.4L/100km[1]
- Maximum power: 129 kW @ 4,500 rpm
- Maximum torque: 420 Nm @ 2,000 rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

Touring features additional to Sport include:

- Daytime running lamps (LED)
- Front fog-lamps (LED)
- Headlamps (LED)
- Front seats with: 2-position memory function (driver), 6-way power adjustment (passenger) and 8-way power adjustment (driver)
- Seat trim: Black or Pure White leather
- Premium Bose® 231 watt amplifier and 11 speakers
- Parking sensors (front and rear)
- Smart City Brake Support - Reverse (SCBS R)
- Power mirrors (body coloured with heating and auto folding function)

GT

Manufacturer's List Price (MLP) from $42,690 (2.5L Petrol) Manufacturer's List Price (MLP) from $45,540 (2.2L Diesel)

Powertrain

- 2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop and i-ELOOP
- Drivetrain: FWD
- Fuel consumption (combined): 6.6L/100km[1]
- Maximum power: 138 kW @ 5,700 rpm
- Maximum torque: 250 Nm @ 3,250 rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

OR

- 2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) engine with i-stop and i-ELOOP
- Drivetrain: FWD
- Fuel consumption (combined): 5.4L/100km[1]
- Maximum power: 129 kW @ 4,500 rpm
- Maximum torque: 420 Nm @ 2,000 rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

GT features additional to Touring include:

- 19-inch alloy wheels with 225/45 tyres
- Power sliding and tilt glass sunroof
- Front seats with heating function
- Active Driving Display
- Adaptive Front-lighting System (AFS)
- Advanced keyless entry
- Rear seats with heating function

ATENZA

Manufacturer's List Price (MLP) from $45,390 (2.5L Petrol) Manufacturer's List Price (MLP) from $48,240 (2.2L Diesel)

Powertrain

- 2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop and i-ELOOP
- Drivetrain: FWD
- Fuel consumption (combined): 6.6L/100km[1]
- Maximum power: 138 kW @ 5,700 rpm
- Maximum torque: 250 Nm @ 3,250 rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

OR

- 2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) engine with i-stop and i-ELOOP
- Drivetrain: FWD
- Fuel consumption (combined): 5.4L/100km[1]
- Maximum power: 129 kW @ 4,500 rpm
- Maximum torque: 420 Nm @ 2,000 rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

Atenza features additional to GT include:

- Seat trim: Black or Pure White nappa leather
- Black head lining
- Mazda Radar Cruise Control (MRCC)
- Adaptive LED Headlamps (ALH)
- Driver Attention Alert (DAA)
- Forward Obstruction Warning (FOW)
- Lane Departure Warning (LDW)
- Lane-keep Assist System (LAS)
- Smart Brake Support (SBS)

SALES AND PRICING

Since launch in August 2002, almost 130,000 Mazda6s have been sold in Australia. Currently the nation's most popular mid-sized import under $60,000, Mazda expects to sell 380 units a month through to the end of the current financial year with the following splits:

BODY TYPE	
SEDAN	70%
WAGON	30%
ENGINE TYPE	
PETROL	90%
DIESEL	10%

GRADES	
SPORT	25%
TOURING	45%
GT	15%
ATENZA	15%

NEW MAZDA6 – MANUFACTURERS LIST PRICE (MLP)

BODY STYLE	Grade	Transmission	MLP*
Sedan	2.5L Petrol	Sport	**$32,490**
		Touring	**$37,290**
		GT	**$42,690**
		Atenza	**$45,390**
	2.2L Diesel	Touring	**$40,140**
		GT	**$45,540**
		Atenza	**$48,240**
Wagon	2.5L Petrol	Sport	**$33,790**
		Touring	**$38,590**
		GT	**$43,990**
		Atenza	**$46,690**
	2.2L Diesel	Touring	**$41,440**
		GT	**$46,840**
		Atenza	**$49,540**
	Soul Red Metallic / Machine Grey Metallic price premium		**$250**

* 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.

DESIGN

SUPREME QUALITY AND EVEN MORE SOPHISTICATION

The Mazda6 established its strong presence by directly expressing the 'KODO – *Soul of Motion*' design language through the fusion of intellect and elegance in an emotional and dynamic form.

Its first update in 2015 evolved its exterior design to become bolder and more masculine and made a leap forward in quality refinement of the interior design.

One of the focuses of this update is the further improvement of interior quality.

Along with the latest design and the introduction of new functions and an updated interior package, New Mazda6 is a step up in quality.

The subtle beauty of carefully selected genuine materials and thought-out colour coordination, together with a sense of rich taste that deepens with every touch, gracefully represent the dignified presence of this popular model.

EXTERIOR DESIGN

This update adds newly developed Machine Grey Metallic to the line-up of body colours.

Machine Grey Metallic accentuates the dynamic yet delicate surface structure of KODO design, treating colour as an element of form.

It marks the second premium finish colour following Soul Red Metallic.

With "The beauty of a machine's strength and precision" as its theme, Machine Grey Metallic emphasises KODO's beauty by achieving an exquisite balance of high-contrast shadows and a high-density finish.

To develop this colour, the TAKUMINURI painting technology developed for Soul Red Metallic was further advanced to increase the reflective layer's contraction ratio during the drying process.

As a result, aluminium flakes are uniformly aligned in a regular pattern within a reflective layer that is only 2.5 microns thick – about a quarter of the thickness of a conventional reflective layer.

It produces a metallic texture as realistic as a professionally hand-painted finish, yet enables mass-production with a simple three-coat paint structure consisting of clear, reflective and colour coats.

Eight colours are available: Soul Red Metallic, Sonic Silver Metallic, Titanium Flash Mica, Blue Reflex Mica, Deep Crystal Blue Mica, Jet Black Mica, Snowflake White Pearl Mica, and Machine Grey Metallic replaces Meteor Grey Mica.

Wheel design

The Mazda6 continues to offer two varieties of 19-inch aluminium wheels and one 17-inch aluminium wheel.

The 19-inch wheel with high-gloss paint is a darker colour that emphasises the brightness, and brings greater depth to the metallic look.

INTERIOR DESIGN & FUNCTIONS

The Mazda6 interior already features sophisticated design and coordination, along with finely crafted forms.

While the 2015 design renewal greatly improved presence and quality in the Mazda6 interior, this update achieves more elegance and even better usability by refining every last detail and strengthening functionality.

Steering wheel

The Mazda6 adopts a new steering wheel design.

The smaller centre pad, combined with the same outer diameter, contributes to a sharper form.

Narrower satin chrome plating on the lower spoke highlights the structure of the steering wheel. Rigidity, fine texture and detailed craftsmanship are built into the design.

Also, genuine leather continues to wrap the steering wheel for a firm and smooth grip.

The three levels of steering switches on the previous horizontal spokes have been integrated into a single level, with a satin chrome plating on the bezel surrounding the switches to accentuate the refreshingly stylish design.

Instrument panel

A freestanding seven-inch centre display is mounted on the top of the low dashboard.

The centre display is positioned to cleanly mesh with the vertical axis of the centre panel, creating a three-dimensional form for the instrument panel that speaks of high quality.

In addition, the decorative part of the panel that extends toward the passenger side offers a detailed, stylish design.

It combines with the metallic finish of ornamentation for the air-conditioning louvers to highlight the fine detailing of the interior.

Soft material with double stitching is used on the lower section of the decorative panel, and the contrast established between it and the different material used on the upper section creates an expression of high class.

The ornamentation for the air-conditioning louvers does not surround the periphery in uniform fashion.
It instead creates a rich expression by employing different thickness depending on the position of the parts to create a sense of directionality and motion.

Thorough attention to how the shapes of these parts transition into one another and how they are combined greatly enhances the look.

Centre console

The drive selection switch, electric parking brake switch and multi-function commander control are laid out in a clean and highly functional fashion.

The forward part of the centre console is fitted with kneepads on both sides and are covered in soft material with double stitching.

The same soft material covers the space between these pads and the armrests to provide a pleasant feeling wherever the occupant touches them.

Ornamentation

The horizontally laid out ornamentation on the instrument panel for all grades

features an aluminium-look panel with a vertical hairline finish.

Using real aluminium film on the panel's bottom layer presents a solid metallic brightness that cannot be achieved with paint.

In addition, attention to even the finest details brings a look of high quality. This includes the fine strips of chrome plating on the tips of the switches on the door trim, and silver trim on the steering switch bezels.

More legible Active Driving Display and meters

This update focuses on improving the driving environment by raising the legibility of the Active Driving Display and meters to help drivers concentrate more on driving itself.

The Active Driving Display has been upgraded from the previous monochrome to full colour with higher brightness, definition and contrast.

Its warnings are displayed in red and amber colours, and it expresses information more smoothly, in more ways, to greatly enhance visibility and at-a-glance readability in various conditions regardless of weather and time.

The multi-information display on the right side of the triple meter cluster has been switched from the previous monochrome to a full-colour TFT LCD that enables richer expression with higher definition and contrast.

This upgraded higher definition colour display features more diverse functions, including a water temperature gauge that displays lower temperatures in blue and higher temperatures in red and a graphic compass.

In addition, the design maintains consistency by using the same fonts as in the centre display.

Enhanced driving position memory

Besides multiple seating positions, a seat memory function can now save the angle, brightness and content setting of the Active Driving Display. This function allows multiple drivers to always enjoy an optimised driving environment.

An improved rear centre armrest

On models with a rear seat heater, plating has been added to the control switch bezel installed on the rear centre armrest.

Also, the armrest is decorated with stitching to match the seats, highlighting the high-quality features of this updated model.

Quality and elegance shine in new high-quality interior

The Mazda6 already features a high-quality interior achieved through stylish design, thorough modelling and a finish refined to the last detail.

