



mazda



BT-50 2008
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MAZDA BT-50

PRESS INFORMATION

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MAZDA BT-50

TOO EASY

1. AT A GLANCE

Sales Success

- BT-50 nameplate took over from B-Series in 2006 with the debut of Mazda's next-generation pickup utility
- Six consecutive years of BT-50 and B-Series sales growth:
 - 21 per cent average year-on-year growth 2003-2007
 - 10,760 BT-50s sold in 2007, (up from 7,018 in 2006)
- BT-50 is a major player in the Light Commercial Vehicle (LCV) market

The New BT-50 Range

- On sale September 16, 2008 ▪ Volume target 840 a month
- Prices start at \$23,295 for BT-50 DX 4x2 Single Cab Chassis 5MT to \$45,590 for BT-50 SDX 4x4 Dual Cab Utility 5AT
- Two new 4x2 models and five new 4x4 models
- Now 29 BT-50 models to choose from (including transmissions)
- Two engines, two transmissions, 4x2 and 4x4 drivetrains
- Economical 2.5-litre, four-cylinder intercooled turbodiesel
 - 105kW @ 3,500rpm ▪ 330Nm @ 1,800rpm ▪ 8.3L/100km (5MT)
- Strong 3.0-litre, four-cylinder, intercooled turbodiesel
 - 115kW @ 3,200rpm ▪ 380Nm @ 1,800rpm ▪ 9.2L/100km (5MT)
- Five-speed manual and five-speed automatic available
- Up to 1,449kg tray payload ▪ Up to 3,000kg towing capacity

Styling & ergonomic upgrades

- New-design Mazda five-point family grille
- Factory-fit air-conditioning standard
- New audio auxiliary jack (3.5mm to connect an MP3 player such as an iPod)
- Revised headlights and taillights
- B-pillar body colour change on Freestyle Cab and Dual Cab models
- Updated 15-inch and 16-inch wheel designs
- New interior cloth trim combinations
- Revised centre console (audio and ventilation) improve ergonomics

2. OVERVIEW - NEW MAZDA BT-50 MORE VERSATILE AND REFINED

- **Two new 4x2 models and five new 4x4 models bring the number of BT-50 variants available to 29**
- **2.5-litre or 3.0-litre common-rail turbodiesels with 5-sp transmissions**
- **1,449kg maximum payload and 3,000kg braked towing capacity**

The revitalised Mazda BT-50 range will raise Mazda's reputation as one of the fastest growing brands in the light commercial segment.

Seven new models join the versatile Mazda BT-50 range, taking it out to 29 models across five drivetrains and three bodystyles.

Now, more than ever, there is a Mazda BT-50 for everyone.

Headline changes include a more comprehensive model range, mechanical and styling upgrades, and significant improvements to interior comfort and ergonomics.

Mazda BT-50 is also friendly to the environment. Two tough and torquey 2.5-litre and 3.0-litre turbodiesel manual drivetrains have a fuel economy rated at 8.3 and 9.2litres/100km respectively and are Euro IV compliant for minimal tailpipe emissions.

Mazda Managing Director Doug Dickson believes the new Mazda BT-50 builds on the qualities which saw the outgoing model emerge as a major force in the cut-throat working-ute market.

"The new BT-50's split personality is its greatest asset. It is equally adept as a weekday workhorse as it is a weekend family transport. That's sure to be a big hit with hard-working, hard-playing Australians."

Dickson sees a lot to like in the revitalised Mazda BT-50 line-up.

"Buyers will be attracted to the BT-50's rugged good looks, tough-as-nails reputation and robust, economical diesel engines.

"They will also appreciate the car-like interior which is comfortable, well-appointed and treats utility buyers like first-class citizens."

Mazda's revitalised BT-50 range starts from an affordable \$23,295. All Mazda BT-50s come with a three-year or 100,000km (whichever should occur first) or two-year unlimited kilometre warranty for peace of mind. Metallic paint is a no cost option, as it is on all Mazda passenger vehicles and commercial vehicles.

Mazda Australia expects to sell about 10,000 Mazda BT-50s per annum.

Mazda BT-50 range: Something for Everyone

The revitalised Mazda BT-50 range is now more versatile and capable than ever of meeting the disparate needs of the 21st century Australian family. It brings an end to the dilemma facing many Australian working families of needing one car for work and one for the family.

The Mazda BT-50 can do it all. It features robust mechanicals designed to cater to the toughest workday demands; interior styling and refinements add a touch of class and comfort missing from many of its rivals.

Australians buy more Mazda BT-50s than any other country in the world. So, unlike its rivals which are built for overseas tastes, the BT-50 is designed to meet the discerning tastes and rugged requirements of Australians.

Mazda has bolstered the range of the new BT-50 with two new 4x2 models and five new 4x4 models. This means there are now 29 Mazda BT-50s for buyers to choose from.

Headline-upgrades across the range means there's a new Mazda BT-50 to suit most active lifestyles.

BT-50 comes in three body types — Single Cab, Freestyle Cab and Dual Cab — and in 4x2 or 4x4 configuration to ensure there's a Mazda BT-50 to suit its owner's needs, whether in town or country, for business or for family pleasure.

Mazda BT-50 buyers have a choice of two advanced turbodiesel engines; a 2.5-litre, four-cylinder with 330Nm of torque on the entry-level BT-50, or a 3.0-litre, four-cylinder with 380Nm of torque on higher grade BT-50s.

Both employ a variable-geometry turbocharger and a large intercooler to ensure spirited acceleration. A Variable Swirl Control Valve (VSCV) combined with an Exhaust Gas Recirculation (EGR) system, which incorporates a high-efficiency cooler, ensures both engines meet Euro Stage IV emissions compliance.

Proven 2.5-litre, 330Nm turbodiesel delivers 8.3L/100km economy

The affordable BT-50 DX 4x2 Single Cab Chassis is powered by a proven MZR-CD 2.5-litre DOHC 16-valve turbocharged diesel engine that drives the rear wheels.

This combination makes the BT-50 DX 4x2 robust, refined and very fuel efficient.

This 2.5-litre common-rail turbodiesel produces 105kW at 3,500rpm and 330Nm at 1,800rpm, making for smooth and relaxed driving in all situations.

The 4x2 Single Cab Chassis consumes just 8.3L/100km (ADR 81/01). Mated to the five-speed manual gearbox it can accelerate from 0-100km/h in just 10.4 seconds.

Towing capacity is among the best in class, now with up to 3,000kg braked capacity depending on the transmission.

Tough 3.0-litre, 380Nm turbodiesel among best-in-class

The majority of the BT-50 range – 4x4 Single Cabs, Freestyle and Dual Cabs in both 4x2 and 4x4 specifications – feature a 3.0-litre common rail, DOHC 16-valve diesel engine.

This strong 3.0-litre turbocharged diesel engine develops 115kW at 3,200rpm and 380Nm at 1,800rpm.

Fuel economy is rated at just 9.2L/100km with manual transmission, and 10.4L/100km with the five-speed automatic.



Two new 4x2 models come in 3.0-litre Dual Cab Utility DX guise mated to a five-speed automatic, bringing an outhouse-flattening 380Nm of torque and effortless gear-changing to Mazda's most affordable BT-50 specification.

The new 4x4 models include a 3.0-litre Freestyle Cab Utility SDX with a five-speed automatic and a 3.0-litre Dual Cab Chassis DX with a five-speed manual transmission.

