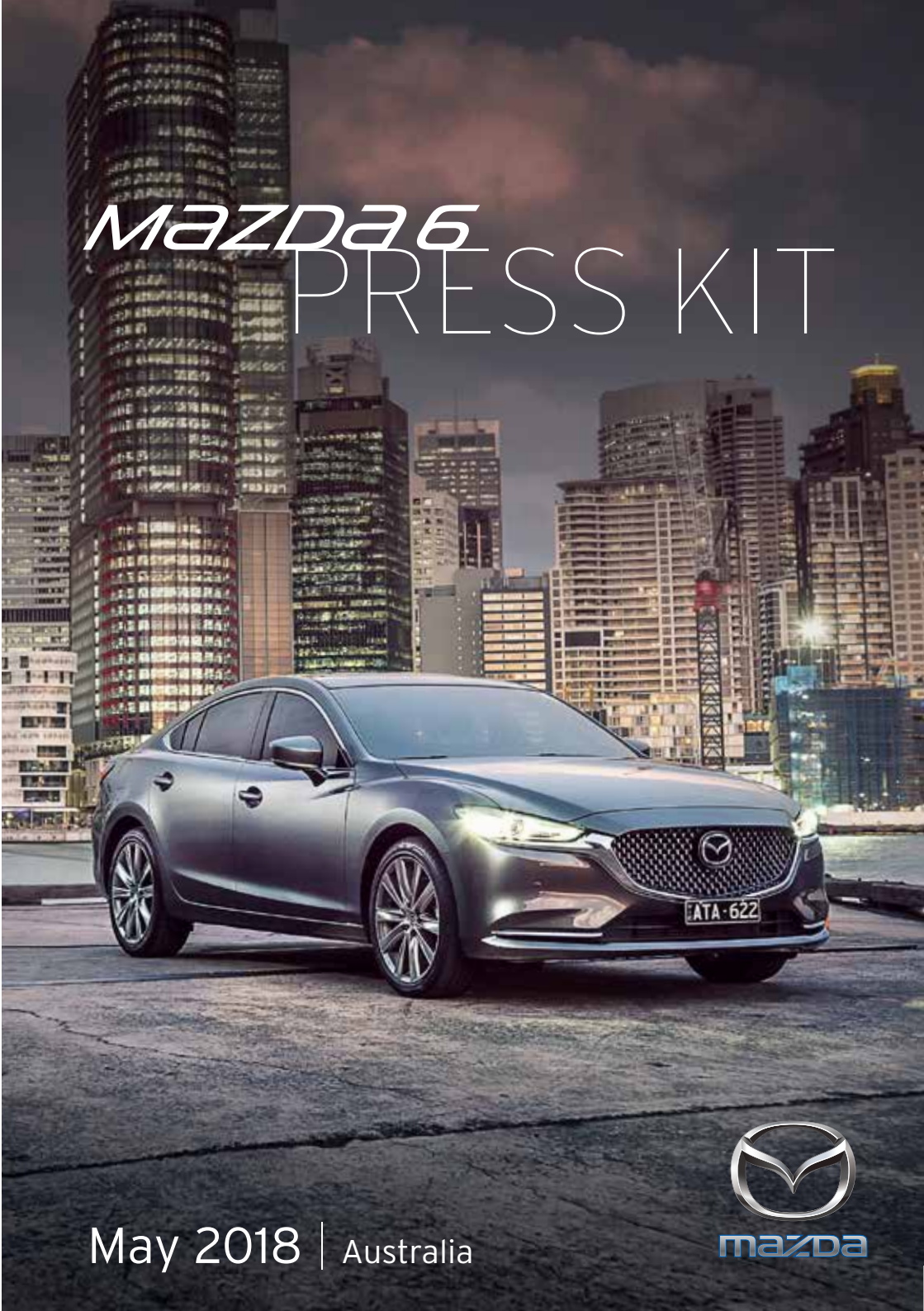
MAZDA6
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mazda

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A MESSAGE FROM THE PROGRAM MANAGER

Mazda's new flagship is for people who love cars

At Mazda, we love cars.

We want our cars to help people live more fulfilling and vibrant lives and we also want our customers to feel a strong bond with our brand. That is the foundation of our corporate vision.

So, Mazda's cars must be more than just a means of transportation. They must also offer Zoom-Zoom, driving pleasure that energises people both mentally and physically.

To achieve this, we pursue human-centred vehicle design based on extensive research into human traits and sensibilities and then apply our newest and most advanced technologies throughout our entire line-up.

We will continue this approach not only with our current line-up but also with the forthcoming generations of Mazda cars. We aim to live up to customers' expectations of Mazda and become a brand they can choose with pride.

Based on this idea, we have re-engineered and refreshed much of our brand's flagship model, the Mazda6, for the third time and made the most extensive changes yet.

In the previous two updates we conveyed our desire to continue enhancing the Mazda6 to achieve the ideal in driving pleasure. The refined beauty and dynamism of this model reflects its owner's lifestyle, values and sense of style and the car has been acclaimed around the world.

In updating this model for the third time the development team made it their goal to please customers who love cars, enabling them to spend quality time with their families and friends and to live rich, hopeful lives.

In order to do that we focused on providing an effortless driving ability that allows a relaxed drive. Power is needed when starting off, merging onto the highway, passing or changing lanes.

We wanted to offer responsive power the instant the driver needs it and give the feeling that the car still has more in reserve. This allows the driver to relax and enjoy the drive even more.

To do that we considered the moment a rider sets-off on a bicycle, using all the muscles in their body to exert the greatest force. With the Mazda6 as well we first wanted to maximise the amount of force that could be produced instantly.

We achieved it by adding two new engines to the powertrain line-up: the SKYACTIV-G 2.5T turbocharged petrol engine and an updated SKYACTIV-D 2.2 clean diesel engine.

Producing strong torque even at low rpm, both engines have the muscle to provide plenty of force the instant the driver needs it. The SKYACTIV-G 2.5T is responsive and smooth-revving for a sporty feel while the SKYACTIV-D 2.2 offers plenty of pulling power for driving fun and peace of mind.

Both engines will provide customers with Mazda's trademark driving pleasure, no matter what kind of driving they do.

The highly responsive handling of the Mazda6 means the car moves exactly as the driver intends, inspiring confidence and peace of mind. The body is more rigid, the ride quieter and the suspension system has been redesigned to take the driving pleasure of New Mazda6 to a new level.

In terms of safety, the updated Mazda6 offers a wider range of driver support than ever before, adopting advanced i-ACTIVSENSE safety features like Mazda Radar Cruise Control with Stop & Go and updated Adaptive LED Headlights.

With a newly-designed front grille we have created an exterior with a dynamic yet dignified beauty that befits the Mazda6. The interior, including the instrument panel, has undergone major changes for more elegance and a higher quality feel.

The latest cockpit, featuring a windscreen-projected Active Driving Display and more comfortable seats, demonstrates our focus on enhancing the comfort and security of the driving environment.

Also, with this update we have created a new interior specifically for our highest grade models. Designed to stimulate the senses, it combines some of Mazda's finest materials including real wood trim and suede.

We aimed to offer the ultimate in refinement so customers who resonate with the way Mazda pursues its own ideals can face new challenges with a sense of confidence and pride in their choices.

We have attempted to refine and develop the Mazda6 in all areas and the car's appeal has been taken to the next level. We are confident that we have made a product that will offer customers who love cars value beyond that indicated by the price tag.

We want to be an essential part of our customers' lives and we hope the Mazda6, which will continue to drive the growth of the Mazda brand, will remain a great partner in our customers' vibrant everyday lives.

Mitsuru Wakiie
MAZDA6 PROGRAM MANAGER

AT A GLANCE

MAZDA6 FAST FACTS

- The Mazda6 has been thoroughly redesigned to offer an even more refined station wagon and sedan
- New Mazda6 introduces Mazda's turbocharged SKYACTIV-G engine, the SKYACTIV-G 2.5T direct injection petrol engine
- The new SKYACTIV-G 2.5T petrol engine produces an impressive 170kW of power at 5,000rpm, and 420Nm of torque at 2,000rpm using 91 RON fuel
- A number of SKYACTIV technology updates have been applied across the powertrain line up to improve real world efficiency, power and performance
- The SKYACTIV-G 2.5 engine adopts cylinder deactivation and has increased maximum power output from 138kW at 5,700rpm to 140kW at 6,000rpm, and torque has been boosted from 250Nm at 3,250rpm to 252Nm at 4,000rpm
- The SKYACTIV-D 2.2 engine has increased maximum power output from 129kW at 4,500rpm to 140kW at 4,000rpm, and torque has been boosted from 420Nm at 2,000rpm to 450Nm of torque at 2,000rpm
- New Mazda6 offers a wider range of i-ACTIVESENSE safety technologies as standard across the range

- New Mazda6 comes standard with Anti-lock Braking System (ABS), Blind Spot Monitoring (BSM), Driver Attention Alert (DAA), Dynamic Stability Control (DSC), Emergency Stop Signal (ESS), High Beam Control (HBC), Hill Launch Assist (HLA), Intelligent Speed Assist (ISA), Lane Departure Warning (LDW), Lane-keep Assist System (LAS), Mazda Radar Cruise Control (MRCC), Parking sensors (rear) and Rear Cross Traffic Alert (RCTA)
- New Mazda6 is the first in Mazda's range to introduce front seat ventilation cooling
- Atenza grade adopts a seven-inch TFT LCD display screen in the centre of the instrument cluster, plus a 360° View Monitor
- There are 14 variants of New Mazda6 available, with a choice between two stylish body types: wagon and sedan, and four model grades: Sport, Touring, GT and Atenza, and three engines: SKYACTIV-G 2.5 petrol, SKYACTIV-G 2.5T petrol and SKYACTIV-D 2.2 diesel
- Mazda Australia anticipates approximately 3,700 sales of New Mada6 in its first year in market

- Since 2002, more than 130,000 Mazda6s have been sold in Australia
- The current generation Mazda6 was launched in Australia in 2012
- The Mazda6 is the flagship model in Mazda's passenger car line up