This update sees a new interior package standard on Atenza that further refines the high-quality feel of the model.

Excellent craftsmanship heightens the premium quality and matures the value and attraction of the flagship model with higher, more sophisticated quality.

Higher quality materials, colours and decorations are coordinated to express the subtle elegance of the high-quality interior package.

Rather than bold transformation of the design, delicate refinement of the entire interior space down to the last detail makes the New Mazda6's unique elegance stand out.

Updated Atenza features

Exclusive coordination

High-quality nappa leather seats with a plush, smooth feeling are installed in this premium quality interior package.

The surface is processed to bring out the natural leather texture and they are decorated with piping on the edges to show skilled tailoring and quality texture. In addition, white and black interior colour variations are available.

The ceiling and pillars are black in both variations, contributing to a chic and rich interior space.

A bright white interior creates a feeling of richness with white front-seat sides and backs highlighting the seat thickness. The white textures contrast with the black ceiling and pillars.

On the other hand, the black interior expresses taut, reassuring elegance through consistent black colouring throughout the entire interior, highlighted by coloured piping and stitches on the seats.

Warmer-toned titanium colouring with an intense metallic finish was chosen to decorate the instrument panel, door-trim power window switch panels and shift panel.

The titanium colour is also used for all seat piping to harmonise the overall interior.

In addition, the steering wheel's centre brand symbol is accented with a plated ring.

Quality finishings even extend to the details of the most inconspicuous parts, such as the leather wrapping on the non-satin-plated parts of the lower steering wheel spoke and specially designed stitches on the steering wheel's grip.

Improvements have also focused on the texture and usability of small parts touched directly by hands, such as the satin chrome plating on the power seat switches and glove box knob.

Overhead console with LED down lights

LED down lights have been chosen for the overhead console. The LED's brightness lightens the area around the floor console to improve night-time operability inside the vehicle.

Interior colours

The updated Mazda6 continues to offer a selection of a black or white leather interior, or black fabric. However, the colour coordination for the leather interior has changed.

The white leather interior creates a more vivid contrast between the white and black base colour.

Other than on the seats, the black leather interior includes a deep red colour for the soft material on the instrument panel, door trim and floor console*.

The coordination of the deep red colour and the bold colour of the black seats creates a heightened look of sportiness and quality.

*Deep red floor console equipped on Touring and GT.

COMFORT, FUNCTIONALITY & EQUIPMENT

COMFORTABLY IN CONTROL

Mazda6 packaging initially posed several challenges for the car's designers. One was to create a spacious, comfortable cabin that is in perfect harmony with the 'KODO – *Soul of Motion*' design theme, while at the same time crafting a highly functional interior that contrasts with the cabin's low, compact rear-leaning appearance.

As a Mazda, it needed to be intuitively functional, featuring an ergonomically-refined Human Machine Interface (HMI) that allows the driver to focus on the road and lets passengers relax and enjoy the ride.

The highly competitive CD-segment is crucial for automakers across the globe. It's the segment where the cars are built that best personify the essence of a brand – and thus its reputation.

At Mazda, that means Sustainable *Zoom-Zoom* driving fun and efficiency together with the *Jinba-Ittai* feeling of oneness between car and driver. Engineers therefore set out to evolve these qualities to a new level on Mazda6, making the cabin of Mazda's flagship car more pleasant to be in than ever. A place where the one behind the wheel is in complete control, for a driving experience that lingers long after the drive is over.

The car's exterior dimensions worked to their advantage: Mazda6 sedan has one of the longest wheelbases in its segment (2,830mm) and is also the longest overall (4,865mm). The slightly shorter wagon, meanwhile, is still among the largest in its class, adding a distinctive level of practicality. In both cases, the ample dimensions provide a solid foundation for extraordinary interior comfort.

Comfortable cockpit

Once seated behind the wheel, the HMI fuses the car into an extension of its driver. Mazda6 is equipped with the most evolved HMI setup, putting the driver in the ideal position to make the vehicle do precisely what he or she wants.

The driver's seat is therefore equipped with elaborate adjustment functionality – a movement range of 260mm front-to-back, 50mm lift and 30mm tilt, and a 98 degree recline – for the easiest access possible to key driving related components.

Because it keeps the driver's right heel on the floor, the hinged organ type accelerator pedal enables better and more comfortable control as well as a faster braking reaction, while the steering wheel-based paddle shifters ensure optimal – but not accidental – access. The entire cockpit layout in Mazda6 was conceived to promote simple and accurate recognition of controls and indicators.

Driver management information, such as fuel consumption, temperature and trip distance, are clearly shown on the new MZD Connect car connectivity system.

Always on top of things

Stress-free control and a fun, safe drive obviously necessitate a good overview of the surroundings and cockpit alike. With this in mind, Mazda6 designers made sure the driver would have a continuous field of view – front, side and rear – with minimal blind spots. The rearward position of the cabin and A-pillars makes cornering easier and safer.

The location of the A-pillars makes it easier to see children, or objects as short as 70cm, at intersections. The driver's visibility is further enhanced by mounting the side mirrors directly to the door with gaps between them and the A-pillars. Again, this is particularly beneficial when at, or approaching, intersections.

Because convenience is essential to driving pleasure, Mazda6 comes with an array of functional storage opportunities. Engineers divided the cabin into storage zones. Logically, priority was given to places for items used most by the driver (such as the centre console tray and cup holders, and front door pockets), which are situated to be visible and accessible with only slight movement.

Storage is handy thanks to the electronic park break, while the glove box is cleverly designed with a side rather than central

locking system, so it's easier for the driver to reach. Also, each door holds a one-litre PET bottle.

The 60:40 split rear seats fold into a flexible flat cargo area – a simple procedure using either the levers located on each side of the boot. Praised since its initial launch in 2002, the wagon has a maximum cargo capacity of 1,648 litres.

Already without equal in this segment, Mazda's tonneau cover is very light and easier to attach and remove, and stores neatly under the luggage compartment floor. The lift gate, meanwhile, opens easily.

Back in the boot

For bigger cargo, the boot opening in the sedan allows for large items to be easily stored.

As a result, the outstanding luggage capacities of both versions, 474 litres (sedan) and 506 litres (wagon), are that much easier to get at.

A RICH VARIETY OF EQUIPMENT DELIVERS GREATER COMFORT

MZD Connect – advanced car connectivity system

MZD Connect is a car connectivity system that makes it easier to take advantage of functions including internet connectivity and access to social networking services that today's customers consider essential, even when in transit.

It responds to a wider variety of needs by greatly improving the convenience of functions that require Bluetooth® connectivity, such as hands-free phone operation, reception of short text messages, and internet radio including Aha™ by HARMAN (hereafter Aha).

This innovative platform ensures that customers always have access to the latest services without swapping out any hardware.

Audio features

The Mazda6 is available with the standard-equipment six-speaker configuration or an eleven-speaker Bose® premium sound system.

The audio system is capable of receiving terrestrial AM/FM broadcasts and supports audio playback from CDs, the customer's iPod, or other mobile audio players.

When connected to a smartphone, the system also allows access to web content such as Aha™.

Aha™ is a cloud-based platform operated by HARMAN, USA that allows customers to access more than 100,000 broadcasts from around the world, including BBC and CNN, specialised programming of various genres and broadcasts from distant locations. In addition, the service offers downloads of free audiobooks.

When using Aha™, the system can read aloud the latest tweets in the customer's Twitter timeline. It can also read aloud the latest Facebook news feed entries, and allows the customer to "like" entries or post audio messages using the Shout function.

The web content offerings also include Stitcher™. This on-demand service provides more than 15,000 talk shows, music programs and podcasts from around the world. Users can enjoy listening to their favourite content whenever they please.

The Pandora® radio service is also available. Subscribed users can create up to 100 personalised stations and listen to continuous music, or search for similar songs for automatic playback. As a result, they can enjoy listening only to music that matches their preferences while driving.

New in this update is the DAB+ digital radio, offering crystal clear radio broadcasts.

Communication features

In addition to providing hands-free phone operation and access to one's contact list, the Mazda6 can also receive short text messages and display a list of sender IDs.

When the car is in motion, the text-to-voice function can read the contents of email aloud.

In addition, it is possible to reply to the sender by choosing from a selection of pre-set messages.

Navigation features

The navigation system uses data from SD cards that can display the current location on a map, or display routes to a target destination.

When a smartphone is connected, the driver can search the internet for places they want to go, or use content on Aha™ – such as Yelp – to check out popular spots, and set those locations as destinations.

The navigation software, which comes with free upgrades for three years, can also display the distance to nearby petrol stations and alerts drivers ahead of safety camera and school zones. It also offers live traffic alerts, weather and has a search function with thousands of points of interest included.

Applications

The connectivity system enables the use of a number of Mazda's own apps.

The Fuel Economy Monitor lets drivers confirm to what degree they are driving in an eco-friendly fashion on each outing.

Maintenance allows drivers to check when their next oil change is due. Warning Guidance uses the 7-inch centre display to offer details about warnings that appear on the meters.

Active Driving Display reduces eye movement

The full colour Active Driving Display is a device based on Mazda's latest-generation HMI, which places top priority on safety.

Information from the display panel is reflected by a mirror and projected as a virtual image on a combiner; a clear display panel vertically mounted atop the meter hood.

To reduce the required eye movement and the burden of adjusting focus, the image is set to be in focus approximately 1.5m away from the driver's eye point.

Vehicle speed, turn-by-turn directions from the navigation system and other important driving information, such as that from the advanced safety systems, are displayed in real time.

Mazda's Electric Parking Brake

Mazda's Electric Parking Brake (EPB) makes it easy to turn the parking brake on or off by operating a switch mounted on the floor console.