Maximum payload is 1,441kg and braked towing capacity is 3,000kg with manual transmission. The five-speed automatic can tow up to 2,500kg.

Two-wheel drive or four-wheel drive

Mazda's BT-50 range is available in 4x2 or 4x4 configuration. Two types of 4x4 systems are available – manual transmission with manual shift or automatic transmission with electric shift – with each offering fuss-free transfer between 4x2 and 4x4 modes and go-anywhere performance.

Five-speed automatic available on select models throughout the range

The electronically-controlled, close-ratio five-speed automatic transmission features smooth shifting and delivers outstanding fuel economy at highway speeds.

This high-quality automatic transmission is available on Freestyle Cab Utility SDX and on Dual Cab Utility, from the more affordable DX model right through to the range-topping Dual Cab SDX 4x4 model.

Three bodystyles: Single Cab, Freestyle Cab and Dual Cab

Mazda BT-50 comes in three bodystyles, each specifically tailored to meet the diverse needs of utility buyers.

The Mazda BT-50 Single Cab has two doors and one row of seats in either a two-seat or three-seat configuration. The Mazda BT-50 Single Cab's optional tray is one of the longest in its class, measuring 2,400mm from the back of the cabin to the tailgate.

The BT-50 Single Cab tray has a payload of up to 1,449kg in 4x2 configuration or up to 1,441kg in 4x4 configuration, making it tough enough to do the really heavy work.

Mazda's innovative Freestyle Cab bodystyle features a rear-hinged rear door on both sides of the cabin which provides unfettered pillarless access to the second row of seats.

This Freestyle Cab bodystyle was introduced in 2006 and has proven so popular it has even been copied by Mazda BT-50 rivals.

Featuring the large door opening and easy access of Mazda's unique Freestyle Door System, the Freestyle Cab body accommodates two in the front and two in the back, with the back offering plenty of room for carrying precious belongings.

The front doors and rear access panels open from the centre in a design that uses no centre pillar to create a huge unobstructed opening of 1,500mm.

The Dual Cab body provides room for five occupants, two in the front and three in the back, making it ideal for family use or for moving small work teams between locations.

Passenger car interior delivers comfort and refinement

With a sedan-like atmosphere, helped by impressively low NVH levels, the Mazda BT-50's sophisticated interior is enough to make occupants forget they are in a vehicle intended primarily as a workhorse.

With its subdued two-tone colour scheme employing grey as the keynote colour and with silver-finish accents highlighting details, the interior creates a modern, clean ambience that speaks of high quality.

The instrument panel design features individual highlights echoing those used in Mazda passenger cars. Three large instrument dials are each framed by a stylish silver ring that instills a look of greater luxury for range-topping SDX models.

A modular CD-equipped audio unit fits cleanly within the centre stack, and is covered by a silver-faced panel that ties well with the clean look of the cockpit. Both the single-disc and six-disc systems are MP3 compatible.

All BT-50s now include an auxiliary audio jack to plug iPods or other personal audio players into the BT-50's quality audio system.

Keyless entry is standard on all models, making it easy to lock or unlock the doors (even when both hands are encumbered with boxes or bags).

Safety tailored to contrasting needs

The new Mazda BT-50 addresses the crucial area of safety by providing buyers with the ability to tailor the BT-50 to their intended application.

ABS anti-lock brakes with Electronic Brake-force Distribution (EBD) is available on all but the entry-level Single Cab chassis 4x2 model, and standard on SDX models.

Dual front airbags and front seatbelts with pretensioners and load limiters are standard on all but the farmer-focused Single Cab 4x4 model. In this case the airbags are an option.

Front seatbelt height adjusters are standard on all Dual Cab models.

An airbag-compatible bullbar is offered on all 4x4 models.

3. SALES & MARKETING - MAZDA BT-50 AMONG THE LEADERS

- **Mazda BT-50 2007 full-year sales up 53pc on 2006**
- **2008 sales to August up on 2007; on target for 10,000**
- **BT-50 4x4 models among the fastest growing in segment**

Mazda's tough diesel-powered BT-50 light commercial range has enjoyed unprecedented success for Mazda, both in Australia and around the world.

Sales of the versatile BT-50 utility have skyrocketed since its launch in December 2006; Australians bought 10,760 BT-50s in 2007, up 53 per cent on 2006 (7,016).

Sales of the Mazda BT-50 and its B-Series predecessor have increased by an average of 18.8 per cent every year since 2002.

The Mazda BT-50 is sold in more than 80 countries around the world. Production has grown 69 percent to 74,910 in 2007, from 44,432 in 2003.

The Mazda BT-50 has won many awards since its launch in 2006, including truck and pickup of the year in both Europe, Asia and Australia. The BT-50 was named the 2007 Ute of the Year by *Australian 4WD Monthly*, Australia's highest-selling off-road magazine.

In 2008 the Mazda BT-50 is on track to achieve more than 10,000 sales and make Mazda one of the fastest growing brands in the light commercial segment since 2006.

Mazda BT-50 forecast: 10,000 vehicles per annum

The revitalised Mazda BT-50 light commercial range officially goes on sale September 16, 2008. Mazda Australia expects to sell around 10,000 BT-50s per annum, for a monthly running rate of about 840 BT-50s.

The 3.0-litre 4x4 drivetrain is expected to account for 60 per cent of all sales. The BT-50 Single Cab will be the most popular bodystyle, accounting for half of all BT-50 sales.

Sales Split - Australia

Drivetrain

- Two-wheel drive 40%
- Four-wheel drive 60%

Bodystyle

- Single Cab 50%
- Freestyle Cab 20%
- Dual Cab 30%

BT-50 & Bravo historical sales - Australia

YEAR	SALES	YOY %
2002	4,349	
2003	5,364	+23.3
2004	5,706	+6.4
2005	6,102	+6.9
2006	7,018	+15.0
2007	10,760	+53.3
2008*	7,152	

* 2008 Year-to-date figures to August

Mazda BT-50 Buyer Profile

The Mazda BT-50's diverse range of skills, its breadth of drivetrains and all-encompassing equipment levels means it will appeal to a broad range of buyers.

Most will be male, aged between 30 and 45 years of age, and lead active lifestyles. A crucial point to note is that while owners choose the Mazda BT-50 for its proven ability to enhance their working life, they *work to live*, they don't *live to work*, so the BT-50's recreational and domestic skills are just as important.

The Mazda BT-50 is ideally suited to Australians looking for a vehicle to enhance their profession *and* their pastimes.

- Farmers and primary producers will see the benefits the Mazda BT-50 can bring to life on the land.
- Tradesmen will be attracted to Mazda BT-50's rugged reputation as a tough and economical work utility.
- Recreational four-wheel drivers will be drawn to the BT-50's robust four-wheel drive system, competent suspension, frugal diesel engines and versatile interior combinations.
- Urban families will find the Mazda BT-50 ideally suited to the 21st-century family's hectic lifestyle – a work-utility during the week and family wagon on the weekends.

These guys are predominantly married or in a long term relationship and most manage or own a business.

These businesses range from gardening/landscaping through to trades like plumbing, building and carpentry. They expect a vehicle that not only keeps up with their working life, but is reliable and pliable.

They make the most of the weekends. Whether it's socialising with mates, going out or entertaining at home, a day at the footy or a night of Nintendo: They are proud of what they have achieved and enjoy sharing it with family and friends.