Design

- Mazda6's new grille design accentuates its look of depth with a strong framework, low centre of gravity and wide stance
- The new headlamp design brings a sleek, wide shape to the car with lines of light creating a bold expression
- The main body colour now extends to the lower rear bumper section, presenting a taut, high-quality look
- Both the 17-inch and 19-inch alloy wheels sport fresh, new designs
- The instrument panel and door trims have been refined to better express the car's width and bring a heightened sense of elegance to the interior
- An all-new seat design underlines the comfortable and hospitable nature of Mazda's flagship model
- Mazda6's highest-quality interior package now features the finest materials and unique colour co-ordination. It includes new Walnut Brown nappa leather upholstery, genuine Sen wood trim and suede-finish materials
- True 'Mazda Quality' is underlined by the fine craftsmanship and overall attention to detail

Packaging

- Completely redesigned seats highlight new shapes and materials, allowing occupants to maintain an ideal posture for maximum comfort
- New Mazda6 Atenza is the first Mazda vehicle to have front seat ventilation cooling
- A new seven-inch TFT LCD display screen is positioned in the centre instrument panel of Atenza models
- New Active Driving Display technology replaces the combiner-style display used previously, projecting vehicle information onto the inside of the windscreen
- New Mazda6 has front and rear courtesy lamps for convenience and safety
- New Mazda6 adopts Mazda's 'auto hold' electric parking brake function which keeps the car stationary after the driver releases the brake pedal

Driving Dynamics

- New technologies introduced on the SKYACTIV-G 2.5 petrol and SKYACTIV-D 2.2 diesel engines deliver performance levels meeting the needs of drivers
- Mazda6's newly-designed suspension gives smoother, more linear vehicle behaviour while improving ride quality
- A change to rigid mounting for the electric power steering gear gives a more neutral steering feel
- Ride comfort has been improved and the cabin made noticeably quieter by enhancing body rigidity, the change made without significantly increasing overall weight
- A flatter underbody, along with new covers adopted for the car's underside, enhance overall aerodynamic performance

Powertrains

There are three highly-efficient engine options for New Mazda6, including the newly introduced SKYACTIV-G 2.5T direct injection turbocharged petrol engine.

SKYACTIV-G 2.5 DIRECT INJECTION PETROL ENGINE

- SKYACTIV technology updates have been applied across the powertrain line-up, offering better performance and efficiency. Updates include new air intake port, new shapes of piston in the areas of its top/edge of top/skirt, new piston rings, new fuel injection system and Water Flow Management system
- Mazda's SKYACTIV-G 2.5 engine also adopts cylinder deactivation to further improve fuel efficiency and engine performance
- The SKYACTIV-G 2.5 engine also has a high compression ratio of 13.0:1, a maximum power output of 140kW at 6,000rpm and 252Nm of torque at 4,000rpm

SKYACTIV-G 2.5T DIRECT INJECTION TURBO CHARGED PETROL ENGINE

- The SKYACTIV-G 2.5T turbocharged petrol engine is newly offered for the Mazda6, previously launched in Australia in the Mazda CX-9 in 2016
- The SKYACTIV-G 2.5T employs innovative new technologies, Mazda's Dynamic Pressure Turbo system and cooled Exhaust Gas Recirculation (EGR), to achieve a compression ratio of 10.5:1
- The engine produces an impressive 170kW of power at 5,000rpm, and 420Nm of torque at 2,000rpm using 91 RON fuel

SKYACTIV-D 2.2 TWIN-TURBOCHARGED DIESEL ENGINE

- The SKYACTIV-D 2.2 engine adopts a variable geometry turbocharger to increase boost efficiency to realise smoother and more dynamic performance
- The SKYACTIV-D 2.2 also introduces a range of SKYACTIV technology updates to further improve efficiency and performance, including a redesigned combustion chamber, Rapid Multi-stage Combustion, Water Flow Management System, High Precision DE Boost, Natural Sound Smoother and Natural Sound Frequency Control
- With a 14.5:1 compression ratio, the SKYACTIV-D 2.2 engine boasts a maximum power output of 140kW at 4,000rpm and 450Nm of torque at 2,000rpm

Safety

- Changes to the high-beam headlamp illumination and light distribution bring finer control to the range and spread of the Adaptive LED Headlamps (ALH)
- Mazda's 360° View Monitor, using four cameras positioned around the car, is now available for New Mazda6 Atenza with the image shown on the centre display
- Mazda Radar Cruise Control (MRCC) with Stop & Go introduces a new function, allowing drivers to activate the system while stopped
- An active bonnet, designed to reduce the impact if the car hits a pedestrian, is now standard for Mazda6

Sales and model mix

Offered in four different model grades and three engine types, New Mazda6 is available exclusively in FWD with Mazda's SKYACTIV-Drive automatic transmission.

New Mazda6 is anticipated to amass 3,700 retails in its first year in market.

Grade splits

MODEL	FIRST YEAR
Sport	23%
Touring	35%
GT	22%
Atenza	20%

Body Style

BODY	FIRST YEAR
Wagon	31%
Sedan	69%

Powertrain

ENGINE	FIRST YEAR
2.5L Petrol	55.9%
2.5L Diesel	4.3%
2.5L Petrol Turbo	39.8%

MAZDA6 SPORT

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): 7.0L/100km
- Maximum power: 140kW @ 6,000rpm
- Maximum torque: 252Nm @ 4,000rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)
- Cylinder Deactivation

SPORT FEATURES

- 17-inch alloy wheels in Gun Metallic paint with 225/55 tyres
- Chrome exhaust functions
- LED Headlamps
- Power mirrors (body coloured with heating and folding function)
- Power windows
- LED tail-lamps
- Wipers (front) 2-speed with rain-sensing function
- 8-inch full colour touch screen display (MZD Connect)
- Air-conditioning (dual-zone climate control) with rear vents
- Audio system with: DAB+ digital radio, AM/FM tuner and 6 speakers
- Auxiliary-audio input jack (3.5mm mini-stereo)
- Bluetooth® hands-free phone and audio capability
- Electric parking brake with Auto-hold
- Front seats with: height adjustment (driver and passenger), lumbar support adjustment (driver) and seat back pockets
- Illuminated glove box
- Internet radio integration (Stitcher™ and Aha™)
- Leather wrapped: gear shift knob and steering wheel
- Multi-function commander control
- Paddle shift gear control
- Radio Data System (RDS) program information
- Rear seats with: 60/40 split fold backrest
- Satellite navigation
- Seat trim: Black cloth
- Steering wheel-mounted audio controls
- Tilt and telescopic adjustable steering wheel
- Trip computer
- USB charging ports (rear seat armrest)
- USB-audio input ports (iPod™ compatible)
- Vanity mirrors (front) with illumination
- Active Driving Display
- Advanced keyless push-button engine start
- Airbags SRS: front (driver and passenger), side (front) and curtain (front and rear)
- Anti-lock Braking System (ABS)
- Blind Spot Monitoring (BSM)
- Driver Attention Alert (DAA)
- Dynamic Stability Control (DSC)
- Emergency Stop Signal (ESS)
- High Beam Control (HBC)

- Hill Launch Assist (HLA)
- Intelligent Speed Assist (ISA)
- ISOFIX child restraint anchor points and top tethers
- Lane Departure Warning (LDW)
- Lane-keep Assist System (LAS)
- Mazda Radar Cruise Control (MRCC) with Stop & Go
- Parking sensors (rear)
- Rear Cross Traffic Alert (RCTA)
- Rear-view mirror with auto dimming function
- Remote central locking (2 transmitters)
- Reverse camera
- Smart Brake Support (SBS)
- Smart City Brake Support [Forward/Reverse] (SCBS F/R)
- Speed-sensing auto door locks
- Traffic Sign Recognition (TSR)
- Triple H' safety construction with front and rear crumple zones

WAGON ONLY

- Wiper (rear) with intermittent function
- Cargo area tonneau cover with 'Karakuri' up and down function
- Cargo net
- Rear spoiler
- Roof rails

MAZDA6 TOURING

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): 7.0L/100km
- Maximum power: 140kW @ 6,000rpm
- Maximum torque: 252Nm @ 4,000rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)
- Cylinder Deactivation

OR

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

- Drivetrain: FWD
- Fuel consumption (combined): 5.3L/100km
- Maximum power: 140kW @ 4,500rpm
- Maximum torque: 450Nm @ 2,000rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

TOURING FEATURES

As per Sport, plus:

- Daytime running lamps (LED)
- Front seats with: 2-position memory function (driver), 6-way power adjustment (passenger) and 10-way power adjustment (driver)
- Seat trim: Black leather
- Premium Bose® 231-watt amplifier and 11 speakers
- Parking sensors (front)
- Advanced keyless entry
- Power mirrors (body coloured with heating and auto folding function)

MAZDA6 GT

POWERTRAIN

2.5 litre turbo in-line 4-cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G 2.5T) engine with i-stop

- Drivetrain: FWD
- Fuel consumption (combined): 7.6L/100km
- Maximum power: 170kW @ 5,000rpm
- Maximum torque: 420Nm @ 2,000rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

OR

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

- Drivetrain: FWD
- Fuel consumption (combined): 5.3L/100km
- Maximum power: 140kW @ 4,500rpm
- Maximum torque: 450Nm @ 2,000rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

GT FEATURES

As per Touring, plus:

- 19-inch alloy wheels in Bright Silver finish with 225/45 tyres
- Seat trim: Black or Pure White leather
- Front and rear seats with heating function
- Adaptive Front-lighting System (AFS)

MAZDA6 ATENZA

POWERTRAIN

2.5 litre turbo in-line 4-cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G 2.5T) engine with i-stop

- Drivetrain: FWD
- Fuel consumption (combined): 7.6L/100km
- Maximum power: 170kW @ 5,000rpm
- Maximum torque: 420Nm @ 2,000rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