Pulling the switch activates the parking brake, while pushing it or pressing the accelerator pedal to pull away from a standing start automatically releases the brake.

The control system for the feature is carefully designed to prevent operating errors.

In the case of automatic release when starting off from a standstill, the system is designed to operate only when the driver is wearing their seatbelt, the door is closed, and the system detects that the driver is pressing the accelerator pedal.

Also, to help promote safety when releasing the brake by pushing the switch, the system only operates when the engine is running and the driver is pressing the brake pedal.

Front door pockets

In addition to accommodating a one-litre bottle, each pocket can stow maps, towels, a folding umbrella, or plenty of other items.

POWERTRAINS

A CELEBRATION OF DRIVING

When it introduced the full range of SKYACTIV TECHNOLOGY on the Mazda CX-5, Mazda overcame SUV shortcomings to achieve the most "car-like" performing sport utility available. SKYACTIV TECHNOLOGY then made its debut on the Mazda6 when it launched in late 2012. With reduced weight, a lower centre of gravity and low rolling resistance tyres, the Mazda6 gets so much out of its SKYACTIV engines and transmissions.

Mazda6 has uncompromising linearity and responsiveness, offering an unforgettable *Zoom-Zoom* driving experience, exceptional fuel efficiency and a sporty yet civilised look and feel.

Always a brisk, sporty performer, Mazda6 is a step ahead with a choice of either a petrol or diesel SKYACTIV engine that efficiently distributes power to the front wheels via a six-speed automatic transmission.

Standard efficiency for all

Press the accelerator, and the car responds immediately and with precision to the amount of pressure put on the pedal, delivering strong yet refined linear acceleration.

The engines also sound good: Mazda engineers tuned the intake and exhaust to eliminate undesirable high-frequency sounds while maintaining the vibrant low-frequency band. So Mazda6 is as quiet as a refined CD sedan or wagon should be at constant cruising speeds, erupting into a truly exciting resonance when accelerating.

Mazda's i-stop idle-stop system and the company's i-ELOOP brake energy regeneration system are standard across the Mazda6 range, where they work in perfect harmony. Together with SKYACTIV powertrains and the lightweight yet rigid SKYACTIV-Body and SKYACTIV-Chassis, they contribute to the Mazda6's superb fuel economy and CO_2 emissions. At Mazda, this applies to all variants – and with no compromise on performance.

Powerful petrol performance

The SKYACTIV-G 2.5L was designed for maximum performance. In fact, this level of output – 138kW at 5,700rpm and 250Nm at 3,250rpm – would seem more at home in a high-end vehicle segment.

Top performance from the direct injection petrol-powered SKYACTIV-G 2.5L is a given throughout the rpm range, propelling Mazda6 from 0-100 km/h in only 8.2 seconds.

Mazda overcame the NVH issues associated with this brawnier engine by adopting a balance shaft to offset vibration. So it's even quieter than the smaller SKYACTIV-G 2.0L that features on the CX-5.

The numerous similarities between the engines include an ultra-high compression ratio combined with a special exhaust manifold setup, enhanced fuel spray characteristics and much more, delivering exceptional low and mid-range petrol torque along with fuel efficiency that's just as impressive. In the combined cycle, the SKYACTIV-G 2.5L uses 6.6L/100km, which corresponds to CO_2 emissions of 153g/km (sedan) and 155g/km (wagon).

Dynamic diesel depth

SKYACTIV stands for efficient internal combustion. And the diesels under the bonnet of Mazda6 defy convention, featuring the world's lowest compression ratio. Since lower compression puts less strain on engine parts, it enables lighter components to be used.

Low compression also makes it possible to improve combustion timing and efficiency, which explains the exceptional figures: 129kW at 4,500rpm and 420Nm at 2,000rpm.

On Mazda6, this is good for 0-100 km/h times and top speeds of 8.4 seconds for sedan and 8.6 seconds for wagon. And these figures are even more remarkable when considering the Mazda6's diesel consumption: only 5.4L / 100km and 141 g/km.

Smooth, linear shifting

The highly-refined six-speed SKYACTIV-Drive automatic transmission available for all Mazda6 engine variants is extremely well-balanced, delivering remarkably smooth shifting along with the direct feel of a manual. The technology enables an interactive response to driver input at the accelerator pedal.

That means a quicker reaction than ever to changing torque demands and better control over downshifting, contributing to the outstanding fuel economy of Mazda6.

SKYACTIV-G: Direct-injection petrol technology for today

Highlights:

- A naturally aspirated four-cylinder 2.5-litre engine with 13:1 compression ratio
- A 4-2-1 exhaust system utilising an extended manifold structure to reduce the amount of residual exhaust gas in the combustion chamber, thus helping:
  - Prevent knocking (abnormal combustion)
  - Reduce vibrations
- Multi-hole injectors with six nozzles enhance fuel spray for more efficient combustion and improved cooling, which also help prevent knocking
- A special piston cavity reduces cooling losses
- Dual S-VT (sequential valve timing) optimises air intake and exhaust valve timing according to engine operating conditions, minimising pumping losses
- Light components and reduced internal friction, improving performance as well as fuel economy and CO_2 emissions:
  - Lighter engines
  - Impressive fuel consumption
  - Excellent low and mid-range torque
- All SKYACTIV-G equipped Mazda6 models come standard with engine transmission combinations and are available with the i-stop idle-stop system.

SKYACTIV-D: Clean, fuel efficient diesel power

Highlights:

- A 2.2-litre four-cylinder diesel that defies conventional expectations of diesels
- World's lowest compression ratio (14:1) significantly enhances engine efficiency and thus fuel economy thanks to:
  - Optimum combustion timing, improving the expansion ratio
  - Special convex shape of piston roof, ensuring ideal fuel distribution in the combustion chamber
  - Multi-hole piezo injectors, enabling efficient start-ups despite low compression
  - Exhaust variable valve lift, stabilising combustion by regulating intake air temperature to prevent misfiring when the engine is cold
- Far cleaner than today's conventional diesels:
  - Drastically reduced NOx emissions without requiring expensive after-treatment systems
  - Generates far less soot (particulate matter)
  - Complies with Euro 5
- Lower compression also puts less strain on engine parts, reducing mechanical friction and enabling the use of lightweight materials and components, such as:
  - An aluminium block
  - A thin cylinder head and cylinder walls
  - A small diameter crankshaft
- A two-stage turbocharger uses two turbines and a large intercooler to produce exceptional torque – even at low rpms – along with outstanding high range output, particularly for a diesel:
  - A small turbine operates in the low rpm range, and is joined by the larger one when required for more torque as well as better fuel economy
  - All SKYACTIV-D equipped Mazda6 models come standard with engine transmission combinations with the i-ELOOP brake energy regeneration system and i-stop idle-stop system

›› The addition of a Natural Sound Smoother reduces diesel knock and the Natural Sound Frequency Control reduces noise and improves sound quality (more information on these two points can be found in the 'Driving Dynamics' chapter).

SKYACTIV-Drive: The direct, linear response automatic

Highlights:

- The extremely well balanced, fuel-saving, six-speed automatic offers smooth, refined shifting and the direct feel of a manual transmission, also combining the benefits of the various types of automatics available:
  - ›› Better shift response, faster downshifting and easier starts than a dual-clutch transmission
  - ›› Smoother, more comfortable shifting than dual-clutch or conventional torque converter transmissions
  - ›› Better fuel economy than a CVT at high speeds and a torque converter unit at low speeds with a more direct feel than either at all speeds
- Control technology enables an interactive, linear response to driver input:
  - ›› Reacts faster than ever to changing torque demands
  - ›› The car does exactly what the driver tells it via the accelerator pedal
- A kick down switch prevents undesirable downshifting using a kick down detent to increase resistance at a certain position in the accelerator pedal stroke:
  - ›› Thereby telling the driver when a kick down is imminent
  - ›› Driver can avoid unwelcome downshifts by easing off pressure on the pedal (so the SKYACTIV-Drive does not shift before all available torque is used)
  - ›› Or, conversely, use added pressure to initiate a downshift (so the SKYACTIV-Drive shifts sooner to immediately deliver the desired torque) thus putting the driver in absolute control
- The Mazda6 SKYACTIV-Drive features paddle shifters and a more user-friendly gear shift knob and gate that's especially satisfying when going from "D" to "M" (manual shift mode)
- Two versions available based on maximum torque: standard (up to 270Nm) and large (up to 460Nm).

i-ELOOP: Mazda's unique brake energy regeneration system

Mazda6 was the first production model to adopt Mazda's fuel-saving i-ELOOP brake energy regeneration system.

Short for "Intelligent Energy Loop", i-ELOOP was the first such passenger car system in the world to utilise a capacitor to store recovered electricity to power the vehicle's electrical systems.

One issue that has hindered the effectiveness of regenerative braking is the limited charging and power storage potential of the lead acid starter batteries typically used in automobiles.

Mazda engineers painstakingly analysed everyday driving conditions, focusing on the recurring cycle of deceleration and acceleration.

Determining that a typical deceleration phase lasts only about 10 seconds, they adopted an electric double-layer capacitor (EDLC) rather than a dedicated battery to quickly capture and temporarily store electricity.

The system uses a 12 V - 25 V variable voltage alternator to efficiently generate power from the moment the accelerator is released, fully charging the EDLC in as little as 7-10 seconds – well within a single deceleration cycle.

Another benefit of EDLCs is that they can be recharged again and again with minimal deterioration – unlike the lithium-ion batteries used in electric vehicles.

After recharging, the DC/DC converter steps down the voltage of the electricity in the EDLC to 12 V to power components like the climate control and audio systems. Any surplus electricity goes to the starter battery.