Weekends are full of excitement with an array of activities. Some enjoy dirt-bike riding, others are into boating and jet skiing. For some, recreation takes on more traditional forms like camping and fishing.

These guys are not after a *show pony*, they want a utility that embodies the hard work that got them to where they are.

In essence, the BT-50 helps them to do all of life's tasks and extracurricular activities. They value it highly because it is their precious tool of the trade and is versatile enough to be their friend on the weekend.

4. RECOMMENDED RETAIL PRICING

4x2 Model Line-up

\$23,295	2.5L Single Cab Chassis DX 5MT
\$23,520	2.5L Single Cab Chassis DX (bucket seats) 5MT
\$30,890	3.0L Freestyle Cab Chassis DX+ 5MT
\$31,490	3.0L Freestyle Cab Chassis DX+ (ABS) 5MT
\$32,260	3.0L Freestyle Cab Utility DX+ 5MT
\$32,860	3.0L Freestyle Cab Utility DX+ (ABS) 5MT
\$33,060	3.0L Dual Cab Utility DX 5MT
\$33,660	3.0L Dual Cab Utility DX (ABS) 5MT
\$35,060	3.0L Dual Cab Utility DX 5AT (New)
\$35,660	3.0L Dual Cab Utility DX (ABS) 5AT (New)

4x4 Model Line-up

\$31,415	3.0L Single Cab Chassis DX (no airbags) 5MT
\$32,015	3.0L Single Cab Chassis DX 5MT
\$32,615	3.0L Single Cab Chassis DX (ABS) 5MT
\$32,240	3.0L Single Cab Chassis DX (bucket seats) 5MT
\$32,840	3.0L Single Cab Chassis DX (buckets & ABS) 5MT
\$37,020	3.0L Freestyle Cab Chassis DX+ 5MT
\$37,620	3.0L Freestyle Cab Chassis DX+ (ABS) 5MT
\$38,390	3.0L Freestyle Cab Utility DX+ 5MT
\$38,990	3.0L Freestyle Cab Utility DX+ (ABS) 5MT
\$42,790	3.0L Freestyle Cab Utility SDX 5MT
\$44,790	3.0L Freestyle Cab Utility SDX 5AT (New)
\$37,820	3.0L Dual Cab Chassis DX 5MT (New)
\$38,420	3.0L Dual Cab Chassis DX (ABS) 5MT (New)
\$39,190	3.0L Dual Cab Utility DX 5MT
\$39,790	3.0L Dual Cab Utility DX (ABS) 5MT
\$41,190	3.0L Dual Cab Utility DX 5AT (New)
\$41,790	3.0L Dual Cab Utility DX (ABS) 5AT (New)
\$43,590	3.0L Dual Cab Utility SDX 5MT
\$45,590	3.0L Dual Cab Utility SDX Auto 5AT

** All prices correct as at September 16, 2008.*

5. EXTERIOR DESIGN - STYLING WITH SUBSTANCE

- **Adding a tougher expression to sporty sophistication**
- **Stronger front end visual identity**

The new Mazda BT-50 inherits the stylish flair, sporty and athletic looks that have earned the outgoing Mazda BT-50 such high praise.

At the same time, the exterior design incorporates an extra touch of brawny truck toughness to add fresh new appeal that conveys rugged reliability and distinct individualistic character.

The front end has been given a new face that more strongly expresses powerful truck performance and leaves an immediate impression of a utility with a wide stance and all four wheels planted firmly on the ground.

Redesigned details across the body enhance the air of luxury and strike the eye with fresh appeal. The new design combines with a wide range of 11 available body colours, including five new colours, to instil the exterior with smarter, sportier pickup utility presence. (See page 14 for colour chart)

The sporty new look of the Mazda BT-50 clearly distinguishes it from typical commercial vehicles. It sets the standard for utilities with a design that is at once powerful, stable and luxurious.

Redesigned one-piece fascia enhances visual 'stance'

The large one-piece front fascia, which integrates the grille, bumper and front fog lamps (on SDX), now features a pair of vertical character lines that broaden as they near the bumper's bottom edge to form Mazda's trademark trapezoidal shape surrounding the lower grille.



This design leaves a stronger visual impression of a lower centre of gravity and gives the workhorse a wider visual stance. Mazda's characteristic five-point grille features a bolder, more angular peak shape and deep "V" that strikes a harmonious balance with the new front bumper design to bring in it line with the rest of the Mazda range.

The grille's three wide chromed bars achieve optimum design balance that maintains the desired level of cooling performance. These refinements come together to give the BT-50's face a sharp new expression.

The single housing for the multi-reflector headlight and turn lamp features a larger area of bright silver trim around each lamp.

The improved quality of its appearance also lends the front mask a sense of greater stability. The turn lamps inherit the unique 'keyhole' design, which combines a circle and a bold line with silver trim to add a highly distinctive accent to the front end.

More sophisticated silhouette

Viewed from the side, the Mazda BT-50 displays a sophisticated silhouette that flows from the front end up to and over the roof. In addition, a colour change from black to body colour for the B-pillars on the Dual Cab and Freestyle Cab models creates a cleaner, fresher look.

The stylish side-steps now have a more integrated look to match the BT-50's sporty characteristics.

In the rear, the combination taillights feature an updated version of the 'keyhole' design motif with chrome surrounds that give a quality look. New clear lenses add a fresh, bright nuance and emphasise the wide tailgate proportions to create an even tougher image that packs high-quality appeal.

A high-mount stop lamp is fitted to BT-50 SDX models and contributes to rear-end collision prevention.

The exterior design emphasises the BT-50's outstanding performance. In response, Mazda focused on refining design elements and adding fresh new presence to best-in-class features that fully retain their appeal in today's market.



Making cabin access easy

A major feature of the Mazda BT-50 is its intelligent approach to making cabin access as effortless as possible.

Freestyle Cab models adopt Mazda's unique Freestyle Door System to maximise the ease of ingress/egress to and from the rear of the cabin, as well as the loading and unloading of cargo.

The front doors and rear access panels open from the centre in a design that uses no centre pillar to create an unobstructed opening of a broad 1500mm in width. It is the same principle that is applied to the Mazda RX-8 performance coupe.

Large side steps on 4x4 Dual Cab SDX and Freestyle Cab SDX feature a ribbed finish on the top surface that provides a solid foothold and reduces the potential for slippage.

The standard keyless entry system makes it easy to lock or unlock the doors, even with your hands full.

Storage spaces that provide flexible convenience

As befits the new sports pickup built to satisfy a wide range of business and family applications, the Mazda BT-50 contains a variety of convenient storage spaces dispersed throughout the cabin for stowing and organising small items.

A large slide-out tray mounted on the passenger side of the instrument panel can serve as a handy table when parked for a rest, or as a stand a clipboard can be leaned against for easy viewing, and with space enough to accommodate items such as CDs or the BT-50 owner's manual.

The front of the integrated floor console hosts a pair of cupholders along with a handy storage compartment. The rear adopts a large armrest on the top of the console lid that opens to reveal a 1.7-litre upper box and 5.1-litre lower box in a double-decker layout.

Dual Cab models also include a pair of cupholders at the back of the console for rear seat passengers.

The door trim inside each front door houses a cupholder and large door pocket. Freestyle Cab models also include pockets on each of the rear access panels that are large enough to accommodate a 500ml beverage bottle.