OR

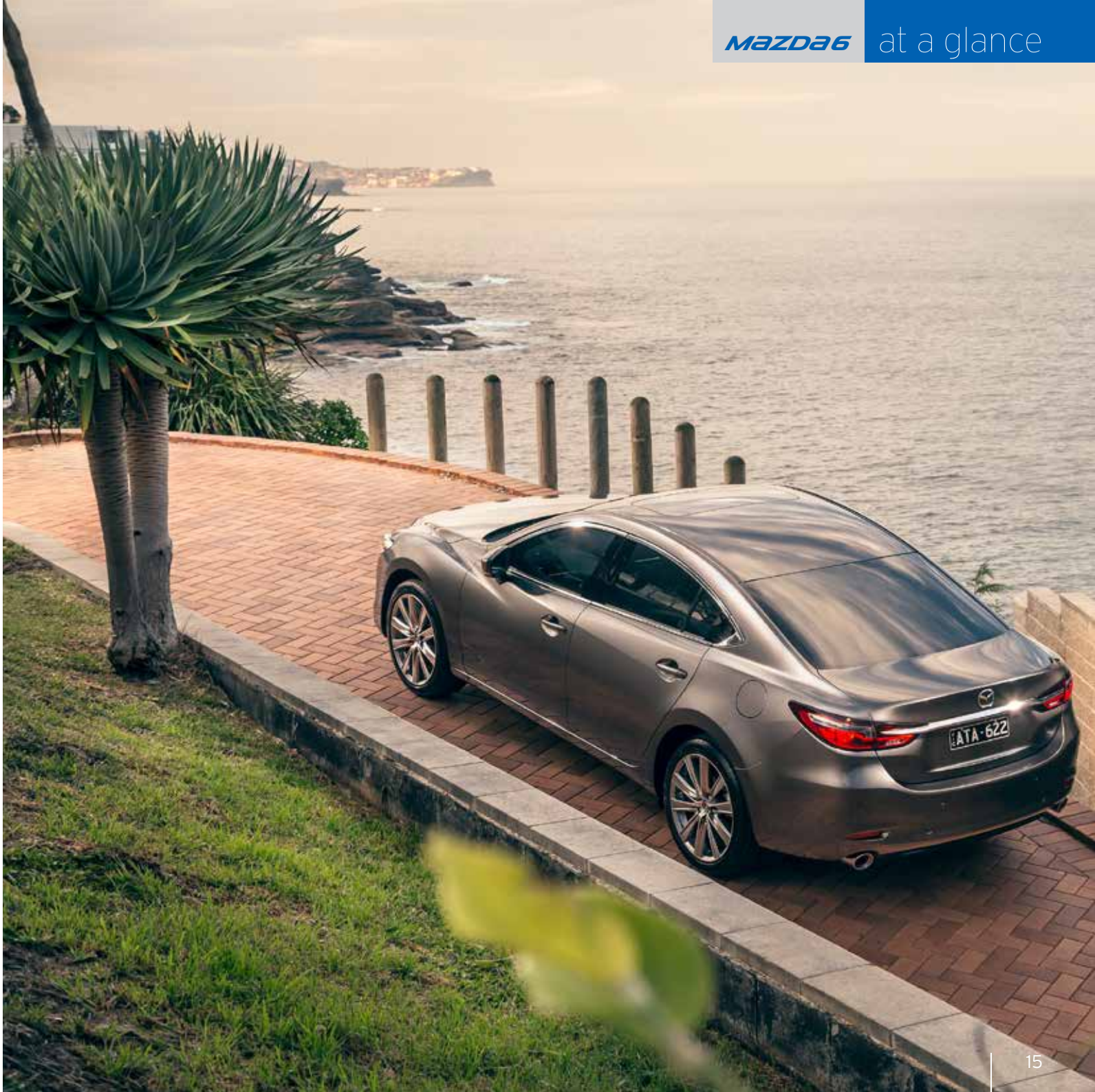
2.2 litre in-line 4-cylinder 16 valve DOHC intercooled twin-turbo diesel (SKYACTIV-D) engine with i-stop and i-ELOOP

- Drivetrain: FWD
- Fuel consumption (combined): 5.3L/100km
- Maximum power: 140kW @ 4,500rpm
- Maximum torque: 450Nm @ 2,000rpm
- Transmission: 6-speed auto (SKYACTIV-Drive)
- G-Vectoring Control (GVC)

ATENZA FEATURES

As per GT, plus:

- Seat trim: Pure White nappa leather or Walnut Brown nappa leather
- Real Sen wood door and dashboard trim inserts
- Ultrasuede® NU door and dashboard trim inserts
- Power sliding and tilt glass sunroof
- Adaptive LED Headlamps (ALH)
- Front seats with ventilation function
- 360º View Monitor
- 7-inch TFT LCD screen
- LED ambience lighting
- Frameless interior mirror
- New overhead console



PRICING

New Mazda6 – Manufacturers List Price (MLP)*

GRADE	BODY TYPE	ENGINE	MLP*
Sport	SDN	2.5L Petrol	**$32,490**
	WGN	2.5L Petrol	**$33,790**
Touring	SDN	2.5L Petrol	**$36,690**
	SDN	2.2L Diesel	**$39,690**
	WGN	2.5L Petrol	**$37,990**
	WGN	2.2L Diesel	**$40,990**
GT	SDN	2.5L Turbo Petrol	**$43,990**
	SDN	2.2L Diesel	**$45,090**
	WGN	2.5L Turbo Petrol	**$45,290**
	WGN	2.2L Diesel	**$46,390**
Atenza	SDN	2.5L Turbo Petrol	**$47,690**
	SDN	2.2L Diesel	**$48,790**
	WGN	2.5L Turbo Petrol	**$48,990**
	WGN	2.2L Diesel	**$50,090**

* 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 IN DETAIL

MAZDA'S FLAGSHIP IS THE ULTIMATE IN REFINEMENT

The theme for the development of Mazda6's third update was "Mature Elegance", which has been achieved inside and out.

Both the exterior and interior have been elevated to a higher quality level and the overall presentation of the car shows a more mature and more refined execution.

The exterior design takes Mazda6's renowned elegance a step further with features such as a new front grille, which helps create an image of powerful motion flowing from front to back, the settled look given by the low centre of gravity and the overall style of dignified beauty.

Inside, major changes to features such as the instrument panel and door trims create an elegant cabin atmosphere.

Mazda's highest quality interior package is a new addition that features the fine co-ordination of real Sen wood with other high-quality materials to create a premium expression.

The enhanced beauty and tactile quality of this new interior package represent a deeper level of maturity and elegance that befits the dignified air of Mazda's flagship model.

EXTERIOR DESIGN

Front view

Design changes to the faces of both sedan and station wagon body styles centre on the grille area, emphasising the look of horizontal movement accentuated by the car's breadth and maturity. Meticulous attention has been paid to every detail to help create a premium feel.

The centre of the grille's bottom edge sits lower than before and the tips of the signature wings flow along the base of the headlamp assembly.

The grille mesh sits deeper within the surround, giving the new face a more deeply sculpted look with powerful lines running the entire length, accentuating the framework's lower centre of gravity and wide stance.

The grille opening has been changed from the outgoing car's fin design to a mesh pattern consisting of small blocks, its intricate design determined by the way light is reflected as it strikes each block from any angle and bounces off in an attractively bright fashion.

This, combined with the greater depth of the structural pattern, combines to strengthen the face's three-dimensional presentation.

The headlamps have also been given a sleek, wide shape, accentuated by new LED turn signals which form a line along the upper edge of each headlamp unit, the sharp form and lines of light producing a bold expression.

Mazda6's lighting signature has also been changed to one that enhances the look of the design when lit, giving an impression of eyes focused forward in a penetrating stare that projects through the lower half of the headlamp unit.

At the same time, lighting the lower section of the headlamp housing hints at New Mazda6's low centre of gravity.

Integrating the fog lamps into the headlamp units allowed designers to dispense with the fog lamp bezels on the lower part of the front bumper and instead use the new horizontally-oriented design near the bumper corners, combined with new trim pieces, to emphasise the car's wide stance.

Ducts beneath the trim pieces also contribute to improving aerodynamic performance by channelling air across the front tyres.

Rear view

The colour of the lower rear bumper section is now body-coloured rather than black on both sedan and wagon models, giving the rear styling a taut, high quality appearance.

A number of other design changes implemented on the sedan further heighten the elegant air while the rear-end design of the outgoing wagon, acclaimed for its sporty good looks and expression of active lifestyle, has been carried-over to the new model.

For the sedan, a new design for the boot lid's rear-facing lower section and the horizontal line of its extended garnish lend a refined air.

New Mazda6's exhaust pipes are now closer to the outer edges of the bumper and the pipe's diameter has also been increased. This change combines with diagonal cuts following the line of the bumper and a reduced gap between the pipes and the bumper accentuate the wide stance and low centre of gravity.

The rear combination lamp design features a sleek, sharp, well-balanced appearance. The brake lamp 'cylinders' sit lower than before and adopt a design similar to that of the headlamps. The lighting signature edges the bottom of the lamp unit, giving an overall impression of a lower centre of gravity and more powerful physique.

WHEEL DESIGN

This latest Mazda6 update includes new designs for the 17-inch and 19-inch alloy wheels.

Both feature straight spokes conveying an image of large diameter through movement while the central shape around the wheel nuts presents a sculptural look.

The 17-inch wheels are finished in Gun Metallic paint and the 19-inch wheels are offered with a Bright Silver finish.

BODY COLOURS

New Mazda6 has an eight-colour paint range, including Soul Red Crystal Metallic, Machine Grey Metallic, Sonic Silver Metallic, Titanium Flash Mica, Blue Reflex Mica, Deep Crystal Blue Mica, Jet Black Mica and Snowflake White Pearl Mica.

INTERIOR DESIGN

Instrument panel and door trim

New Mazda6's instrument panel and door trim designs have been further refined to better highlight the cabin's width, its sense of speed from front to rear and the enhanced overall elegance.