A full capacitor charge is enough to run the vehicle's electrical systems for a minute. i-ELOOP is therefore the perfect companion for i-stop, since there is no need to revert to battery power even when Mazda's idle-stop system has shut the car off (at a traffic light, for example).

During stop-and-go city driving, charging often resumes before the capacitor is fully discharged. i-ELOOP can therefore produce most, if not all, of a vehicle's electricity needs, whereas some of the engine's output is required just to drive the alternator.

By freeing up this engine capacity, i-ELOOP increases fuel economy under everyday urban driving conditions.

i-stop: For all new-generation Mazdas

i-stop is Mazda's innovative, intelligent idle-stop system.

Standard on all versions of Mazda6, it's the only idle-stop system available that uses combustion energy for the restart. In addition to saving fuel, this enables the fastest restarts in the industry: 0.35 seconds for SKYACTIV-G petrol engines and only 0.40 seconds on SKYACTIV-D diesels.

i-stop uses a sophisticated control module to switch off the engine in the ignition/expansion stroke (petrol) or compression stroke (diesel), the optimal cycles for restarting. In fact, i-stop actually waits for the moment the cylinders are in the ideal restart position. And this all takes merely a split second.

Conventional systems only identify which cylinder is in the correct stroke position after an electric starter turns the crankshaft to begin the restart. So, whereas competing diesel models won't restart until the second compression stroke or engine cycle, Mazda's SKYACTIV-D starts almost immediately during the first stroke.

And in the meantime, Mazda drivers and passengers can still use the vehicle's electric-powered systems. It's another component of Sustainable *Zoom-Zoom*, Mazda's commitment to minimising the environmental impact of its vehicles – with no compromises.

CHASSIS & BODY

Genuine *Zoom-Zoom* fun can perhaps be best described by a typical driving situation; decelerating into a winding curve, manoeuvring through it and accelerating out again.

Engineers who developed the SKYACTIV-Chassis and SKYACTIV-Body for Mazda6 were aiming to make this experience as exhilarating as possible.

Their efforts paid off with evolved sporty handling – agile yet stable – that puts the driver in absolute control of the car.

The lightweight yet highly rigid body only serves to support the strengths of its advanced powertrains while providing occupants with segment-leading crash protection.

It's a new dimension of driving pleasure perceptible after only 100 metres, and a feeling that will endure for tens of thousands of kilometres to come.

In recent years, Mazda has strived to balance the fundamentally contradictory characteristics of refined, supple motion and light, agile motion. To enhance the linear connection between the driver and basic vehicle functions like accelerating, turning and stopping. To turn the car into an extension of its driver.

So Mazda took the SKYACTIV-Chassis first introduced on the Mazda CX-5 – an SUV with unprecedented passenger car handling – and optimised it for the longer wheelbase, lighter weight, lower centre of gravity and low rolling resistance tyres of its CD-segment flagship.

Reliable responsiveness

Mazda6 offers a fertile foundation for the SKYACTIV-Chassis:

- From the exceptional low to medium speed agility and high-speed straight line stability, the SKYACTIV-Chassis always delivers a consistent response to steering input from the driver. Road feedback is immediate, with gently increasing roll so that no steering adjustment is required in a curve. Yet, befitting for Mazda's top model, occupants can enjoy a relaxing, comfortable drive regardless of distance
- The column-type electric power assist steering system features a class-leading 14.2 gear ratio for agile steering without having to change hand positions on the steering wheel. This makes winding roads more fun and urban driving less tiresome. A range of sensors, meanwhile, feed data to the system, which it uses to adjust steering sensitivity for nimbleness at lower speeds while suppressing disturbances for better stability on rough roads and at high speeds. The larger caster angle on the front wheels also supports high-speed stability.

Finely-tuned suspension

A key 'link' in the agility-stability balance, the Mazda6's rear multi-link suspension also ensures the superior ride comfort obligatory in this segment.

Mazda found the best possible combination between rear suspension link positions and bushing characteristics to deliver more grip, raising the shock absorber mounts to reduce rear suspension impacts. This also prevents the back of the vehicle from rising when braking. The rear dampers are inclined to better absorb vibrations, while the front and rear cross members were designed to enhance rigidity while also reducing their weight.

As for stopping, the added chassis stability reduces braking distances. Here the short brake pedal stroke helps, giving the driver better control, as does the optimised cooling of the brake disks.

As a result, Mazda6 brakes more consistently in all situations, with segment-leading stopping distances.

SKYACTIV strength

SKYACTIV Technology is clearly about achieving the best possible balances, and the SKYACTIV-Body is no exception.

Just like the SKYACTIV-Chassis, the focus here was to boost strength and stiffness while shedding kilograms. High and ultra-high tensile steels accomplish both, so Mazda uses them on 20 per cent more of the body by weight than the previous generation model.

Other measures include the highly rigid injection-moulded foam filling used to strengthen body joints without adding structural members, which originally cut door weight, for example, by 15 per cent.

Even the glass on the windscreen and tailgate weighs less.

While lighter, sleeker bodies support better handling and fuel economy – cornerstones of Mazda's Sustainable

Zoom-Zoom strategy – stiffer bodies are, of course, safer. Especially in combination with impact-absorbing structural modifications to disperse crash energy, outside the cabin along load paths, and replace curved structures with straight, continuous sections wherever possible.

Aerodynamics: A cutting-edge

The primary aerodynamic concept guiding designers of Mazda6 was to minimise drag by enhancing the shape of the floor to strike the best possible balance between underfloor and upper body airflow.

Mazda used covers for the engine base and centre floor, among other things, along with extended front tyre deflectors to smoothen airflow underneath the car. The main exhaust silencer also helps improve aerodynamics by guiding the flow of air upwards. The roof angle (and D-pillar angle on the wagon) along with the spoilers, meanwhile, were also optimised.

And Mazda6 is, in fact, as aerodynamic as it looks. The remarkably low drag coefficient, with CD values of 0.27 for the sedan and 0.28 for the wagon, is one of the lowest in its class. This only helps to further improve high-speed stability and, of course, fuel economy.

Sustainable *Zoom-Zoom*: more than just talk

In this day and age, even fun cars need to be environmentally friendly. That's why Mazda put the "Sustainable" into Sustainable *Zoom-Zoom*.

Sustainable *Zoom-Zoom* is a building block strategy focused on significantly improving vehicle efficiency, firstly by developing base technology – see SKYACTIV – and then successively adding auxiliary systems like i-stop and i-ELOOP to achieve ambitious fuel economy objectives.

Mazda meticulously examines every structure and material on a vehicle to eliminate every possible gram.

Recyclability is also an important issue. Today, 80 per cent (by weight) of the materials used to manufacture cars are already recycled. These are mostly metals like iron and aluminium, so Mazda is looking at the remaining 20 per cent – primarily plastics and glass – and developing initiatives to make these components easier to identify and dismantle.

Mazda's lifecycle assessment process confirms that it has successfully reduced the Mazda6's emissions of CO_2 a greenhouse gas, as well as nitrogen and sulphur oxides (NOx and SOx), which cause acid rain. Mazda is also working to cut the amount of volatile organic compounds (VOCs) in its vehicle interiors and was the first automaker to adopt low-VOC sealants, paints and adhesives for the cabin.

It all proves how seriously Mazda is committed to minimising its environmental impact – with no compromises.

For example, the company uses recycling-friendly polypropylene, a thermoplastic resin, on Mazda6's front and rear bumpers as well as the instrument panel and trim. And it's phasing out harmful materials, eliminating lead, cadmium and chromium.

DRIVING DYNAMICS

MORE INTRIGUING AND REFINED DRIVING VIA THE LATEST TECHNOLOGY

With ideal *Jinba-Ittai* in mind, Mazda has built cars based on a human-centred design philosophy that focuses on people and comfort within the car.

Thanks to this approach, Mazda continually strives to produce and introduce technologies that offer customers safety and peace of mind, while advancing the quality of its vehicles.

New Mazda6 delivers linear and smooth response to every driving input, offering brisk and pleasant driving as if the car and driver were one.

The 2015 update focused on refining the pleasure of driving by enhancing smoothness and quietness based on the human-centred design philosophy.

This update takes driving quality even further by introducing G-Vectoring Control (GVC), the first of the new-generation SKYACTIV VEHICLE DYNAMICS control technologies (which is explained in detail in the next chapter), and improving NVH performance for quieter, more comfortable driving.

Mazda's ever-evolving latest technology provides refined flagship-grade dynamic performance, enabling high-quality driving that matches the driver's will.

SKYACTIV VEHICLE DYNAMICS is a new-generation vehicle dynamics control technology designed to evolve *Jinba-Ittai*

NVH performance

Road and wind noise reduction

In the 2015 update, the Mazda6 took a leap forward in terms of quietness at highway speeds and on rough roads by applying various measures throughout the vehicle.

To make New Mazda6 even quieter, efforts were exerted in the new update to enhance sound insulation and greatly enhance the clarity of conversations during driving.

The measures introduced include thorough suppression of noise entry through gaps by moulding weather strip terminals around doors, improving the sealing performance between rear door trims and inner panels, as well as between seaming welts and body flanges in the front and rear doors.

Moreover, the use of thicker front door glass and the wider application of sound-absorbing materials in the headliner improve sound insulation and absorption performance.

Soundproof glass with an acoustic membrane between glass layers was chosen for GT and Atenza front door glass, contributing to even greater wind noise reduction.

Further evolution of new-generation clean diesel engine SKYACTIV-D

This update further evolves the SKYACTIV-D 2.2L's driving quality and quietness with the following three new technologies: High-Precision DE Boost Control, Natural Sound Smoother and Natural Sound Frequency Control.