Convenient features for a more satisfying driving experience

Placing themselves in the customer's shoes throughout the project, the Mazda BT-50 development team fitted the cabin with a variety of convenient features found in passenger cars.

For starters, the Mazda BT-50 offers the latest in advanced audio systems. The base configuration of the modular system includes an AM/FM radio with an MP3-compatible CD player. SDX Freestyle and Dual Cab models come with an in-dash six-disc CD changer and the richer sound of a six-speaker system.

A low-fuel warning light, engine immobiliser and variable intermittent wipers are standard fitment across the range.

Refinements to the climate-control system greatly reduce fan noise while also increasing airflow when the air-conditioning is operating, a combination that delivers a more comfortable cabin environment.

A 12V DC accessory socket serves as a convenient power source for recharging cellular phones or running a laptop computer. Power door mirrors can be adjusted or stowed via a remote switch, while the power window switch on the driver's side features one-touch operation to raise or lower the windows.

Dynamic and stylish wheel design

The sporty and athletic design concept is continued right to the road, with revised 15-inch and 16-inch alloy wheel designs adding a fresh new look and extra flair to the refined BT-50's powerful truck performance.

The new 16-inch aluminium alloy wheel design for SDX models features five large spokes that strike a contrast between a powerful image and the graphical flair where they meet the rim for an overall impression of power and motion.

Each of the five bold spokes on the 4x2 Single Car Chassis's 15-inch aluminium alloy wheel features a sculpted shape that appears both tough and stylish.

Diverse and distinctive range of colours

The colour palate has been refreshed to add brighter, sportier selections and offer a wider variety that allows customers to better match their individual tastes.

BT-50 buyers now have a choice of 11 body colours, including five new additions: Winning Blue Metallic, Lagoon Blue Mica, Copper Red Mica, Desert Bronze Mica and Highland Green Mica.

Solid colours are handled differently. The Nifty Red and Cool White body adopts Titanium Grey II metallic wheelarches which add a metallic lustre and a heightened sense of quality to the finish.

The colour used at the ends of the side steps on 4x4 models is now Highlight Silver Metallic, resulting in a look of greater quality and unity with the aluminium step surface. These changes combine to instil new appeal to the view from the side.

(See colour chart on page 14)

6. MAZDA BT-50 COLOUR-CHART - 5 NEW COLOURS



Nifty Red



Cool White



Gloaming Silver



Highlight Silver



Titanium Grey



Black



Highland Green



Desert Bronze



Lagoon Blue



Copper Red



Winning Blue

New Colours:
Copper Red, Desert Bronze,
Highland Green, Lagoon Blue
and Winning Blue.

7. INTERIOR DESIGN - SEDAN-LIKE COMFORT AND CONVENIENCE

- **Indirect cabin lighting delivers car-like ambience**
- **AUX-in plug for personal MP3 player connectivity**
- **Modified seats provide greater comfort**

The previous Mazda BT-50 earned high acclaim for its sedan-like interior, which practically makes occupants forget that they are riding in a utility.

The new cabin design inherits this advantage and provides an even brighter, more pleasing ambience. Reflecting the same sporty and athletic design theme as the exterior, the interior skilfully employs a subdued two-tone colour scheme highlighted by silver-finish accents for a sophisticated look.

New interior trim packages

The high-grade trim package features fabric upholstery with a new texture. The centre portion of the seat is covered by a textured fabric with a chequered weave and lustrous thread that gives the interior a sportier look. Its lustrous finish enhances the feeling of quality and luxury, and endows the interior with a fresh, youthful atmosphere.



This hard-wearing and comfortable fabric upholstery features a sporty-looking texture pattern which is coloured grey on DX models and black on DX+ and SDX.

Highly functional with a look of quality

Lighting throughout the cabin improves visibility and operating ease at night. Creating a sportier, fresher ambience is the same amber colour that illuminates the dials and control panels for the air conditioning and audio systems on Mazda passenger cars.

Indirect lighting at the base of the floor console in the same colour creates a relaxing mood while also conveniently lighting the cupholders. The T-shaped instrument panel design common to Mazda's passenger car cockpits incorporates a centre stack with integrated audio and climate controls that are positioned logically and designed for ease of operation.

A larger area of the centre stack surface is silver-finished for a look of higher quality. And it adds a new auxiliary jack that makes it easy to connect a portable audio player for use with the BT-50's sound system.

Seat design that offers the best for you

Designed for true driving pleasure, the seats in the Mazda BT-50 offer great support and comfort that will ensure the driver won't tire on long trips. The bucket front seats match the BT-50's superb handling, holding occupants of all builds firmly in place during quick steering actions or when tackling rough roads or building sites.

S-shaped springs, new urethane foam material with high elasticity and a completely new internal design create a better fit that provides high levels of lateral support.

Both the driver and passenger seats include fore-aft slide adjustment (240mm in Freestyle Cab and Dual Cab; 180mm in Single Cab) and can be reclined up to 68° in 2° increments (in Freestyle Cab and Dual Cab).

The ergonomically-positioned steering wheel provides tilt adjustment.

Single Cab models with bench seats are fitted with a fold-out centre armrest. Rear seats for the Dual Cab models increase torso angle from 20° to 23° for greater comfort, and adopt a new integrated headrest design as well as a large, fold-out centre armrest.

8. POWERTRAINS - ROBUST AND ECONOMICAL

- **2.5-litre common-rail turbodiesel, four-cylinder**
 - 105kW at 3,500rpm ▪ 330Nm @ 1,800rpm ▪ 8.3L/100km
- **3.0-litre common-rail turbodiesel, four-cylinder**
 - 115kW @ 3,200rpm ▪ 380Nm @ 1,800rpm ▪ 9.2L/100km
- **Five-speed automatic and manual transmissions**
- **BT-50 first LCV with advanced Variable Geometry Turbocharger**

The BT-50 is powered by two sturdy four-cylinder MZR-CD turbodiesels in 2.5-litre and 3.0-litre capacities.

Both engines utilise the latest common-rail, high-pressure fuel-injection system and both feature advanced engine technologies such as a Variable Geometry Turbocharger (VGT) with intercooler, double helical intake port design, and powertrain control module (PCM) with a high-performance 32-bit microprocessor.

The 2.5-litre DOHC 16-valve engine is renowned for its smoothness and fuel efficiency and produces 105kW at 3,500rpm and 330Nm at 1,800rpm.

Mated to a five-speed manual gearbox, it can accelerate from 0-100km/h in just 10.4 seconds.

The 4x2 Single Cab BT-50 fuel economy is 8.3L/100km with five-speed manual transmission, according to ADR 81/01.

The 4x4 Single Cab, Freestyle and Dual Cab in both 4x2 and 4x4 specification are powered by a 3.0-litre common rail, DOHC 16-valve diesel engine that develops 115kW at 3,200rpm and 380Nm at 1,800rpm.

Fuel consumption in the five-speed manual 4x4 models is 9.2L/100km.

The Dual Cab DX is offered for the first time with the same five-speed automatic transmission as the range-topping Dual Cab SDX 4x4 model.

The BT-50's is capable of carrying a payload of up to 1,449kg in its tray, and of towing up to 3,000kg depending on the model.

BT-50s equipped with the five-speed manual gearbox have a remote free wheel system. A limited slip differential is standard all 4x4 models.