By matching the heights of the centre and side ventilation outlets, the designers have increased the instrument panel's lateral flow and enhanced the refined cleanliness of the cabin environment.

The side outlets have been designed to extend into the door trims, giving the instrument panel a wider look and increasing the feeling of spaciousness. Adding depth to the decorative panel on the passengers' side balances the contrasting feelings of being comfortably surrounded with a sense of liberating openness.

Every aspect of the centre stack has been designed to fit with the width and horizontal orientation of the other components and even the seatbelt lamps have been positioned above the interior rear-vision mirror, leaving only the air-conditioning control panel on the stack, creating a much sleeker look.

This concerted change to horizontal movement and cabin breadth brings a more simplified presentation of functions which in turn brings a cleaner look and easier operation of the controls.

The door trim's decorative sections run the length of the cabin and have been set at the same height as the matching parts of the instrument panel, carrying-on the horizontally-oriented theme and enhancing design continuity.

Subtle variations in the surface detail on the upper trim surface combine with variations on the light and shadow falling on the sculpted centre section, intensifying the sense of speed evident in the cabin.

The rear door trims adopt the same decorative parts as the instrument panel and front door trims, further enhancing the look of continuity and quality throughout the entire interior space.

Instrumentation and centre display

While New Mazda6 carries-over the symmetrical three-dial instrument cluster design from the previous model, Atenza variants also adopt a seven-inch TFT LCD display screen in the centre of the panel.

This adds a wide variety of functions only made possible with a digital display. Careful efforts made to create the appropriate spaces between the lettering and the indicators means a clear, legible information display.

The eight-inch MZD Connect display positioned on the top of the dashboard is the largest ever used for Mazda6 and it establishes a balance with the cabin's feeling of width, at the same time enhancing visibility and ease of operation.

SEATS

A dramatic shift in the design approach taken for New Mazda6's seats is in sharp contrast to the enveloping shape of the previous model's seats.

Examples of the efforts made to accentuate the rich depth and sculptured shape of the new seats include the

introduction of thicker padding and wider seat cushions, creating a comfortable, inviting look, as befits a flagship model.

In addition, plastics have been minimised by the increased use of genuine leather and fabrics, which add to the quality look and feel apparent throughout the cabin.

INTERIOR COLOURS

As well as the Black cloth, Black and Pure White leather offerings, New Mazda6's interior is also offered in a new Walnut Brown nappa leather.

A hair-line finish aluminium film layered over a sculpted acrylic base material is also used on the instrument panel and door trims, these new decorative parts adding a rich touch of material depth, expressing a higher level of quality.

Mazda's highest-quality interior package

Mazda's highest-quality interior package, employing the brand's finest materials,

is standard for New Mazda6 Atenza and delivered with unique colour co-ordination highlighting features that include new Walnut Brown nappa leather seat upholstery, real Sen wood trim and suede-finish materials.

The nappa leather seats for this interior package feature a soft touch and a rich finish. Satin chrome trim etches a line across the face of the backrests at the same height as the decorative parts of the instrument panel and doors, the positioning adding a glamorous touch which heightens the cabin's quality look.

Hard panels on the rear of the front seat backrests are trimmed with satin chrome and the control panels for the power-operated front seats – positioned beside the seat cushions – have piano black bezels and chrome-plated switches, which combine with the quality seat materials to significantly heighten the cabin's quality appearance.

The instrument panel and door trims have a Japanese Sen timber finish – wood used for making traditional Japanese furniture and musical instruments – and the ventilation outlets are finished in piano black, creating a mature and elegant environment blending warmth and modernity.

The pad running across the centre of the instrument panel features Ultrasuede® NU.

Ultrasuede® NU is a fusion of the latest industrial technology and traditional Japanese craftwork techniques. Its rich lustre and suede-like texture bring a new expression of quality and its use in a mass-production car speaks to the commitment of both Mazda and Toray to producing high-quality products.

The Ultrasuede® NU trim used for new Mazda6 has a subtle gold tint similar to that of ornate kimonos, while Sen wood, a timber used in taiko drum and Japanese furniture manufacture, is used for cabin accents, the two combining to enhance the overall premium feel.

This interior package is available in either Pure White leather or the new Walnut Brown nappa leather, a colour influenced by the wooden pillars used in ancient Japanese temples. It is a deep, tasteful brown tone with distinct red hues.

Both interior colours adopt a two-tone scheme with black used as the base colour for the headlining and pillars. The dark wood tones dissolve into the black base colour while the nappa leather and suede create tonal variations between the materials.

This layering of similar hues produces a 'tone-on-tone' effect, the whole package tied together by satin chrome trim to produce colour co-ordination that lends a mature and elegant air to the cabin.

CRAFTSMANSHIP

With a desire to lift the spirits of everyone travelling in its cars, Mazda aims to provide complete happiness with 'Mazda Quality', inspiring people to get out and enjoy an active lifestyle.

One way to achieve that is by delivering fine craftsmanship, by eliminating any element that a customer may find unpleasant to the senses, improving the qualities perceived by the by the five senses and presenting a unified look and feel.

Efforts to eliminate unpleasantness and improve quality perception

The commitment to eliminate any element customers may find unpleasant to the senses led to a concerted effort to enhance the elements that bring pleasure.

For this latest Mazda6 update, work started with a detailed reduction of visual distractions, particularly in conspicuous locations such as the instrument panel and central console.

As an example, the Active Driving Display was changed to a windscreen-projection type to eliminate the divider lines above the instrument cowl.

The hood liner mounting structure was also changed, doing away with the fasteners that are otherwise immediately visible to cabin occupants. Work was also done to give the exterior a cleaner look, including changing the rear garnish to a single component, eliminating connecting lines.

Looking to improve the cabin's tactile experience, Mazda conducted a quantitative study to see what pleases the senses. Based on the results, the sun visor material was changed to improve its feel to the touch.

Along those same lines, a new cushion structure was adopted for the instrument panel's middle pad, door trims and armrests to achieve a softer touch and the study also inspired work on improving the glovebox and rear console box's opening and closing feel and also the operation of the ventilation outlet control dials.

Unification enhances the experience

Mazda's campaign to achieve unification involves producing each component at the highest quality level and assembling all the parts into a high-quality unit rather than focusing on each one as a standalone item.

One such example on New Mazda6 is the enhanced level of comfort achieved by giving all the interior fittings – door trims, the instrument panel's middle pad, the centre console and centre armrest – a similar feeling to the touch.

Additional efforts were dedicated to optimising the brightness and hue levels of all indirect interior lighting, as well as adjusting the colours of different materials to match each other.

These measures raise the degree of unification throughout the car and show the high levels of 'Mazda Quality' that customers intuitively sense.

Mazda craftsmanship means consideration for those who use the cars

For Mazda, craftsmanship is not just about making each part to the highest quality standard but also about each aspect of manufacturing, from the design and driving dynamics to the packaging and safety performance, with the primary aim of supporting Mazda's own special brand of pure driving pleasure.

To this end, Mazda conducts thorough studies of ergonomics and human body characteristics. It also looks at human sensibilities, consciousness and emotions, including how people feel things and how their emotions change in response to various stimuli and input.

The ongoing challenge at Mazda is to achieve craftsmanship that will lift the spirits and bring pleasure to everyone who travels in a Mazda car.

PACKAGING

GREATER REFINEMENT OF HUMAN-CENTRED PACKAGING MEANS GREATER COMFORT AND PEACE OF MIND

Using Mazda's human-centred design philosophy, a concerted effort was made to further evolve the driving environment and improve ergonomics.

Measures were taken to provide greater comfort and a more natural posture for front seat occupants, and the instruments were made easier to read.

The rear seat shape was also refreshed as part of the effort to give passengers greater comfort and convenience, further enhancing the quality of Mazda's flagship passenger car.

EVOLVED SEATING

Front seats

Mazda completely redesigned the front seat shape and adopted new materials that provide superior comfort to give occupants the ideal posture. The result is a structure in which the entire seat surface supports the body, giving occupants maximum comfort when driving for long periods of time.

The seat backs now use thicker urethane padding with the shape changed to enhance back support. The seat cushions now have high-resilience, high-vibration-absorbing urethane foam that is soft enough for occupants to sink gently into them the instant they sit down.

The side bolsters are larger and more pronounced towards the front of the cushions, the change combining with the optimised cushion angle and spring support structure to create seats that firmly support the pelvic area, improving both the fit and comfort level of the seat.

Head restraint shape has also changed and matches the seat back to enhance the overall fitted feel.

Seat ventilation

New Mazda6 Atenza is the first Mazda to have front seat ventilation for total occupant comfort.

The system draws-in air through seat cushion ventilation ports, drawing hot and humid air away from the areas in which body contact is made with the seat surface, giving a more comfortable driving environment.

The ventilation ports cover a wide area of the seatback and cushions, avoiding localised cooling which can cause discomfort. The system has a three-stage ventilation strength control.

Rear seats

Like the front seats, the rear seat shape has been significantly altered to hold occupants securely in place.

The cushions use new, high-resilience, vibration-absorbing urethane foam and changes to the fore-aft positioning of the head restraints and seat cushion angle combine with the centre armrest, which has been positioned at the same height as the door armrests, to give a comfortable ride while maintaining a relaxed posture.

HUMAN-MACHINE INTERFACE (HMI)

Gauges

New Mazda6 Atenza features a seven-inch TFT LCD display, which is positioned in the centre of the instrument hood, directly ahead of the driver.

Displaying a variety of information directly in the driver's line of sight reduces the amount of eye movement needed to access the information and also improves readability.

The information displayed in the central metre changes to suit a variety of needs, making it possible to show the speed limit for Mazda Radar Cruise Control (MRCC) as a needle displayed on the analogue speedometer dial.

Regular status indicators appear in the display's lower centre portion, visually distinguishing them from warning alerts and making it easier for drivers to recognise information indicating any form of system failure.

Concentrating information towards the centre of the display leaves space for the analogue water temperature and fuel gauge metres to the right of the instrument cluster.