High-Precision DE Boost Control delivers more linear torque response

High-Precision DE Boost Control directly sharpens engine responsiveness to accelerator pedal operation during light-load conditions.

It gives more precise control of engine torque response by optimising boost pressure control and enabling finer adjustment of fuel injection.

Real-time accurate response to accelerator pedal operation in rapidly changing driving situations, especially in urban areas, enables driving that infuses a sense of unity with the driver's will.

This technology also includes a new capability to finely adjust the optimum torque according to the instantly detected characteristics of rolling motion in the powertrain, and torsional motion in the driveshaft, generated by slight pedal switching or re-stepping motions.

As a result, it offers accurate and swift torque generation at the slightest touch of the accelerator pedal and smooth acceleration with minimal shock and vibration.

Natural Sound Smoother greatly reduces diesel knock

This technology cancels piston vibration generated by extension and retraction of the connecting rod during combustion by placing a damper in the hollow part of the piston pin.

It greatly reduces diesel knock around the 3.5 kHz frequency range, which is especially heard when starting from a standstill or gradually accelerating.

It ensures quieter and more comfortable driving with an exhilarating engine sound.

Natural Sound Frequency Control reduces noise and improves sound quality

Natural Sound Frequency Control technology further reduces engine knock, a key factor for improving the quietness of a diesel engine, and further improve engine sound quality during acceleration.

Mazda identified the main elements of engine knock noise to be four particular waves among all diesel engine knock generated by the peak frequencies of resonating parts.

Mazda adopted the above-mentioned Natural Sound Smoother technology to suppress the loudest waves generated by piston vibration at frequencies around 3.5kHz.

Natural Sound Frequency Control technology controls injection timing so that sound waves introduced at pre-combustion, main combustion and after combustion cancel each other out, reducing vibrations.

As a result, knock is greatly reduced without adding any extra weight from acoustic material or compromising driving performance and fuel efficiency.

Continuous evolution of new-generation direct injection engine SKYACTIV-G

Mazda continues to advance petrol engines as well as diesel engines. This update further improves the driving quality of SKYACTIV-DRIVE equipped vehicles.

Mazda identified the factors that control linear vehicle response and refined torque rise characteristics after pressing on the accelerator pedal to make response more linear.

Highly responsive SKYACTIV-G (petrol engines) combine with the refined basic performance of SKYACTIV-DRIVE to give smoother and brisk driving.

G-VECTORING CONTROL

THE TIRELESS PURSUIT OF *JINBA-ITTAI*

Mazda aims to offer vehicles that provide driving pleasure and enrich the lives of their owners.

It has achieved this through the pursuit of *Jinba-Ittai* – a feeling of unity between driver and vehicle.

Whether turning, braking or simply cruising, the driver controls the vehicle as naturally and easily as if it were an extension of his or her own body.

The *Jinba-Ittai* driving feel is the result of Mazda's unique, human-centred development philosophy, under which the company has produced a wide range of engineering advances, including SKYACTIV Technologies.

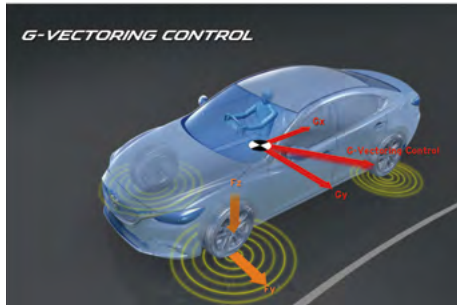
SKYACTIV VEHICLE DYNAMICS

Further evolving the *Jinba-Ittai* experience and bringing driving pleasure to everyone

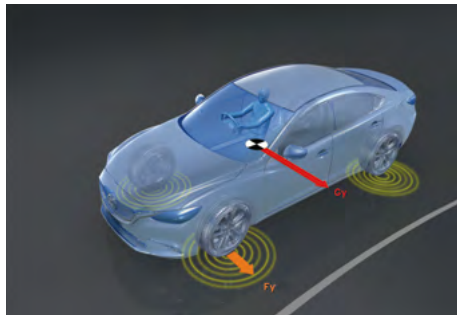
SKYACTIV VEHICLE DYNAMICS represents a breakthrough in Mazda's tireless pursuit of *Jinba-Ittai*.

SKYACTIV is the general term for Mazda's technology developed under the Sustainable *Zoom-Zoom* principle of providing all customers with driving pleasure as well as excellent environmental and safety performance.

Part of the SKYACTIV series, SKYACTIV VEHICLE DYNAMICS technologies provide integrated control of the engine, transmission, chassis and body to enhance the car's *Jinba-Ittai* feel – a sense of connection between car and driver that differentiates Mazda vehicles from others.



Turn-in with GVC control vehicle



Turn-in with regular vehicle

G-Vectoring Control: Enhancing chassis performance using the engine

Mazda has always pursued smooth transitions between G-forces when braking, turning and accelerating, because it considers this an essential element of *Jinba-Ittai*. This results in what we refer to as a unified dynamic performance feel.

In combination with consistent feedback and response in the operation of the brakes, steering wheel and accelerator, it enables the driver to control the vehicle easily and precisely.

The first technology in the SKYACTIV VEHICLE DYNAMICS series, G-Vectoring Control (GVC) further advances the unified feel that has always defined the dynamic performance of Mazda vehicles.

Its development was based on the revolutionary idea of using the engine to enhance chassis performance, allied to Mazda's human-centred development philosophy that focuses not only on mechanical efficiency but posits how a vehicle should be in consideration of human characteristics.

By adopting GVC, Mazda vehicles will exhibit even smoother transitions between G-forces in all driving scenarios.

Until now, lateral and longitudinal acceleration G-forces have been controlled separately.

GVC is the world's first* technology to adjust engine torque in response to steering inputs in order to control these forces in a unified way and optimise the vertical loading of each tyre to give smooth and efficient vehicle behaviour.

The vehicle moves more precisely as the driver intends, reducing the need for steering corrections, many of which are performed unconsciously.

The driver feels more at one with the vehicle and more confident because the car follows his or her intended line precisely.

Cumulative fatigue on long drives is reduced and smooth transitions between the G-forces acting on vehicle occupants reduce torso-sway, improving ride feel and passenger comfort.

GVC also improves handling and stability on wet or snowy roads and the enhanced feeling of grip gives drivers peace of mind.

*As of June 2016. Based on Mazda's in-house investigation.

Mechanism of GVC system

GVC maximises tyre performance by focusing on the vertical load on the tyres.

The moment the driver starts to turn the steering wheel, GVC controls engine drive torque to generate a deceleration G-force, thereby shifting load to the front wheels. This increases front-wheel tyre grip, enhancing the vehicle's turn-in responsiveness.

Thereafter, when the driver maintains a constant steering angle, GVC immediately recovers engine drive torque, which transfers load to the rear wheels, enhancing vehicle stability.

This series of load transfers extracts much more grip from the front and rear tyres, improving vehicle responsiveness and stability according to the driver's intentions.

A natural control effect based on a human-centred development philosophy

The effect of GVC is very natural and does not impose any feeling of discomfort on the driver or other occupants.

Based on Mazda's human-centred development philosophy, the reaction rate and amount of control has been aligned with human sensibilities.

The degree of control is extremely subtle, with a reaction time from the moment the driver operates the steering wheel faster than a person can perceive, and the resulting deceleration force usually at or below 0.01 G.

One of the key features of GVC is that it enhances a natural driving feel by offering quicker and more precise control than is possible for a human driver.

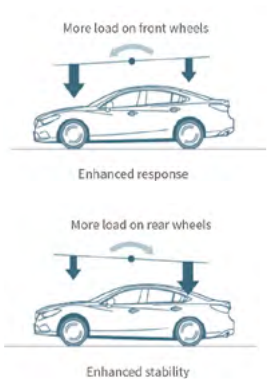
High deployability of GVC

GVC is only possible thanks to the existence of SKYACTIV engines, which enable precise control of drive torque, and the SKYACTIV-CHASSIS, which facilitates ideal vehicle behaviour.

GVC is a highly versatile technology that can be deployed in any SKYACTIV model, irrespective of drive system or vehicle type.

In addition, since GVC is a software control system, there is no weight increase due to the use of additional hardware components.

Moving forward, Mazda plans to deploy GVC in most of its new-generation vehicles.



Benefits of GVC

Regardless of the skill of the driver, GVC demonstrates its effect consistently over a range of driving situations, from low-speed everyday driving to high-speed straight-line driving, on winding roads and during emergency avoidance manoeuvres. This control technology offers the following benefits:

1. Driver confidence increases as the car behaves as expected

The driver operates the steering wheel to keep the vehicle within its lane whether driving in a straight line or cornering.

However, due to irregularities and undulations in the road surface, the vehicle does not always travel along the expected line, forcing the driver to make corrections with the steering wheel.

Since GVC provides enhanced response to slight steering wheel operations, it greatly reduces the size and frequency of steering corrections.

This enables the driver to keep to his or her intended path with minimal corrections, giving a feeling of unity between driver and car and instilling greater driver confidence.

Vehicle movement during lane change at 80km/h

2. Reduced fatigue and the enjoyment of a comfortable drive

Fatigue steadily builds up as the driver continues to make minor steering corrections.

Since GVC helps alleviate these corrections, it reduces accumulated fatigue over long distances. And by smoothing the transitions between G-forces, GVC suppresses the swaying of the head and the body, enabling the driver and passengers to enjoy a more comfortable drive.

3. Enhanced peace of mind thanks to stable vehicle motion

Because GVC simultaneously enhances handling and stability by optimising the vertical load on the tyres depending on driving conditions, it demonstrates even greater effectiveness in rain and snow and on poor road surfaces.