A larger transfer case for 4x4 models translates into higher torque and greater traction. It provides a reduction ratio of 3.727:1, which endows the BT-50 with great low-range traction and effortless hill-climbing abilities.

Advanced Variable Geometry Turbocharger

Both the 2.5-litre and 3.0-litre engine employ a Variable Geometry Turbocharger (VGT) which controls nozzles mounted on the outside of each blade to adjust the speed and

volume of exhaust gas flow, ensuring that it consistently strikes the turbine blades at the optimal speed and in the optimal direction.

The result is reduced turbo-lag for quick response and torque low-end performance combined with consistently efficient boost pressure that delivers the power needed for spirited performance at high engine speeds.

The mechanism maintains boost pressure, even at low speeds when relatively small amounts of exhaust gas are produced, by reducing the size of the opening for each nozzle to secure adequate velocity of the gases striking the blades.

Conventional VGT designs use only a single connecting pin to secure one side of each nozzle to the shroud assembly, causing the nozzle to angle on its pin as it receives the flow of exhaust gas and make contact with the shroud, which becomes the source of uneven friction.

The BT-50 was the first utility in the world to adopt a VGT design that secures both sides of the nozzle for improved durability and resistance to friction.

Securing the shroud plates that sandwich the nozzles are clearance control pins mounted in three locations, which maintain the right amount of side clearance required by the nozzles to move, maintaining a high level of flow efficiency while also improving durability and reliability.

Adopting this new low-friction nozzle link mechanism, the compact turbine housing design and turbine with low inertial moment improves VGT control response.

These technologies come together to realise driving ease at low speeds, positive response and spirited acceleration, as well as greater engine power and torque output.

Transmissions built tough

The Mazda BT-50 is offered with a five-speed manual or five-speed electronically controlled automatic transmission, both tuned to optimally match the high performance of the engines and draw out the full pleasure of Zoom-Zoom driving performance, while also contributing to greater fuel economy.

The BT-50 models are fitted with a five-speed manual transmission that raises torque transmission capacity to support the greater power and torque produced.

1st and 2nd gears use triple-cone synchronisers as part of a multi-synco package that delivers a pleasing feel to shift operations, while a new device known as a dual-mass flywheel is employed by the clutch system to suppress gear noise for a quieter, more comfortable ride.

The electronically controlled close-ratio five-speed automatic transmission features smooth shifting and outstanding fuel economy at highway speeds.

Advanced four-wheel-drive systems

Two types of 4x4 system are available – manual shift or electric shift – with each offering easy shift operation between 4x2 and 4x4 modes and go-anywhere performance.

Manual transmission models come with the manual 4x4 transfer case shift lever, which allows quick selection from 4x2 (2H) to 4x4 High (4H), 4x4 Low (4L) and neutral (N) drive modes. All manual 4x4 models include remote free wheel hub lock mechanisms as standard.

Automatic Dual Cab SDX models come with the electric shift 4x4 system, which offers smooth "on-the-fly" shifting out of 4x2 mode into 4x4 High. The vehicle must be stationary to shift into 4x4 Low.

All 4x4 models employ a Limited-Slip Differential (LSD) at the rear wheels, which automatically adjusts drive power to maintain traction, even when one wheel wants to spin loosely in the mud or on rough surfaces with large potholes.

4x4 models are also fitted with a large underbody protector and mesh barrier guard to protect the intercooler.

9. CHASSIS AND DYNAMICS - REFINED, RESPONSIVE, RUGGED AND READY TO WORK

- **Refined suspension system for comfort and a controlled ride**
- **Smooth and responsive steering**
- **Sturdy and powerful braking**

Mazda BT-50 combines high-performance diesel engines, responsive steering and handling with that distinctive Zoom-Zoom driving pleasure.

The new model features an improved version of the double wishbone front design and rear leaf springs that have proven tough and reliable on previous Mazda pickup trucks.

The refinements are primarily aimed at improving the BT-50's on-road behaviour to provide a smoother, car-like ride.

Larger shock absorbers on the front and rear with a 32mm shaft diameter greatly improve ride comfort as well as the feel of system rigidity.

The rear suspension's leaf springs measure 1320mm in length, which not only makes them among the longest in the class, it more importantly provides ride comfort with a mild, reassuring feeling.

The steering has been optimised and, like the previous BT-50, carries over technical improvements to provide predictable control under all load conditions.

Mazda BT-50's steering shaft, links, hydraulic power assist valves and the coupling joint that links the gearbox to the steering shaft are all optimised for overall steering performance and a larger ball joint introduced for added rigidity. The result is improved road feedback and predictable steering wherever the road may take you.

The BT-50's durable ventilated front disc and leading/trailing rear drum brake layout has been optimised for improved brake pedal operation while fully maintaining the level of brake effectiveness.

The caps for the wheel cylinders are high-efficiency parts employing a tight rubber construction, which helps increase their rigidity.

This suppresses unwanted play in the brake pedal, and gives pedal operation a solid feel throughout its stroke and particularly when first starting to press the pedal.

Body built for toughness and a quiet ride

The Mazda BT-50 inherits the unique overlapped, cross-braced design of Mazda's traditional rugged ladder frame, providing the tough durability to perform well fully-laden off the road and under the harshest conditions.

Improved performance of window seals and a change to a closed-section design for the weather stripping helps reduce wind noise when driving at highway speeds.

10. SAFETY - TAILORED TO SUIT THE BUYER'S NEEDS

- **Large side mirrors for better rear visibility**
- **Foglamps on higher grade models**
- **Four-wheel ABS with EBD, dual airbags, seatbelt pretensioners**

Safety starts with a responsive, obedient chassis

The Mazda BT-50 combines positive visibility with responsive handling and confident braking designed to avoid dangerous situations.

Suspension upgrades deliver a more stable ride and sharper responses to driver inputs, giving drivers that crucial split-second advantage when the unexpected happens.

In addition, 4x4 buyers can choose from two types of 4x4 system – manual shift or electric shift – with each offering easy operation between 4x2 and 4x4 modes and go-anywhere performance.

Large door mirrors expand the field of view towards the rear of the vehicle, and their aerodynamically efficient design helps ensure clear visibility when driving in the rain by suppressing the amount of moisture that adheres to the mirror's surface.

The deep cargo box's walls brings the tail of the cargo box into view through the rear window of Dual Cab models, as well as in the rear mirror, allowing the driver to easily confirm where the rear of the body lies.

SDX 4x4 models include fog lamps as standard. Models not fitted with load rests sport high-mount stop lamps on the back of the cab, which clearly and quickly notify following vehicles when braking or stopping.

Braking systems tailored to the end-user

Safety has been seriously addressed by Mazda in developing the new BT-50.

The Mazda BT-50 can be equipped with four-wheel anti-lock brakes (ABS) and Electronic Brakeforce Distribution (EBD), which helps keep the vehicle under control at all times, regardless of the road or load conditions.

To ensure BT-50 meets the functionality requirements of the buyer, ABS is optional fitment on some models in the BT-50 range. It is standard on SDX models which are more commonly used as passenger car substitutes.

The BT-50's durable ventilated front disc and leading/trailing rear drum brake layout has been optimised for improved brake pedal operation while fully maintaining the level of brake effectiveness.

The caps for the wheel cylinders are high-efficiency parts employing a tight rubber construction, which helps increase their rigidity.