While other New Mazda6 model grades carry-over the same meter functions from the previous model the faceplate has been revised with a deeper black finish, increasing the display contrast for easier, at-a-glance reading.

Active Driving Display

New Mazda6 features a new Active Driving Display which replaces the previous model's combiner-type and projects vehicle information onto the windscreen, positioning the display above the instrument panel so drivers need not take their eyes off the road.

The information is divided into upper and lower zones with driving environment information, including turn-by-turn navigation and speed limit information, displayed in the upper section and vehicle status information, such as current speed and advanced safety equipment information, displayed in the lower section.

The result is quicker and easier reading of the pertinent data.

NEW FEATURES ADDING GREATER CONVENIENCE

Rear seat centre armrest

In addition to the previous model's cup holders, New Mazda6's rear central armrest adopts a new lidded storage compartment for stowing small items.

A pair of USB ports built into the compartment means passengers can charge their electronic devices and the lid has space through which cables can be passed, allowing the armrest to be used while charging or using up to two devices at the same time.

Front and rear courtesy lamps

Courtesy lamps incorporating white lamps positioned at foot height and rear-facing red warning lamps are mounted on the front and rear doors.

When the doors are opened the white lamps illuminate the area around the feet while the red lamps warn approaching vehicles that someone is entering or leaving the Mazda6.

Auto-hold

Mazda's Auto-hold function adds extra convenience for drivers in stop-and-go traffic or caught in traffic jams, keeping the car stationary after the driver releases the brake pedal.

The brakes are released only when the driver presses the accelerator and the car starts off normally. This function can be switched on or off using a centre console-mounted switch.

LUGGAGE SPACE

Cargo space is a Mazda6 strong point, with sedan variants featuring a voluminous 474 litres of boot room and station wagon variants a minimum 506 litres which can be expanded to a cavernous 1,648 litres by lowering the split/fold rear seats.

EVERY ASPECT OF MAZDA6 IS REFINED FOR A HIGH-QUALITY DRIVING EXPERIENCE

Following-on from its 2015 and 2016 updates, development on this latest update concentrated on every aspect of Mazda6's driving dynamics, reaching a new level of product maturity.

To that end, Mazda introduced advanced technologies and applied fine craftsmanship, further refining the Mazda6's characteristic driving pleasure.

On the powertrain side, all engines have been updated, bringing a performance feel to better match the needs of drivers and combining it with significantly enhanced all-round performance.

New Mazda6 has more linear behaviour and greater ride comfort courtesy of chassis and body refinements as well as an outstanding level of quietness based on a new index, evolving Mazda6 to new levels of quality and performance befitting Mazda's flagship model.

ENHANCED PERFORMANCE FEEL

Mazda's aim in developing the performance feel and acceleration response of the updated Mazda6 was to put drivers in full control, at the same time making the ride comfortable for passengers.

The object was to further enhance the quality feeling Mazda has long aimed at delivering in the car's performance feel, evolving it steadily towards a more human-centred driving experience.

One example of that is the introduction of new advanced technologies for the SKYACTIV engines. The car moves off as soon as the accelerator pedal is pressed and response to accelerator pedal action has been optimised.

Letting the driver more easily sense subtle changes in acceleration when using the accelerator pedal carefully (slowly moving off from a standing start, for example), strengthens the connection between driver and car, giving the driver more precise control.

These advances make for a better performance feel that brings greater comfort and driving pleasure for driver and passengers alike.

EVOLUTION OF THE SKYACTIV ENGINE LINE-UP

All engines powering New Mazda6 feature new technologies for performance enhancement.

The engine line-up for the Australian market includes the SKYACTIV-G 2.5 and SKYACTIV-G 2.5T turbocharged petrol engines, and SKYACTIV-D 2.2 clean diesel engine.

Mazda's line-up of enhanced SKYACTIV engines offers customers a wide range of choices for greater driving pleasure.

POWERTRAIN LINE-UP				
ENGINE	**TRANSMISSION**	**DRIVE TYPE**	**i-STOP**	**i-ELOOP**
SKYACTIV-G 2.5 + Cylinder deactivation	SKYACTIV-DRIVE	FWD	●	●
SKYACTIV-G 2.5T	SKYACTIV-DRIVE	FWD	●	
SKYACTIV-D 2.2	SKYACTIV-DRIVE	FWD	●	●

SKYACTIV-G HIGH-EFFICIENCY, DIRECT-INJECTION PETROL ENGINES

SKYACTIV-G 2.5

With a high 13:1 compression ratio, the reduced weight of the aluminium alloy engine block and a balancer unit to reduce low-frequency rattling, the SKYACTIV-G 2.5 engine achieves a high level of dynamic performance, fuel economy and quietness.

This latest version of the engine also has a new cylinder deactivation system, reducing fuel consumption when driving at constant speeds.

Innovative SKYACTIV technologies employed on the SKYACTIV-G engines

PRECISION MANUFACTURING OF INTAKE PORTS AND A NEW PISTON SHAPE

Intake port shape has been carefully crafted to generate a stronger tumble flow during intake.

Reducing the height of the piston crown while optimising the shape also strengthens tumble flow on the compression stroke, increasing air/fuel mixture turbulence at ignition.

These factors spread the flame front more rapidly from the spark plug, making the combustion process quicker and free of irregular combustion (knocking), resulting in greater torque at low to mid-range engine speeds and improving fuel economy at higher engine speeds.

MORE EFFICIENT FUEL-INJECTION

The multi-hole fuel-injection nozzles have been redesigned and fuel pressure increased from 20MPa to 30MPa for a faster and more broadly-dispersed spray.

Fuel is completely vaporised before reaching the cylinder walls, ensuring efficient, waste-free combustion.

Three-stage split fuel-injection is used when the engine is cold and combustion is more likely to produce particulate matter. This process improves fuel vaporisation and atomisation, reducing particulate matter formation by approximately 80 percent, resulting in excellent environmental performance conforming to the strict European particulate regulations that came into force in 2017.

COOLANT CONTROL SYSTEM

The cooling system now has a new Coolant Control Valve that helps prevent heat loss during engine warm-up by reducing the coolant flow around the walls of the combustion chamber to a trickle.

Large amounts of fuel are injected when the engine is first started because vaporisation is more difficult in cold temperatures.

By adopting the new coolant control system, the engine warms-up more rapidly compared to the previous SKYACTIV-G engine, cutting by half the amount of fuel necessary and contributing to improved real-world fuel economy.

OPTIMISED OIL RING AND PISTON SKIRT SHAPES

SKYACTIV-G engines have adopted an asymmetrical oil ring design using a larger outer radius at the top and a smaller radius at the bottom edge, optimising oil film thickness on the cylinder walls to reduce mechanical resistance as the pistons rise and fall.

The revised skirt curvature gives an ideal barrel shape and, combined with the asymmetrical rings, significantly reduces mechanical resistance, giving better fuel economy.

CYLINDER DEACTIVATION

This system shuts down two of the engine's four cylinders in light-load situations, such as when cruising at a constant speed.

Running on two cylinders reduces pumping losses and mechanical resistance with deactivation achieved via a switching mechanism in the hydraulic lash adjusters of the first and fourth cylinders.

When the engine is running on all four cylinders, the lash adjusters serve as pivot points for the rocker arms which operate the intake and exhaust valves. Releasing a lock pin in the lash adjusters switches the fulcrum to the valve side, stopping valve movement and deactivating the two outer cylinders.

Airflow intake volume, fuel-injection volumes and the ignition timing are precisely controlled, allowing the engine to switch smoothly between two and four-cylinder operation.

Cylinder deactivation is most effective at low speeds, but at a constant 80km/h, it can improve economy by approximately 5 percent.

Because the firing interval is doubled when the engine is running on two cylinders, there is a greater likelihood of vibration so a centrifugal pendulum damper adopted for the six-speed SKYACTIVE-Drive automatic transmission's torque converter compensates for this.

By generating counterforce responding to engine torque fluctuations, the centrifugal pendulum damper suppresses the transmission of unpleasant vibrations into the cabin.

VARIABLE DISPLACEMENT OIL PUMP

Using a hydraulic sensor to monitor the engine's linear control of the solenoid valve, this oil pump supplies optimum amounts of oil in relation to engine speed and load at any given time, continuously changing the amount of oil delivered by the pump.

Oil supply is reduced at low engine speeds, lowering mechanical resistance. For engines equipped with cylinder deactivation, the pump supplies the exact amount of oil over a wide operating range when two of the four cylinders are deactivated.

SKYACTIV-G 2.5T

The first turbocharged engine to join the SKYACTIV-G series, the SKYACTIV-G 2.5T was first introduced to Australia in the Mazda CX-9 in 2016, winning much critical acclaim.

The SKYACTIV-G 2.5T achieves both outstanding low to mid-range torque and excellent real-world fuel economy.

It employs SKYACTIV technologies such as multi-hole fuel injectors and the continuously-variable displacement oil pump. Other features include Mazda's Dynamic Pressure Turbo system which maximises the use of exhaust gas energy by varying the degree of exhaust pulsation in accordance with engine speed and cooled Exhaust Gas Recirculation (EGR) which lowers the combustion temperature.

Such innovative technologies help achieve a 10.5:1 compression ratio, one of the highest for a turbocharged, inline, four-cylinder engine with an 89mm bore and running on 91 RON petrol.

Torque delivery is an impressive 420Nm at 2,000rpm, giving strong, linear acceleration and impressive performance.

Innovative technologies employed on the SKYACTIV-G 2.5T engine

DYNAMIC PRESSURE TURBO SYSTEM

Valves positioned within the exhaust manifold and the 4-3-1 exhaust system deliver strong boost performance throughout the operating range, from low to high engine speeds.

Closing the valves at low revs reduces the volume of the exhaust ports and uses the exhaust pulse to maintain a high turbine driving force while a scavenging effect improves charging efficiency.