It also stabilises the vehicle during evasive manoeuvres. In any driving scenario, the system offers an enhanced feeling of the tyres gripping the road, giving vehicle occupants a greater sense of security.

SAFETY

SAFETY PERFORMANCE CONTINUES TO ADVANCE FOR ALL OUR CUSTOMERS

The 2015 update introduced i-ACTIVSENSE* on the Mazda6 to enhance recognition support for the driver with new functions.

Its already outstanding safety performance is combined with various leading safety technologies to further improve safety, ensuring an enjoyable and secure driving experience.

This update seeks to further improve safety performance by adding new functions to i-ACTIVSENSE.

A newly added camera on Smart City Brake Support (SCBS) makes it easier to detect pedestrians during forward movement, and widens the range of speeds over which the system operates.

A newly developed Traffic Sign Recognition (TSR) system also automatically identifies traffic signsand notifies the driver.

In addition, Smart Brake Support (SBS) has been advanced to operate over a wider speed range.

The Mazda6 continuously advances by adopting the latest functions to provide superior safety performance in all driving conditions.

* i-ACTIVSENSE is an umbrella term covering a series of advanced safety technologies that employ detection devices such as milliwave radar units and cameras to support the driver in recognising hazards, avoiding collisions, and minimising damage in the event an accident does occur.

Active safety: i-ACTIVSENSE

Adaptive LED Headlamps (ALH)

ALH offers the driver greater support for recognising potential hazards when driving at night.

The system improves visibility at night and helps the driver avoid dangerous situations by combining Mazda's glare-free high beam, which controls the illumination coverage of the high beams, and wide-range low beam, which expands the area of illumination beyond that of previous systems.

The ALH system's glare-free high beam is the first among Japanese carmakers to employ an array of LED divided into four blocks, each of which can be independently lit or extinguished.

The high beams are normally lit while driving, but when the forward sensing camera detects the headlamps of oncoming vehicles or tail lamps of those traveling ahead, the appropriate block or blocks are extinguished to control the range of illumination.

This makes it possible to prevent blinding the drivers of those other vehicles, while still maintaining the excellent visibility that high beams can provide.

The wide-range low beam uses an LED on the corner of the each headlamp. By lighting the area seen between the A-pillars and door mirrors that are not covered by conventional headlamps, the system improves visibility at intersections and such when driving at night.

The system also employs highway mode, which helps the driver check conditions on and around the road ahead when driving at highway speeds.

The motor of the auto-levelling function automatically shifts the vertical aim of the headlamps up and down, which provides visibility at greater distances and helps the driver recognise street signs and obstacles sooner.

Blind Spot Monitoring (BSM)

The system uses radar sensors to detect vehicles approaching from the blind spot areas at the sides and rear and assist the driver in confirming safety when making lane changes.

If the driver switches on a turn signal while BSM detects a vehicle, it issues a flashing visual indicator in the respective door mirror and also sounds a buzzer.

BSM also incorporates **Mazda's Rear Cross Traffic Alert (RCTA)** function, which uses the same sensors to alert the driver when it detects vehicles approaching from either side as the driver backs up. This adds an extra layer of reassurance when backing out of a garage or parking space.

Lane-keep Assist System (LAS)

LAS uses a forward sensing camera to monitor lane markings on the road surface, and supports the driver in steering the car by providing steering torque assistance and a vibrating steering wheel to alert the driver and help reduce the risk of accidents.

It further evolves the **Lane Departure Warning (LDW)** system by adding functions that calculate the necessary

steering angle to maintain the car's lane and estimates the driver's intention in regards to the amount they want to turn the steering wheel.

Using this information to optimally control the electric power steering motor, the system maintains a natural feel to steering wheel operation.

LAS offers two settings for assistance timing. The driver can choose between the 'early' or 'late' settings on the centre display's 'Customise Settings' screen.

When the 'early' setting is selected, the system provides continuous steering assistance to help keep the car in the centre of its lane and reduce fatigue when driving for long periods of time. When the road bends, it helps guide the driver to use the optimum steering angle to match the amount of curvature.

When 'late' is selected, the steering assist function does not operate when driving normally. Instead, it only provides steering assistance to help return the car to its original position when the system determines that the car is going to depart from its lane.

The purpose is to prevent the car from departing from its lane due to driver fatigue or inattention.

Regardless of which setting is selected, the system becomes operational at speeds of approximately 60km/h or faster.

The system is designed to not operate when it determines that the driver's actions are intentional, such as the use of turn signals, and operating the accelerator pedal.

Driver Attention Alert (DAA)

DAA takes information such as the speed and angle of steering wheel operation, and vehicle speed, along with information from the forward sensing camera, to check on the driver's condition when driving at highway speeds and suggests that they rest properly.

It is designed to prevent accidents caused by fatigue or decreased alertness.

The system becomes operational after the engine is started and the vehicle exceeds a speed of approximately 65km/h. It then learns how the driver performs for the first 20 minutes or so, when they are not yet fatigued.

Afterwards, if the system detects a significant change in the driver's behaviour, a mark recommending a rest break along with the message 'Time for a break' appears on the information display in the meter cluster, and a soft audible alert is also sounded.

The display and alert are also presented to the driver if they drive for more than two hours at one time.

Smart City Brake Support (SCBS)

SCBS detects vehicles in front of the vehicle to help avoid collisions and mitigate collision damage during city driving and traffic jams. This update improves SCBS to support more driving situations.

First, its forward sensing device has been upgraded from the previous near-infrared laser sensor to a newly developed forward sensing camera.

This change now makes it easier to detect pedestrians in addition to vehicles.

The system is designed to automatically apply the brakes in response to someone suddenly appearing at an intersection or from behind parallel-parked vehicles while driving approximately 10-80km/h.

The newly installed camera widens the approximate system operation speed range for the detection of vehicles from the previous 4–30km/h to 4–80km/h.

Traffic Sign Recognition System (TSR)

The forward sensing camera can detect speed signs during driving and display the identified speed limit on the all-colour Active Driving Display.

It warns the driver by blinking graphics on the display three times when the speed exceeds the limit. An audible alert by sounding a buzzer is also available.

This encourages safer driving and prevents speed signs from being overlooked. Models can display speed limits on roads without the presence of speed signs because their maps in the navigation system contain speed limit data. They also identify no entry and stop signs.

Smart Brake Support (SBS)

SBS detects vehicles and obstacles on the road ahead while driving and helps avoid collisions and mitigate damage by sounding an audible alert and applying the brakes in a two-stage pattern.

This update extends the system operation speed range from the previous approximate 15–145km/h to 15–160km/h by combining the existing millimetre-wave radar with a newly developed forward sensing camera.

Other i-ACTIVSENSE technology

While these safety inclusions make driving safer, they join a range of i-ACTIVSENSE technologies that have been there from the start, these include:

Mazda Radar Cruise Control (MRCC), which maintains a safe distance from the preceding vehicle, and **Smart Brake Support (SBS)**, which includes Distance Recognition Support and **Forward Obstruction Warning (FOW)**.

Adaptive Front-lighting System (AFS) helps drivers see around curves at night – when the majority of fatal accidents occur – predicting the course of the road ahead based on driver steering input and directing the headlamps accordingly.

The Lane Departure Warning (LDW) and **Blind Spot Monitoring (BSM)** are two more perspective-enhancing highlights of Mazda6. LDW monitors the lane markings on the road, providing audible and visual alerts when it detects an unintentional lane change at 65 km/h or higher. BSM, meanwhile, keeps an eye on the blind spots, informing the driver via LEDs in the appropriate side mirror of vehicles approaching from behind in adjacent lanes. Should the driver signal to change lanes, a buzzer sounds and the LEDs start to blink. BSM works at speeds as low as 30 km/h.

Proactively alert

And for vehicles travelling directly behind the Mazda flagship, there's the **Emergency Stop Signal (ESS)**, which rapidly flashes the four-way hazard lights during heavy braking from speeds of at least 50 km/h. It switches on the hazards at normal frequency, too, at 10 km/h or less to notify other drivers when the vehicle is about to stop.

Mazda6 is also equipped with **Hill Launch Assist (HLA)**, which controls brake pressure for smooth hill starts, and of course all the latest generation of automated vehicle safety systems, including **ABS** with **Electronic Brakeforce Distribution (EBD)**, **Electronic Brake Assist (EBA)**, **Dynamic Stability Control (DSC)** and **Traction Control System (TSC)**. And with a cockpit and **Human Machine Interface (HMI)** designed to enhance visibility, the driver is in the perfect position to take full advantage of these systems.

Clearly there's no such thing as 100 per cent security, and all this active safety technology won't necessarily help drivers prevent every accident. But should one occur, Mazda6 was designed to provide the utmost in occupant protection.

In a safer place

Passive safety – what counts during an accident – starts with the SKYACTIV-Body.

Lightweight but rigid, thanks among other things to all the high-tensile steels, it efficiently absorbs impacts from all directions and/or disperses crash energy to keep cabin deformation to a minimum.

Frontal impact forces, for example, are absorbed by crush cans in the engine compartment and channelled through the SKYACTIV-Body's multi-load paths.

To create a larger crumple zone, the front suspension cross-members are designed to detach from their mountings. And milder frontal collisions (up to 15 km/h) are absorbed by easy-to-replace bolted-on parts, preventing damage to the front frame and engine components. This makes subsequent repairs far more economical.

Side impact safety is taken care of by Mazda's Triple-H cage structure around the cabin, which has been strengthened by linking roof members, B-pillars and underbody members in uninterrupted ring structures. While added spot welds hold these structures together at the joints for greater shock resistance, the size, shapes and strength of pillars and bars were enhanced to prevent the cabin from deforming. The B-pillars and door impact bars, for example, are made from ultra-high tensile steel.