This suppresses unwanted play in the brake pedal, and gives pedal operation a solid feel throughout its stroke and particularly when first starting to press the pedal.

Airbags and seatbelt pretensioners available on all bodystyles

Dual front airbags and front seatbelts with pretensioners and load limiters are standard on all but the farmer focused Single Cab 4x4 model. In this case the airbags are an option. An airbag compatible bull-bar will be offered on all 4x4 models.

Front seatbelt height adjusters are standard on all Dual Cab models.

11. ENVIRONMENT - ENSURING A GREENER FUTURE

In addition to consumer-visible environmental measures that most manufacturers pursue, like reducing fuel consumption and tailpipe emissions, Mazda takes an among-the-leaders position on 'below-the-line' environmentally friendly measures.

Mazda is working hard to minimise the use of environmentally harmful substances such as lead, hexavalent chromium, cadmium and mercury in the manufacture of all its vehicles.

Mazda also strives to make its vehicles as 'recyclable' as possible, and actively engages recycling and re-using non-critical components, such as bumper bars.

Improving recyclability

Currently, most of a vehicle's structural components, including metals such as iron and aluminium, are recycled. At Mazda, with the aim of realising a future recycling society, we are advancing measures to make recycling easier for the remaining components, such as plastic parts and glass.

In accordance with material descriptions for plastic parts laid down by the ISO, Mazda facilitates separating and collection before cars are scrapped, and from the development stage we work to make our cars easy to recycle.

In addition, since 2005 Mazda has been engaged in full-scale application of the world's first bumper-to-bumper recycling technology, which reclaims damaged bumpers and re-uses them in the bumpers of new cars.

Reduction of environmentally harmful chemicals

Mazda is positively committed to reducing the use of lead, hexavalent chromium, cadmium, mercury and other environmentally harmful chemicals. With the new RX-8 launched in July, Mazda discontinued the use of lead in the fuel tank, harnesses and electro-deposition of undercoat, and eliminated the use of hexavalent chromium and cadmium in all parts.

12. SPECIFICATIONS

Mazda BT-50		4x2			
		Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Dual Cab Utility DX
Powertrain					
Engine type			2.5 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel	3.0 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel	
Engine capacity		cc	2,499	2,953	
Bore and stroke		mm	93 x 92	96 x 102	
Compression ratio			18.0 : 1		
Maximum power		kW	105 @ 3,500 rpm	115 @ 3,200 rpm	
Maximum torque		Nm	330 @ 1,800 rpm	380 @ 1,800 rpm	
Throttle control			Electronic (drive-by-wire)		
Fuel system			Common-rail, electronic direct injection		
Fuel tank capacity		litres	70		
Recommended fuel			Diesel		
Fuel consumption*1	man (combined)		8.3 litres per 100 km	9.2 litres per 100 km	
	auto (combined)		-	10.4 litres per 100 km	
Alternator			12V-70A volts-amps		
Manual transmission			5-speed		
Automatic transmission			-	5-speed	
Gear ratio – man/auto	1st			3.905	3.905/3.220
	2nd			2.248	2.248/2.290
	3rd			1.491	1.491/1.550
	4th			1.000	1.000/1.000
	5th			0.800	0.800/0.710
	reverse			3.391	3.391/3.070
	final drive		3.416	3.727	3.727/3.727
Transfer gear – man/auto	high		-	-	-
	low		-	-	-
*1 Fuel consumption figures are based on ADR81/01 test results.					
Chassis					
Brake type	front		Ventilated Disc		
	rear		Drum		
Steering type			Hydraulic power assist steering		
Suspension	front		Independent double wishbone		
	rear		Rigid axle with leaf springs		
Turning circle	kerb to kerb	m	12	12.6	
Tyre size			215/70 R15C 106/104S	235/75 R15 109S	
Wheel size			15 x 6.5 J	15 x 6.5 JJ	
Wheel type			Alloy	Steel	
Wheel type (spare)			Full size (steel)		

Mazda BT-50		4x4							
		Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Freestyle Cab Utility SDX	Dual Cab Chassis DX	Dual Cab Utility DX	Dual Cab Utility SDX	
Powertrain									
Engine type		3.0 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel							
Engine capacity	cc	2,953							
Bore and stroke	mm	96 x 102							
Compression ratio		18.0 : 1							
Maximum power	kW	115 kW @ 3,200 rpm							
Maximum torque	Nm	380 Nm @ 1,800 rpm							
Throttle control		Electronic (drive-by-wire)							
Fuel system		Common-rail, electronic direct injection							
Fuel tank capacity	litres	70							
Recommended fuel		Diesel							
Fuel consumption*1	man (combined)	9.2 litres per 100km							
	auto (combined)		-		10.4 litres per 100km	-		10.4 litres per 100km	
Alternator									
Manual transmission		5-speed							
Automatic transmission		-	-	-	5-speed	-		5-speed	
Gear ratio – man/auto	1st	3.905			3.905/3.220		3.905	3.905/3.220	
	2nd	2.248			2.248/2.290		2.248	2.248/2.290	
	3rd	1.491			1.491/1.550		1.491	1.491/1.550	
	4th	1.000			1.000/1.000		1.000	1.000/1.000	
	5th	0.800			0.800/0.710		0.800	0.800/0.710	
	reverse	3.391			3.391/3.070		3.391	3.391/3.070	
	final drive	3.727			3.727/3.727		3.727	3.727/3.727	
Transfer gear-man/auto	high	1.000			1.000/1.000		1.000	1.000/1.000	
	low	2.020			2.020/2.480		2.020	2.020/2.480	
Chassis									
Brake type	front	Ventilated Disc							
	rear	Drum							
Steering type		Hydraulic power assist steering							
Suspension	front	Independent double wishbone							
	rear	Rigid axle with leaf springs							
Turning circle	kerb to kerb	12.6 m							
Tyre size		235/75 R15 109S	235/75 R15 109S	235/75 R15 109S	245/70 R16 111S	235/75 R15 109S	235/75 R15 109S	245/70 R16 111S	
Wheel size		15 x 6.5 JJ			16 x 7.0 J	15 x 6.5 JJ		16 x 7.0 J	
Wheel type		Steel			Alloy	Steel	Steel	Alloy	
Wheel type (spare)		Full size (steel)							
*1 Fuel consumption figures are based on ADR81/01 test results.									