SKYACTIV-G 2.5/2.5T ENGINE SPECIFICATIONS		
ENGINE	**SKYACTIV-G 2.5**	**SKYACTIV-G 2.5T**
Displacement	2,488cc	2,488cc
Bore x stroke	89.0mm x 100.0mm	89.0mm x 100.0mm
Compression ratio	13.0:1	10.5:1
Max. power	140kW/6,000rpm	170kW/5,000rpm
Max. torque	252Nm/4,000rpm	420Nm/2,000rpm

The valves open at higher engine speeds, reducing exhaust pressure and giving greater turbine efficiency.

This is the world's[1] first technology to focus on controlling the exhaust pulse and it differs markedly from existing variable turbochargers which only adjust the speed or direction of exhaust gas flow into the turbine.

[1]Mazda in-house study, November 2017

COOLED EXHAUST GAS RECIRCULATION (EGR)

The cooled EGR system takes some of the exhaust gas produced during the combustion process, runs it through the EGR cooler and reintroduces it into the engine's air intake as an inert gas, lowering the engine's combustion temperature to prevent knocking.

This process also limits the need to inject excess amounts of fuel into the combustion chamber for high-load condition cooling, improving fuel economy.

ADVANCED SKYACTIV-D 2.2

The updated SKYACTIV-D 2.2 engine adopts Rapid Multi-stage Combustion, taking Mazda one step closer to its goal of ideal combustion.

A new stepped, egg-shaped piston design combines with ultra-high-response, multi-hole piezo injectors to increase combustion efficiency and sodium-filled exhaust valves enhance heat transfer. At the same time, coolant control valves improve engine warm-up efficiency, helping achieve better real-world fuel economy.

A new two-stage twin turbocharger with variable turbine geometry helps lift maximum output from 129kW to 140kW and maximum torque from 420Nm to 450Nm for smoother, more powerful performance. In line with these advances, the engine's compression ratio has been raised from 14.0:1 to 14.5:1.

The precise control delivered by the High-Precision DE Boost Control over torque response in reaction to accelerator pedal operation delivers performance that heightens the connection between driver and car.

In addition, Natural Sound Smoother and Natural Sound Frequency Control have been further developed to deliver an even quieter ride with a more pleasing engine note.

RAPID MULTI-STAGE COMBUSTION FOR THE ADVANCED SKYACTIV-D 2.2

Mazda's goal for the SKYACTIV-D 2.2 was to achieve quieter, more efficient combustion and strong environmental performance. Work focused on the engine's heat release with new technology developed to inject quick, short, high pressure bursts of fine fuel spray into the combustion chamber.

Increasing combustion efficiency required shortening the combustion period while suppressing sudden heat and pressure increases to reduce diesel 'knock'.

Improving the environmental performance demanded the air and fuel be well mixed prior to combustion and searching for a breakthrough that could align these contradictory requirements allowed Mazda to take a fresh look at the combustion process, breaking each combustion event into three stages.

These efforts resulted in a new combustion process known as Rapid Multi-stage Combustion, a process in which up to six injections of fuel in quick succession near top dead centre generated a continuous burn with a shorter combustion period, reducing engine 'knock' by precisely controlling the amount of fuel in each injection to avoid rapid changes in heat release during initial combustion.

The new combustion method is quieter, delivers more economical performance in low-speed, low-load city driving situations and produces a linear engine sound matching the degree of acceleration when the situation calls for powerful performance.

Innovations for the SKYACTIV-D 2.2

REDESIGNED STEPPED EGG-PROFILE COMBUSTION CHAMBER

The shape of the combustion chamber is optimised to stop fuel clinging to the piston, minimising energy loss by heat transfer through the cylinder walls.

ULTRA-HIGH RESPONSE, MULTI-HOLE PIEZO INJECTORS

Ultra-high response injectors emitting fuel spray from 10 separate injection ports deliver a multi-stage main injection. The post-combustion injection can also be performed more quickly, shortening the combustion period.

Pressure sensors integrated into each injector also give more accurate fuel injection and work in combination with the new piston shape for more efficient combustion.

SODIUM-FILLED EXHAUST VALVES

Hollow, sodium-filled exhaust valves have been used for improving heat resistance and giving more effective heat transfer in line with the engine's power increase.

VARIABLE TURBINE GEOMETRY TURBOCHARGER

The two-stage turbocharger uses a small or large turbine depending on engine speed. The large turbine has variable geometry to deliver boost more quickly at lower engine speeds, increasing boost efficiency across the engine's operating range and lifting maximum power and torque for smoother, more powerful performance.

COOLANT CONTROL SYSTEM

The engine has a new Coolant Control Valve which prevents heat from escaping during engine warm-up by reducing the flow of coolant around the combustion chamber walls to a trickle.

Rapidly warming the combustion chambers improves ignition and promotes fuel vaporisation while reducing oil viscosity and lowering mechanical resistance. Improved heating performance also helps reduce fuel consumption.

HIGH-PRECISION DE BOOST CONTROL

High-Precision DE Boost Control gives more precise control of the engine's torque responses by optimising boost pressure control and enabling finer fuel-injection adjustment.

SKYACTIV-D 2.2 ENGINE SPECIFICATIONS	
Displacement	2,191cc
Bore x stroke	86.0mm x 94.3mm
Compression ratio	14.5:1
Max. power	140kW/4,500rpm
Max. torque	450Nm/2,000rpm

The engine responds instantly and precisely to pedal pressure operation under light load conditions, delivering a strong performance that strengthens the connection between car and driver.

SKYACTIV-CHASSIS

Natural Sound Smoother

Mazda's Natural Sound Smoother puts a dynamic damper in each piston pin to reduce engine 'knock', the damper cancelling piston vibrations generated by connecting rod extension and retraction during combustion, the main cause of diesel knock in the 3.5kHz frequency range.

Natural Sound Frequency Control

Engine 'knock' generated at or near the 1.3kHz, 1.7kHz and 2.5kHz frequencies is amplified by resonating parts.
By controlling injection and combustion timing in 0.1ms increments, effectively overlapping the frequency valleys of the combustion vibration force with the peak frequencies of resonating parts, it is possible to cancel-out the vibration of each, significantly reducing engine 'knock'.

As part of the overall model upgrade, New Mazda6's suspension system has been significantly revised to further enhance overall chassis performance.

As a result, Mazda6 now has smoother, more linear road behaviour and improved ride quality so that regardless of the driving situation, whether it is relaxed city driving, higher speeds on country roads or anything in-between, driver and passengers will enjoy the improved ride and handling characteristics afforded by the changes.

Suspension system

Achieving linear vehicle behaviour called for major changes to the suspension's overall design, specifically the front steering knuckles which were lowered to give more neutral steering characteristics. The lower arm height was also raised.

To give the suspension a smoother stroke, the front and rear stabilisers have been bonded to the mount bushings and front spring load optimised.

To achieve a smoother diagonal roll movement on corner entry and greater stability during cornering, the bump-stop characteristics were revised to increase the suspension's linear stroke range and rebound springs added to the front dampers.

The results of these changes are a far suppler movement in the low G-force range and significantly smoother, more stable performance in the high G-force range.

To improve New Mazda6's ride comfort, the front shock absorber diameter was increased from 32mm to 35mm and changes made to the front and rear damper valve structures.

To lower the spring rate characteristics and absorb the most minor vibrations through the rear suspension, Mazda6 became the first vehicle in the Mazda family to feature urethane in the rear damper top mounts.

This new layout demonstrates positive changes in linear damping force in response to even minor amounts of input while also supressing any tendency to skip under high input, adding a higher level of overall ride comfort.

Steering system

To deliver more precision and responsiveness to subtle steering wheel movements during cornering or when driving at high speeds, rigid mounts have been incorporated to attach the steering gear to the suspension crossmember.

This gives the steering a more linear feel while also increasing its overall rigidity, combining with the general suspension rework to deliver a more neutral steering feel.

SKYACTIV-BODY

Just as much effort went into body development as was put into powertrain and chassis development for New Mazda6.

A focus on reinforcing location points at which body rigidity was likely to affect occupant comfort reduced the amount of subtle vibrations and outside noise that might be felt and heard.

By effectively increasing the rigidity of the Mazda6's already highly rigid body while minimising weight increases and carefully designing structures and selecting materials, this latest update further enhances the car's overall ride comfort and cabin quietness.

In specific terms, the cowl crossmember was made thicker and the number of joints in each suspension top doubled (from one point to two), increasing the rigidity and strength between the front suspension tops.

The cowl section also adopts an S-shaped cross-section structure that increases body rigidity and pedestrianprotection performance while also reducing both the weight and the amount of space needed.

The tunnel members have also been enlarged and the number of joints securing each member increased from three to four. This, combined with an increase in the thickness of the left and right floor panels, significantly enhances body rigidity.

In the rear, the thickness of the rear wheel housing's inner walls was increased to combine with the existing closed cross-sectional braces to form an even stronger joining structure.

Additionally, the rear suspension trailing link mount gusset thickness has been increased for greater strength and the shapes of the plates positioned above the mounts changed from the saddle type previously used to a new spherical shape with reduced thickness to minimise weight increases while enhancing rear body rigidity.

Reduced NVH

Mazda's Noise, Vibration and Harshness (NVH) reduction model during New Mazda6's development was simply to deliver a refined interior environment in which conversations can be clearly heard so every cabin occupant can be involved.

Efforts to achieve this focused on reducing road noise to maximise conversational clarity. Mazda's development team concentrated on identifying the various paths by which noise enters the cabin and reaches the ears of occupants. From there the team members implemented measures using a new index of noise-damping characteristics.

The result is a significant step forward over the already-quiet ride achieved for the outgoing Mazda6 with a pleasant environment allowing clear conversations to be carried-out in a wide variety of driving scenarios.

Less road noise enhances conversation clarity

Several body and chassis performance enhancements were carried-out to lower the amount of tyre noise entering the cabin with thicker floor panels and rear wheel housing inner walls greatly reducing the amount of tyre noise penetration.