And to help protect occupants by absorbing and dispersing crash energy during a rear-end collision, Mazda improved the cross-sectional shape of the rear frame, joining it to the B-frame and straightening underbody members. Designers were able to limit the protrusion of the rear bumper by giving it an innovative reinforcing cross shape, which can absorb more force over a shorter crumple space. Mazda6 thus delivers world-class safety with no need to compromise on the KODO design's beauty.

Ingeniously secure inside

The interior, too, is built for better-than-ever occupant protection. That's why components and trim were designed the way they were.

High-tensile steel within the rear seatback and its connections and mounts strengthen to reinforce cabin integrity and prevent luggage intrusion.

Mazda advanced anti-whiplash front seat design has reinforced headrests, seatbacks and seat lifters to restrict movement and rotation of the head, chest and hips during an accident.

Shear and tensile loads on the neck are as a result among the best in the segment* for front occupants of the Mazda6. And the optimised seats are comfortable and light weight.

In addition to standard front, side and curtain airbags, the front seatbelts combine pretensioners to tighten the belts during a frontal accident and load limiters to avoid excessive pressure on the chest. The smallest passengers also get the best possible protection, thanks to ISOFIX connections with top tether anchors for quick and secure child seat installation.

While steadily improving automobile safety has led to a sharp decline in occupant deaths over the past decades, the proportion of pedestrian fatalities has grown. Reflecting this, EuroNCAP ratings now incorporate stricter criteria for pedestrian impacts.

When initially designing Mazda6, Mazda adopted several measures to better protect pedestrians. These include bonnet hinges that yield downwards (vertically) to help prevent head injuries, but without diminishing their longitudinal (or horizontal) strength, which inhibits the bonnet from moving back towards the cabin.

The low bonnet on Mazda6 makes it difficult to build in deep enough crumple zones above the front suspension towers, so Mazda used a special material here along with a new structure for the fender brackets. As a result, they crush during an accident to absorb the impact from a pedestrian, yet still resist deformation if someone leans on them.

The body cowl was also optimised to soften any blows to the head, improving NVH at the same time within the limited space available.

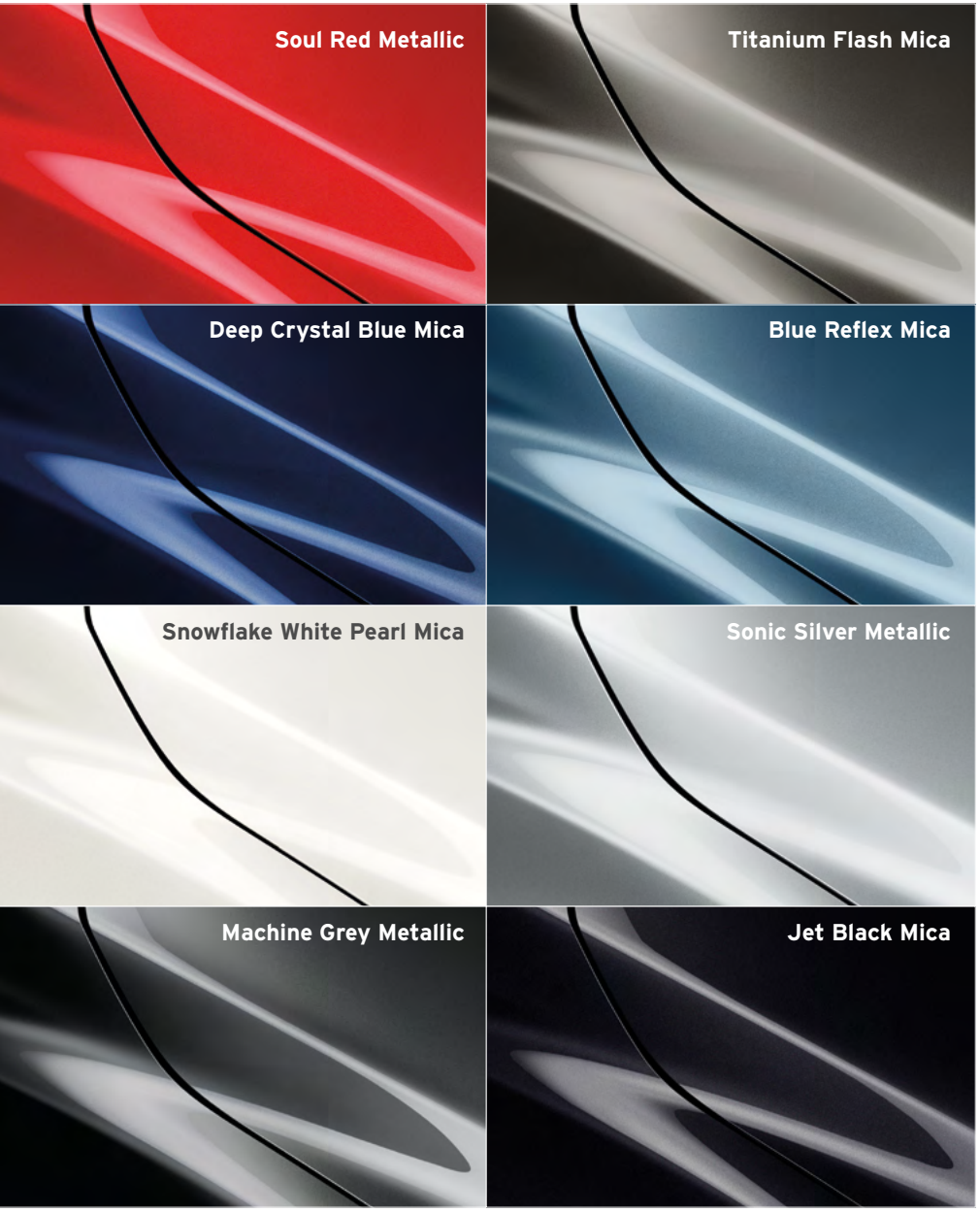
Finally, the energy-absorbing foam used on the front bumper reinforcing member better protects pedestrian legs, with a "stiffener" added to stop the legs from becoming trapped underneath the car. And since all these features are hidden, they don't detract from the Mazda6's good looks.

It all adds up to world-class crash safety, proven by the exhaustive testing undertaken on Mazda6. Mazda went the extra mile, subjecting its flagship to a wider range of collision situations than regulations require, including side and offset front and rear impacts. This model therefore complies with even the most stringent crash test safety rating criteria around the world, and enjoys a 5-star ANCAP safety rating.

* According to Mazda in-house testing.

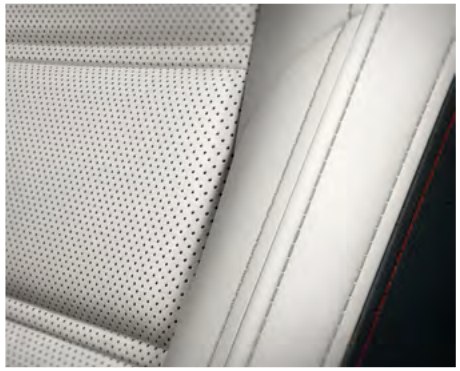
COLOURS

A choice of eight contemporary colours:



Interior variations:

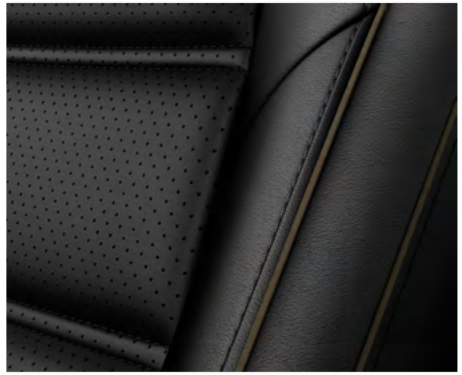
Black fabric



Pure White leather

Black leather

White nappa leather



Black nappa leather

SPECIFICATIONS

POWERTRAIN		2.5L I4 Petrol	2.2L I4 Diesel
Bore and stroke	mm	89.0 x 100.0	86.0 x 94.3
Compression ratio		13.0 : 1	14.0 : 1
Drivetrain		FWD	
Emissions standard		Euro stage V	
Engine capacity	cc	2488	2191
Engine type		2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) engine with i-stop and i-ELOOP	2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) engine with i-stop and i-ELOOP
Fuel consumption (l/100km)[1]:	Auto (combined)	6.6	5.4
Fuel system		Electronic direct injection	Common rail, electronic direct injection
Fuel tank capacity	litres	62	
Gear ratio	1st	3.552	3.487
	2nd	2.022	1.992
	3rd	1.452	1.449
	4th	1.000	
	5th	0.708	0.707
	6th	0.599	0.600
	Reverse	3.893	3.990
	Final drive	4.056	3.804
Maximum power (kW @ rpm)		138 @ 5,700	129 @ 4,500
Maximum torque (Nm @ rpm)		250 @ 3,250	420 @ 2,000
Recommended fuel		Unleaded (91RON or higher) or E10	Diesel
Throttle control		Electronic (drive-by-wire)	
Transmission		6-speed (SKYACTIV-Drive) automatic	

& EQUIPMENT

MODEL AVAILABILITY		Sport	Touring	GT	Atenza
Sedan:	2.5L I4 Petrol / 6-speed automatic	•	•	•	•
	2.2L I4 Diesel / 6-speed automatic	-	•	•	•
Wagon:	2.5L I4 Petrol / 6-speed automatic	•	•	•	•
	2.2L I4 Diesel / 6-speed automatic	-	•	•	•