13. FEATURES

Mazda BT-50		4x2			
		Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Dual Cab Utility DX
Exterior					
Exterior mirrors, door and tailgate handles (chrome)		-	-	-	-
Fog-lamps (front)		-	-	-	-
Fuel filler cap (lockable)		X	X	-	-
Freestyle door system		-	X	X	-
Front bumper (black)		X	X	X	X
Front bumper (body coloured)		-	-	-	-
Green tinted windscreen and side windows		X	X	X	X
Headlamps (halogen)		X	X	X	X
Mudflaps (front)		X	X	X	X
Mudflaps (rear)		-	-	X	X
Power mirrors		-	X	X	-
Power windows		-	X	X	-
Rear step bumper (black)		-	-	X	X
Rear step bumper (chrome)		-	-	-	-
Side steps (aluminium finish)		-	-	-	-
Underbody impact protection		-	-	-	-
Utility features:	cab guard/load rest	-	-	X	X
	centre tailgate release	-	-	X	X
	double wall construction	-	-	X	X
	exterior rope rails/hooks	-	-	X	X
	interior rope hooks	-	-	-	-
Wheel arch flares (black)		-	X	X	X
Wheel arch flares (painted in high gloss)		-	-	-	-
Interior					
Air-conditioning		X	X	X	X
Automatic transmission indicator in instrument cluster		-	-	-	opt
Auxiliary 12 volt power outlet		X	X	X	X
Centre armrest console with dual compartments		-	X	X	-
Centre dash storage box		X	X	X	X
Critical function warning lights		X	X	X	X
Cupholders		X	X	X	X
Digital clock		X	X	X	X
Door map pockets (front)		X	X	X	X
Door storage bins (rear)		-	X	X	-
Driver's left footrest		X	X	X	X
Floor covering (carpet)		-	X	X	-
Floor covering (vinyl)		X	-	-	X
Glove box (lockable and illuminated)		X	X	X	X
Instrument panel light dimmer		X	X	X	X

		Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Dual Cab Utility DX
Interior Contd.					
Interior illumination:					
	dome lamp	X	X	X	X
	ignition key surround	X	X	X	X
	map reading spot lamps	-	X	X	X
	power window switch (driver)	-	X	X	-
Interior release for fuel filler door		-	-	X	X
Lights-left-on audible warning		X	X	X	X
Low fuel warning light		X	X	X	X
Passenger assist grip (front)		X	X	X	X
Passenger assist grips (rear)		-	-	-	X
Rear under-floor storage bins		-	X	X	-
Seat trim:	cloth	X	X	X	X
Seats (front bench) with:					
	adjustable head restraints	X	-	-	-
	centre fold down armrest	X	-	-	-
	slide adjustment	X	-	-	-
Seats (front bucket) with:					
	adjustable head restraints	opt	X	X	X
	full recline function	-	X	X	X
	rake and slide adjustment	opt	X	X	X
	seat back pocket (passenger)	-	X	X	-
Seats (rear bench) with:					
	centre fold down armrest	-	-	-	X
	integral head restraints	-	-	-	X
Seats (rear 'jump') with:					
	foldable seat-base and 2 seat belts	-	X	X	-
Tachometer and electronic odometer/tripmeter		X	X	X	X
Tilt adjustable steering wheel		X	X	X	X
Vanity mirror (front passenger)		X	X	X	X
Window demister (rear)		-	X	X	X
Wipers (front) 2-speed with variable intermittent function		X	X	X	X
Audio					
AM/FM tuner		X	X	X	X
Auxiliary input (3.5mm MP3 player compatible)		X	X	X	X
CD player, single disc (MP3 compatible)		X	X	X	X
CD player, in-dash 6-disc (MP3 compatible)		-	-	-	-
Speakers, number of		2	4	4	2

	Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Dual Cab Utility DX
Safety				
Airbags SRS: front (driver and passenger)	X	X	X	X
Anti-lock Braking System (ABS)	-	opt		
Child restraint anchor points	-	-	-	X
Childproof rear door locks	-	-	-	X
Day/night rear vision mirror	X	X	X	X
Electronic Brake-force Distribution (EBD)	-	opt	opt	opt
Engine immobiliser	X	X	X	X
High mount stop lamp	-	-	-	-
Left-hand-side convex (wide angle) exterior mirror	X	X	X	X
Limited Slip Differential (LSD)	-	-	-	-
One touch (up and down) power window (driver)	-	X	X	-
Remote central locking (2 transmitters with retractable key)	X	X	X	X
Seat belts (front) with pretensioners and load-limiters	X	X	X	X
Seat belts (front) with height adjustable shoulder anchorages	-	-	-	X
Side impact door beams	X	X	X	X

Mazda BT-50		4x4						
		Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Freestyle Cab Utility SDX	Dual Cab Chassis DX	Dual Cab Utility DX	Dual Cab Utility SDX
Exterior								
Exterior mirrors, door and tailgate handles (chrome)		-	-	-	X	-	-	X
Fog-lamps (front)		-	-	-	X	-	-	X
Fuel filler cap (lockable)		X	X	-	-	X	-	-
Freestyle door system		-	X	X	X	-	-	-
Front bumper (black)		X	X	X	-	X	X	-
Front bumper (body coloured)		-	-	-	X	-	-	X
Green tinted windscreen and side windows		X	X	X	X	X	X	X
Headlamps (halogen)		X	X	X	X	X	X	X
Mudflaps (front)		X	X	X	X	X	X	X
Mudflaps (rear)		-	-	X	X	-	X	X
Power mirrors		-	X	X	X	-	-	X
Power windows		-	X	X	X	-	-	X
Rear step bumper (black)		-	-	X	-	-	X	-
Rear step bumper (chrome)		-	-	-	X	-	-	X
Side steps (aluminium finish)		-	-	-	X	-	-	X
Underbody impact protection		X	X	X	X	X	X	X
Utility features:	cab guard/load rest	-	-	X	-	-	X	-
	centre tailgate release	-	-	X	X	-	X	X
	double wall construction	-	-	X	X	-	X	X
	exterior rope rails/hooks	-	-	X	-	-	X	-
	interior rope hooks	-	-	-	X	-	-	X
Wheel arch flares (black)		X	X	X	-	X	X	-
Wheel arch flares (painted in high gloss)		-	-	-	X	-	-	X
Interior								
Air-conditioning		X	X	X	X	X	X	X
Automatic transmission								
indicator in instrument cluster		-	-	-	opt	-	opt	opt
Auxiliary 12 volt power outlet		X	X	X	X	X	X	X
Centre armrest console with dual compartments		-	X	X	X	-	-	X
Centre dash storage box		X	X	X	X	X	X	X
Critical function warning lights		X	X	X	X	X	X	X
Cupholders		X	X	X	X	X	X	X
Digital clock		X	X	X	X	X	X	X
Door map pockets (front)		X	X	X	X	X	X	X
Door storage bins (rear)		-	X	X	X	-	-	-

		Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Freestyle Cab Utility SDX	Dual Cab Chassis DX	Dual Cab Utility DX	Dual Cab Utility SDX
Interior Contd.								
Driver's left footrest		X	X	X	X	X	X	X
Floor covering (carpet)		-	X	X	X	-	-	X
Floor covering (vinyl)		X	-	-	-	X	X	-
Glove box (lockable and illuminated)		X	X	X	X	X	X	X
Instrument panel light dimmer		X	X	X	X	X	X	X
Interior illumination:								
	dome lamp	X	X	X	X	X	X	X
	ignition key surround	X	X	X	X	X	X	X
	map reading spot lamps	-	X	X	X	X	X	X
	power window switch (driver)	-	X	X	X	-	-	X
Interior release for fuel filler door		-	-	X	X	-	X	X
Lights-left-on audible warning		X	X	X	X	X	X	X
Low fuel warning light		X	X	X	X	X	X	X
Passenger assist grip (front)		X	X	X	X	X	X	X
Passenger assist grips (rear)		-	-	-	-	X	X	X
Rear under-floor storage bins		-	X	X	X	-	-	-
Seat trim:	cloth	X	X	X	X	X	X	X
Seats (front bench) with:								
	adjustable head restraints	X	-	-	-	-	-	-
	centre fold down armrest	X	-	-	-	-	-	-
	slide adjustment	X	-	-	-	-	-	-
Seats (front bucket) with:								
	adjustable head restraints	opt	X	X	X	X	X	X
	full recline function	-	X	X	X	X	X	X
	rake and slide adjustment	opt	X	X	X	X	X	X
	seat back pocket (passenger)	-	X	X	X	-	-	X
Seats (rear bench) with:								
	centre fold down armrest	-	-	-	-	X	X	X
	integral head restraints	-	-	-	-	X	X	X

	Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Freestyle Cab Utility SDX	Dual Cab Chassis DX	Dual Cab Utility DX	Dual Cab Utility SDX	
Interior Contd.								
Seats (rear 'jump') with: foldable seat-base and 2 seat belts	-	X	X	X	-	-	-	
Tachometer and electronic odometer/tripmeter	X	X	X	X	X	X	X	
Tilt adjustable steering wheel	X	X	X	X	X	X	X	
Vanity mirror (front passenger)	X	X	X	X	X	X	X	
Window demister (rear)	-	X	X	X	X	X	X	
Wipers (front) 2-speed with variable intermittent function	X	X	X	X	X	X	X	
Audio								
AM/FM tuner	X	X	X	X	X	X	X	
Auxiliary input (3.5mm MP3 player compatible)	X	X	X	X	X	X	X	
CD player, single disc (MP3 compatible)	X	X	X	-	X	X	-	
CD player, in-dash 6-disc (MP3 compatible)	-	-	-	X	-	-	X	
Speakers, number of	2	4	4	6	2	2	6	
Safety								
Airbags SRS: front (driver and passenger)	opt	X	X	X	X	X	X	
Anti-lock Braking System (ABS)	opt	opt	opt	X	opt	opt	X	
Child restraint anchor points	-	-	-	-	X	X	X	
Childproof rear door locks	-	-	-	-	X	X	X	
Day/night rear vision mirror	X	X	X	X	X	X	X	
Electronic Brake-force Distribution (EBD)	opt	opt	opt	X	opt	opt	X	
Engine immobiliser	X	X	X	X	X	X	X	
High mount stop lamp	-	-	-	X	-	-	X	
Left-hand-side convex (wide angle) exterior mirror	X	X	X	X	X	X	X	
Limited Slip Differential (LSD)	X	X	X	X	X	X	X	
One touch (up and down) power window (driver)	-	X	X	X	-	-	X	
Remote central locking (2 transmitters with retractable key)	X	X	X	X	X	X	X	
Seat belts (front) with pretensioners and load-limiters	opt	X	X	X	X	X	X	
Seat belts (front) with height adjustable shoulder anchorages	-	-	-	-	X	X	X	
Side impact door beams	X	X	X	X	X	X	X	

14. DIMENSIONS

Mazda BT-50			4x2			
			Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Dual Cab Utility DX
Weights & Capacities						
Gross Combined Mass*2 (GCM)	man	kg	5,100	5,500		
	auto		-	-	-	4,875
Gross Vehicle Mass (GVM)	man	kg	2,889 - 2,809	2,948		2,924
	auto	kg	-	-	-	2,944
Kerb weight	man	kg	1,440 - 1,442	1,581 - 1,585	1,728 - 1,732	1,758 - 1,762
	auto		-	-	-	1,778 - 1,782
Payload*3	man	kg	1,449 - 1,367	1,367 - 1,363	1,220 - 1,216	1,166 - 1,162
	auto		-	-	-	1,166 - 1,162
Axle capacity	front	kg	1,170	1,430		
	rear	kg	1,860	1,850		
Towing capacity*4	braked	man	2,250	3,000		
		auto		-	-	2,500
	unbraked	kg	750			
Towball download*4	maximum	kg	225	250		
Seating capacity			3 or 2	4		5
Dimensions						
Back of cab to rear axle		mm	1,193	680		457
Ground clearance	unladen	mm	181	207		
Overall height		mm	1,622	1,743		1,755
Overall length		mm	4,841	4,841	5,169	5,169
Overall width		mm	1,715	1,807	1,807	1,807
Overhang	front	mm	884			
	rear	mm	975	960	1,285	
Track	front	mm	1,445			
	rear	mm	1,450	1,440		
Tray floor height to ground		mm	-	-	797	798
Tray height		mm	-	-	465	
Tray length		mm	2,400	-	1,753	1,530
Tray width		mm	-	-	1,456	
Wading depth		mm	400	750		
Wheelbase		mm	2,985	3,000		
Approach angle		°	24	32		
Departure angle		°	26	27	26	26
Ramp breakover angle		°	21	28	28	28
*2 Gross Combined Mass (GCM) is the total permissible combined weight of the vehicle and trailer/caravan being towed including occupants, fuel and cargo.						
*3 The weight of any vehicle occupants, options, accessories, modifications, cargo and towball download must be included when calculating payload weight.						
*4 Subject to State or Territory regulations.						

Mazda BT-50			4x4							
			Single Cab Chassis DX	Freestyle Cab Chassis DX+	Freestyle Cab Utility DX+	Freestyle Cab Utility SDX	Dual Cab Chassis DX	Dual Cab Utility DX	Dual Cab Utility SDX	
Weights & Capacities										
Gross Combined Mass*2 (GCM)	man	kg	5,500							
	auto	kg	-			4,875	-	4,875		
Gross Vehicle Mass (GVM)	man	kg	3,058 - 2,978	3,063			3,039			
	auto	kg	-			3,083	-	3,059		
Kerb weight	man	kg	1,617 - 1,626	1,696 - 1,700	1,843 - 1,847	1,831	1,733 - 1,738	1,873 - 1,877	1,867	
	auto	kg	-			1,851	-	1,893 - 1,897	1,887	
Payload*3	man	kg	1,441 - 1,352	1,367 - 1,363	1,220 - 1,216	1,232	1,306 - 1,301	1,166 - 1,162	1,172	
	auto	kg	-	-	-	1,232	-	1,166 - 1,162	1,172	
Axle capacity	front	kg	1,430							
	rear	kg	1,850							
Towing capacity*4	braked	man	3,000							
		auto (kg)	2,500	-			2,500	-	2,500	
	unbraked	kg	750							
Towball download*4	maximum	kg	250							
Seating capacity			3 or 2	4			5	5	5	
Dimensions										
Back of cab to rear axle		mm	1,207	680			457			
Ground clearance	unladen	mm	207							
Overall height		mm	1,743			1,750	1,755		1,762	
Overall length		mm	4,841	5,169			4,841	5,169		
Overall width		mm	1,807							
Overhang	front	mm	884							
	rear	mm	960	1,285			960	1,285		
Track	front	mm	1,445			1,475	1,445		1,475	
	rear	mm	1,440			1,470	1,440		1,470	
Tray floor height to ground		mm	-	-	797	804	-	798	805	
Tray height		mm	-	-	465	465	-	465	465	
Tray length		mm	2,400	-	1,753	1,753	-	1,530		
Tray width		mm	-	-	1,456		-	1,456		
Wading depth		mm	750							
Wheelbase		mm	3,000							
Approach angle		°	32							
Departure angle		°	27		26		27	26		
Ramp breakover angle		°	28							
*2 Gross Combined Mass (GCM) is the total permissible combined weight of the vehicle and trailer/caravan being towed including occupants, fuel and cargo.										
*3 The weight of any vehicle occupants, options, accessories, modifications, cargo and towball download must be included when calculating payload weight.										
*4 Subject to State or Territory regulations.										