A concerted effort was also made to reduce the number of gaps between the body panels or interior materials and the number of holes in them. As an example, the open space left by the carpet cut-outs was reduced to half those of the first new-generation Mazda6 which launched in 2012.

Other measures undertaken included a redesigned tyre structure, increased suspension rigidity and the addition of vibration-absorbing materials for the central tunnel.

All of these measures combine to greatly reduce the amount of road noise transmitted to and heard in the cabin when travelling over rough surfaces at any speed.

Conversation clarity at high speeds, one of the indices used by Mazda to measure ride quietness, has been dramatically improved to create an environment in which front and rear seat occupants can all engage in conversation.

Enhanced noise damping characteristics

Two types of noise penetrate vehicle interiors. The first is transmitted directly to occupants' ears and the second is the slightly delayed reflected noise that reaches the ears a little later.

The timing at which these noises reach the ears differs, so when the two types of sound overlap they create an unpleasant sensation.

In response to this, Mazda took measures with New Mazda6 during its development which not only shut out exterior noise but also control reflected noise through the effective use of sound-absorbing materials, quickly and effectively damping all noise sources.

For this update, the development team noted that the roof and headlining makes-up the cabin's largest surface area so changed the internal structure to significantly improve its noise-absorbing potential.

The change improves the overall noise-damping characteristics, including the deadening of sound generated when a door is shut, with the end result being a quiet, comfortable cabin that excludes external noises to make a refined environment befitting Mazda's flagship model.

Aerodynamic performance

Minimising aerodynamic flow under, over and around the body improves both performance and fuel economy while contributing to cabin quietness.

To make the most of updated Mazda6's airflow, smoother, flatter shapes were adopted for the engine's under tray and the centre floor cover to streamline air flow passing under the car's floor.

As well, the shapes of the front tyre air deflectors and mudguards were optimised and aerodynamic covers fitted beneath the suspension's lateral links and rear bumper.

Ducts were also fitted into the front spoiler – an area previously taken-up by fog lights – to improve the flow of air, both improving overall aerodynamic performance and greatly enhancing straight line stability for driving at high speeds.

The centre floor cover also adopts a new lighter, non-woven material that is better for noise insulation.

Cars powered by the SKYACTIV-G 2.5 engine are also fitted with an active air shutter in front of the radiator.

When the engine does not need cooling air flowing across the radiator, the shutter automatically closes, preventing air from entering, contributing to better aerodynamic performance and real-world fuel savings.

SAFETY

MAZDA6'S SUPERIOR SAFETY PERFORMANCE BRINGS PEACE OF MIND

The updated Mazda6 offers a wider range of i-ACTIVSENSE[1] safety technologies as standard to help drivers identify potential risks, reducing the likelihood of damage or injury.

The functionality of the Adaptive LED Headlamps, for example, has been enhanced and Mazda Radar Cruise Control now tracks the vehicle in front at all speeds, even bringing the Mazda6 to a complete stop when the vehicle in front stops in traffic.

As well, Mazda6 Atenza gains Mazda's latest 360° View Monitor.

Combined with the previously-introduced safety features, these newest technologies let drivers enjoy superior safety and worry-free driving under an extremely wide variety of conditions.

[1] i-ACTIVSENSE is an umbrella term covering a range of advanced safety technologies employing detection devices such as millimetre-wave radar and cameras.

i-ACTIVSENSE ACTIVE SAFETY FEATURES

Smart City Brake Support (SCBS)

Advanced SCBS uses a forward-sensing camera to detect vehicles and pedestrians ahead of the car and helps drivers avoid collisions or mitigate vehicle damage should a collision occur.

The system detects vehicles when it is travelling at speeds of between 4km/h and 80km/h and pedestrians when it is moving at speeds of between 10km/h and 80km/h.

Adaptive LED Headlamps (ALH)

ALH is a driver support system incorporating a number of features to improve visibility when driving at night. These include:

- Automatically-controlled Glare-free High Beams
- Wide-range Low Beams which illuminate a wider area
- Highway Mode, which automatically directs the headlamp focus upwards when driving at higher speeds

As part of this latest product update, each headlamp's LED array has been more finely divided from the four blocks of the previous system into 20 blocks which can be turned on or off independently.

The excellent visibility already afforded by the headlamp high beams has also been enhanced to illuminate an extra 80 metres of roadway compared to the current model.

By more finely dividing the LED array, the area in which the headlamps are turned-off when an oncoming vehicle is detected has been greatly reduced, making it possible to also quickly detect pedestrians.

The system also makes use of new controls that allow the light from the high beams to be distributed in three different patterns, depending on vehicle speed, so the area the driver most needs to see is fully illuminated.

The adaptive headlamps, which illuminate the area ahead based on the steering angle, have also been expanded from two stages to six, this finer, smoother light adjustment enhances cornering visibility with even more precise control over the area being illuminated.

360° View Monitor

Using four cameras mounted around the car – one at the front, one at the back and one on each side – this system shows the area immediately around the car on the central display screen.

Eight parking sensors – four at the front of the car and four at the rear – also detect the vehicle's proximity to obstacles and a warning is sounded if it gets too close.

The system allows drivers to recognise blind spots and note the distance to obstacles which can be seen when driving into or out of enclosed spaces, such as a garage or parking bay, or when approaching T-intersections or passing an oncoming car on a narrow road.

Because of the extra visibility it affords drivers, the system greatly contributes to the avoidance of potentially dangerous or damaging situations.

Intelligent Speed Assist (ISA)

ISA is a speed-limiting system that works in conjunction with Traffic Sign Recognition (TSR) and helps drivers from unintentionally exceeding speed limits when they have failed to see a speed limit sign.

Alternatively, drivers can set their own chosen maximum speed and in situations where the system is unable to manage the car's speed (on steep downhill slopes, for example), both an audible alarm and flashing graphic on the driver's display warn when the car exceeds the speed limit.

Mazda Radar Cruise Control (MRCC) with Stop & Go

Mazda Radar Cruise Control measures the relative speed and distance to the vehicle immediately ahead and maintains the correct speed and optimum following distance by automatically controlling the engine and brakes.

The updated MRCC available in New Mazda6 uses both the millimetre-wave radar of the previous system and adds a forward-sensing camera to reduce its minimum operating speed from 30km/h to zero.

These updates ensure the system now works across the full speed range and allow New Mazda6 to follow the car in front all the way to a full stop and pull away again from a standing start.

When driven with the MRCC activated, New Mazda6 will automatically slow and stop if the car ahead does the same and will remain stopped until that car accelerates away.

The driver decides when New Mazda6 is ready to move off and the car accelerates automatically to follow the car ahead at the appropriate speed. The system also includes a function which alerts drivers when the car ahead has moved-off.

NOTE: If the car ahead pulls away within three seconds of stopping, MRCC continues and New Mazda6 will continue to follow with no action needed on the part of the driver.

PASSIVE SAFETY

Pedestrian protection

New Mazda6's bonnet, cowl panel, front bumper and upper grille have been designed to soften impact to a person's head and leg areas in the event of a pedestrian collision.

In addition, an active bonnet which immediately pops-up at its trailing edge when a pedestrian collision is detected, creating a space between the bonnet and the top of the engine, is standard on all New Mazda6 model variants.

Safety features carried over from the previous model

ACTIVE SAFETY

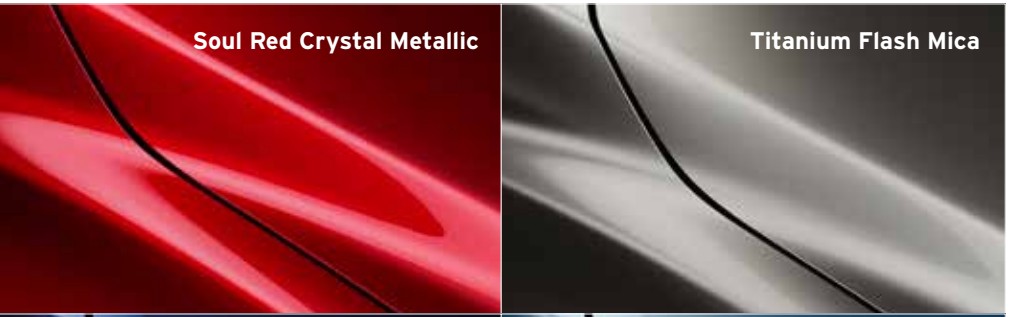
- Adaptive Front-lighting System (AFS)
- Smart City Brake Support [forward/reverse] (SCBS F/R)
- Smart Brake Support (SBS)
- Blind Spot Monitoring (BSM) with Rear Cross Traffic Alert
- Lane-keep Assist System (LAS) and Lane Departure Warning System (LDWS)
- Traffic Sign Recognition (TSR)
- Driver Attention Alert (DAA)
- Dynamic Stability Control (DSC) & Traction Control System (TCS)
- 4-Wheel Anti-lock Braking System (ABS) + Electronic Brake-force Distribution system (EBD) + Emergency Brake Assist (EBA)
- Emergency Signal System (ESS)
- Hill Launch Assist (HLA)

PASSIVE SAFETY

- High-strength SKYACTIV-Body
- Supplemental Restraint System (SRS) Air Bag
- Seat belt with pretensioner and load limiter
- Front seat that mitigates shock to the neck
- Rear seat that prevents luggage from entering the cabin
- Impact-absorbing steering system
- ISOFIX child seat lower anchor point in the rear seat & top tether anchor point for both sides of a seat

COLOURS

A choice of eight contemporary colours:



Interior variations:

Pure White nappa leather

Walnut Brown nappa leather

Pure White leather

Black leather

Black fabric

SPECIFICATIONS

POWERTRAIN		2.5L I4 Petrol	2.5L I4 Petrol Turbo	2.2L I4 Diesel
Bore and stroke (mm)		89.0 x 100.0	89.0 x 100.0	86.0 x 94.3
Compression ratio		13.0 : 1	14.5 : 1	10.5 : 1
Drivetrain		FWD		
Emissions standard		Euro stage V		
Engine capacity (cc)		2488	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	2.5 litre turbo in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G 2.5T) engine with i-stop	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)	7.0	7.6	5.3
	Auto (extra urban)	5.9	6.2	4.6
	Auto (urban)	8.9	10.1	6.6
Fuel system		Electronic direct injection	Electronic direct injection	Common rail, electronic direct injection
Fuel tank capacity (litres)		62		
Gear ratio	1st	3.552	3.487	3.487
	2nd	2.022	1.992	1.992
	3rd	1.452	1.449	1.449
	4th	1.000	1.000	1.000
	5th	0.708	0.707	0.707
	6th	0.599	0.600	0.600
	Reverse	3.893	3.990	3.990
	Final drive	4.325	4.090	3.804
Maximum power (kW @ rpm)		140kW@6,000rpm	170kW@5,000rpm	140kW@4,500rpm
Maximum torque (Nm @ rpm)		252Nm@4,000rpm	420Nm@2,000 rpm	450Nm@2,000rpm
Recommended fuel		Unleaded (91RON or higher) or E10	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	•	•	-	-
	2.5L I4 Petrol Turbo / 6-speed automatic	-	-	•	•
	2.2L I4 Diesel / 6-speed automatic	-	•	•	•
Wagon:	2.5L I4 Petrol / 6-speed automatic	•	•	-	-
	2.5L I4 Petrol Turbo / 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	297 (petrol) / 320 (diesel)		
	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	2.5L I4 Petrol	2.5L I4 Petrol Turbo	2.2L I4 Diesel
Automatic transmission drive selection	•	•	-
Automatic transmission kickdown switch	•	•	•
Electric Parking Brake	•	•	•
Electric power assist steering	•	•	•
Hill Launch Assist (HLA)	•	•	•
i-stop	•	•	•
i-ELOOP	•	-	•
Cylinder Deactivation	•	-	-
SKYACTIV-Body	•	•	•
SKYACTIV-Chassis	•	•	•
SKYACTIV VEHICLE DYNAMICS G-Vectoring Control (GVC)	•	•	•
Paddle shift gear control	•	•	•

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WEIGHTS & CAPACITIES (SEDAN)		Sport	Touring	GT	Atenza
Cargo room volume VDA (litres)		474			
Kerb weight (kg)	2.5L I4 Petrol	1,536		-	-
	2.5L I4 Turbo Petrol	-	-	1,607	1,620
	2.2L I4 Diesel	-	1,602	1,637	1,647
Towing capacity[3] – braked / unbraked (kg)	2.5L I4 Petrol	1,500 / 550			
	2.5L I4 Turbo Petrol	-	-	1,600 / 750	
	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) Measured with rear seats up and up to tonneau cover		506			
Cargo room volume VDA (litres) Measured with rear seats folded down and up to roof		1,648			
Kerb weight (kg)	2.5L I4 Petrol	1,553		-	
	2.5L I4 Turbo Petrol	-		1,613	1,627
	2.2L I4 Diesel	-	1,616	1,650	1,662
Towing capacity[3] – braked / unbraked (kg)	2.5L I4 Petrol	1,500 / 550			
	2.5L I4 Turbo Petrol	-		1,600 / 750	
	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)	•	•	•	•
Green-tinted windscreen, side and rear windows	•	•	•	•
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)	-	•	•	•
	10-way power adjustment (driver)	-	•	•	•
	Adjustable head restraints	•	•	•	•
	Heating function	-	-	•	•
	Ventilation function	-	-	-	•
	Height adjustment (driver and passenger)	•	•	•	•
	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 with storage and 2 x USB charging points	•	•	•	•
	Heating function	-	-	•	•
Seat trim:	Black cloth	•	-	-	-
	Black leather	-	•	•	-
	Pure White leather	-	°	°	-
	Walnut Brown nappa leather	-	-	-	•
	Pure White nappa leather	-	-	-	°

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		•	•	•	•
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	•	•	•	•
	Door pocket lamps (front & rear)	-	-	-	•
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		•	•	•	-
Rear-view frameless mirror with auto dimming function		-	-	-	•
Tachometer and electronic odometer/ tripmeter		•	•	•	•
Tilt and telescopic adjustable steering wheel		•	•	•	•
Trip computer[4]		•	•	•	•
Vanity mirrors (front) with illumination		•	•	•	•

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INFOTAINMENT	Sport	Touring	GT	Atenza
8-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	•	•	•	•
DAB+ digital radio	•	•	•	•
Internet radio integration (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)	•	•	•	•

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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)		•	•	•	•
Auto Door Lock (ADL)		•	•	•	•
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 Beam Control (HBC)		•	•	•	-
High mount stop lamp		•	•	•	•
Intelligent Speed Assist (ISA)		•	•	•	•
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)		•	•	•	•

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SAFETY AND SECURITY CONTINUED...	Sport	Touring	GT	Atenza
Rear Cross Traffic Alert (RCTA)	•	•	•	•
Remote central locking (2 transmitters)	•	•	•	•
Reverse camera	•	•	•	•
Seat-belt warning (front and rear)	•	•	•	•
Seat-belts 3-point lap-sash (all seats)	•	•	•	•
Seat-belts (front) with pretensioners, load-limiters and height adjustable shoulder anchorages	•	•	•	•
Seven-inch TFT LCD screen	-	-	-	•
Side impact door beams	•	•	•	•
Smart Brake Support (SBS)	•	•	•	•
Smart City Brake Support [Forward/Reverse] (SCBS F/R)	•	•	•	•
Top View Monitor	•	•	•	•
Traction Control System (TCS)	•	•	•	•
Traffic Sign Recognition (TSR)	•	•	•	•
Triple H safety construction with front and rear crumple zones	•	•	•	•
Whiplash-minimising front seats	•	•	•	•

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Specific disclaimers

1 Combined 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, road conditions and how the vehicle is driven.

2 Driver-assistance features do not replace the driver's judgment and are not to be used in place of skilled and safe driving practices.
It is the driver's sole responsibility to monitor vehicle surroundings and conditions and comply with all applicable laws at all times.

3 Leather interior includes some Maztex material on selected high impact surfaces.

4 i-ACTIVSENSE and other 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 monitor vehicle surroundings and conditions and comply with all applicable laws at all times.

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.

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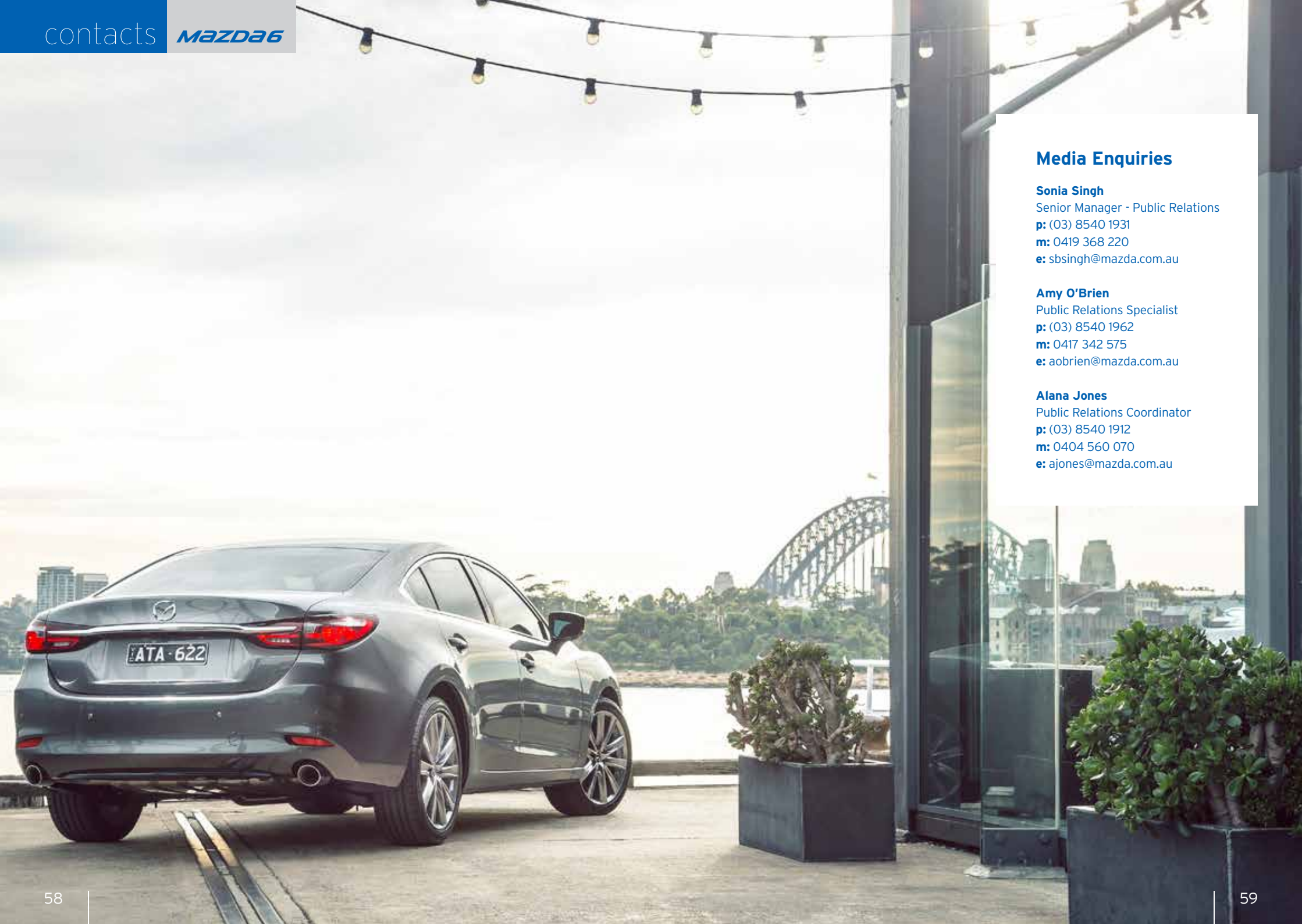

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