• = Standard, •* = Standard (Wagon only), ° = Option, - = Not available

CHASSIS		Sport	Touring	GT	Atenza
Brake diameter (mm):	Front	297			
	Rear	278			
Brake type:	Front	Ventilated disc			
	Rear	Solid disc			
Steering type		Electric power assist steering			
Suspension:	Front	MacPherson strut			
	Rear	Multi-link			
Turning circle kerb to kerb (m):	Sedan	11.2			
	Wagon	11.0			
Tyre size		225/55 R17		225/45 R19	
Tyre index		97V		92W	
Wheel size		17 x 7.5 J		19 x 7.5 J	
Wheel type		Alloy			
Tyre size (spare)		T125/70 R17			
Wheel size (spare)		17 x 4.0 T			
Wheel type (spare)		Temporary (Steel)			

CHASSIS & POWERTRAIN TECHNOLOGIES	Sport	Touring	GT	Atenza
Automatic transmission drive selection (2.5L petrol only)	•	•	•	•
Automatic transmission kickdown switch	•	•	•	•
Electric Parking Brake	•	•	•	•
Electric power assist steering	•	•	•	•
Hill Launch Assist (HLA)	•	•	•	•
i-stop	•	•	•	•
i-ELOOP	•	•	•	•
SKYACTIV-Body	•	•	•	•
SKYACTIV-Chassis	•	•	•	•
SKYACTIV VEHICLE DYNAMICS G-Vectoring Control (GVC)	•	•	•	•
Paddle shift gear control	•	•	•	•

• = Standard, •* = Standard (Wagon only), ° = Option, - = Not available

WEIGHTS & CAPACITIES (SEDAN)		Sport	Touring	GT	Atenza
Cargo room volume VDA	litres	474			
Kerb weight (kg):	2.5L I4 Petrol	1,463		1,507	
	2.2L I4 Diesel	-	1,542	1,585	
Towing capacity[3] – braked / unbraked (kg):	2.5L I4 Petrol	1,500 / 550			
	2.2L I4 Diesel	-	1,600 / 750		
Tow-ball download maximum	kg	120			

WEIGHTS & CAPACITIES (WAGON)		Sport	Touring	GT	Atenza
Cargo room volume VDA	litres	506			
Cargo room volume VDA (seats down)	litres	1,648			
Kerb weight (kg):	2.5L I4 Petrol	1,487		1,531	
	2.2L I4 Diesel	-	1,564	1,607	
Towing capacity[3] - braked / unbraked (kg):	2.5L I4 Petrol	1,500 / 550			
	2.2L I4 Diesel	-	1,600 / 750		
Tow-ball download maximum	kg	120			

DIMENSIONS (SEDAN)		Sport	Touring	GT	Atenza
Ground clearance laden	mm	125			
Overall length	mm	4,865			
Overall width	mm	1,840			
Overall height	mm	1,450			
Track (mm):	Front	1,585		1,595	
	Rear	1,575		1,585	
Wheelbase	mm	2,830			

DIMENSIONS (WAGON)		Sport	Touring	GT	Atenza
Ground clearance laden	mm	125			
Overall length	mm	4,800			
Overall width	mm	1,840			
Overall height	mm	1,480			
Track (mm):	Front	1,585		1,595	
	Rear	1,575		1,585	
Wheelbase	mm	2,750			

EXTERIOR	Sport	Touring	GT	Atenza
Daytime running lamps (LED)	-	•	•	•
Door handles (body coloured)	•	•	•	•
Exhaust extensions (chrome)	•	•	•	•
Front and rear bumpers (body coloured)	•	•	•	•
Front fog-lamps (Halogen)	•	-	-	-
Front fog-lamps (LED)	-	•	•	•
Green-tinted windscreen, side and rear windows	•	•	•	•
Headlamps (Halogen)	•	-	-	-
Headlamps (LED)	-	•	•	•
Headlamps auto on/off function	•	•	•	•
Power mirrors (body coloured with heating and folding function)	•	-	-	-
Power mirrors (body coloured with heating and auto folding function)	-	•	•	•
Power sliding and tilt glass sunroof	-	-	•	•
Power windows	•	•	•	•
Rear spoiler	•*	•*	•*	•*
Roof rails	•*	•*	•*	•*
Tail-lamps (LED)	•	•	•	•
Window demister (rear)	•	•	•	•
Wipers (front) 2-speed with rain-sensing function	•	•	•	•
Wiper (rear) with intermittent function	•*	•*	•*	•*

• = Standard, •* = Standard (Wagon only), ° = Option, - = Not available

SEATS		Sport	Touring	GT	Atenza
Front seats with:	2-position memory function (driver)	-	•	•	•
	6-way power adjustment (passenger)	-	•	•	•
	8-way power adjustment (driver)	-	•	•	•
	Adjustable head restraints	•	•	•	•
	Heating function	-	-	•	•
	Height adjustment (driver)	•	•	•	•
	Lumbar support adjustment (driver)	•	•	•	•
	Rake and slide adjustment	•	•	•	•
	Seat back pockets	•	•	•	•
Rear seats with:	60/40 split fold backrest	•	•	•	•
	Adjustable head restraints	•	•	•	•
	Centre fold down armrest	•	•	•	•
Seat trim:	Black cloth	•	-	-	-
	Black leather	-	•	•	-
	Pure White leather	-	°	°	-
	Black nappa leather	-	-	-	•
	Pure White nappa leather	-	-	-	°

• = Standard, •* = Standard (Wagon only), ° = Option, - = Not available

INTERIOR		Sport	Touring	GT	Atenza
Active Driving Display		-	-	•	•
Air-conditioning (dual-zone climate control) with rear vents		•	•	•	•
Ambient temperature display		•	•	•	•
Cargo area 12 volt power outlet		•*	•*	•*	•*
Cargo area tonneau cover with 'Karakuri' up and down function		•*	•*	•*	•*
Cargo net		•*	•*	•*	•*
Centre armrest console (sliding)		•	•	•	•
Critical function warning lights/chimes		•	•	•	•
Cruise control		•	•	•	-
Cupholders		•	•	•	•
Door bottle holders (front and rear)		•	•	•	•
Electric parking brake		•	•	•	•
Glove box (illuminated)		•	•	•	•
Instrument panel light dimmer		•	•	•	•
Interior illumination:	Cargo room lamp	•	•	•	•
	Entry system with delayed fade	•	•	•	•
	Map reading spot lamps (Halogen)	•	•	-	-
	Map reading spot lamps (LED)	-	-	•	•
	Power window switches	•	•	•	•
Interior release for fuel filler door		•	•	•	•
Leather-wrapped:	Gear shift knob	•	•	•	•
	Steering wheel	•	•	•	•
Mazda Radar Cruise Control (MRCC)		-	-	-	•
One touch (up and down) power windows		•	•	•	•
Overhead sunglass storage box		•	•	•	•
Rear-view mirror with auto dimming function		•	•	•	•
Tachometer and electronic odometer/ tripmeter		•	•	•	•
Tilt and telescopic adjustable steering wheel		•	•	•	•
Trip computer[4]		•	•	•	•
Vanity mirrors (front) with illumination		•	•	•	•

• = Standard, •* = Standard (Wagon only), ° = Option, - = Not available

INFOTAINMENT	Sport	Touring	GT	Atenza
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[5]	•	•	•	•
CD player, single disc (MP3 compatible)	•	•	•	•
DAB+ digital radio	•	•	•	•
Internet radio integration (Pandora®, Stitcher™ and Aha™)	•	•	•	•
Multi-function commander control	•	•	•	•
Premium Bose® 231 watt amplifier and speakers	-	•	•	•
Radio Data System (RDS) program information	•	•	•	•
Satellite navigation	•	•	•	•
Speakers (6)	•	-	-	-
Speakers (11)	-	•	•	•
Steering wheel-mounted audio controls	•	•	•	•
USB-audio input ports (iPod compatible)	•	•	•	•

• = Standard, •* = Standard (Wagon only), o = Option, - = Not available

SAFETY AND SECURITY		Sport	Touring	GT	Atenza
Adaptive Front-lighting System (AFS)		-	-	•	-
Adaptive LED Headlights (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		•	•	•	•
Double-lock door deadlock function		•	•	•	•
Driver Attention Alert (DAA)		-	-	-	•
Dynamic Stability Control (DSC)		•	•	•	•
Electronic Brake-force Distribution (EBD)		•	•	•	•
Emergency Brake Assist (EBA)		•	•	•	•
Emergency Stop Signal (ESS)		•	•	•	•
Engine immobiliser		•	•	•	•
Forward Obstruction Warning (FOW)		-	-	-	•
High mount stop lamp		•	•	•	•
Intrusion-minimising brake pedal		•	•	•	•
ISOFIX child restraint anchor points and top tethers		•	•	•	•
Lane Departure Warning (LDW)		-	-	-	•
Lane-keep Assist System (LAS)		-	-	-	•
Left-hand-side convex (wide angle) exterior mirror		•	•	•	•
Parking sensors (front)		-	•	•	•
Parking sensors (rear)		•	•	•	•
Rear Cross Traffic Alert (RCTA)		•	•	•	•

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SAFETY AND SECURITY CONTINUED...	Sport	Touring	GT	Atenza
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 Brake Support (SBS)	-	-	-	•
Smart City Brake Support - Forward (SCBS F)	•	•	•	•
Smart City Brake Support - Reverse (SCBS R)	•	•	•	•
Traction Control System (TCS)	•	•	•	•
Triple H safety construction with front and rear crumple zones	•	•	•	•
Whiplash-minimising front seats	•	•	•	•

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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 i-ACTIVESENSE safety technologies are driver assist technologies only and should not be used in place of skilled and safe driving practices. It is the driver's sole responsibility to constantly monitor vehicle surroundings and conditions at all times.
3 Subject to State or Territory regulations.
4 Trip computer displays current and average fuel consumption, distance to empty and average vehicle speed.
5 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.

General Disclaimer

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