ALL-NEW MAZDA BT-50

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1. AT A GLANCE

Mazda BT-50 Global

- Production started in February 2006
- Global sales of BT-50 have exceeded 255,153 units (as of end-August 2011)
    - 2006: 12,440
    - 2007: 56,355
    - 2008: 63,698
    - 2009: 50,518
    - 2010: 50,231
    - 2011: 36,751 (as of end-August2011)
- BT-50 has so far received several awards in countries as diverse as Australia, Thailand, Belgium and Russia

Mazda BT-50 in Australia

- BT-50 was launched in Australia in November 2006
- Australian sales of BT-50 to date are in excess of 49,000 units (as at September 2011)
- Until now Australia has been the second-largest market in the world for BT-50 and is expected to become the largest market in the world for All-New BT-50
- BT-50 was awarded the 2007 Australian 4WD Monthly Ute of the Year

Development of All-New Mazda BT-50

- All-New BT-50 was developed as a truly global vehicle with the aim of being a new class-leader in the utility segment
- Development was shared between Mazda in Japan and Ford in Australia and carried out across Asia, Australia, South America and Europe
- Mazda led the development of the rolling chassis in addition to producing all prototype vehicles
- Mazda had in excess of 50 full-time engineers based here in Australia for up to 4 years while All-New BT-50 was being developed
- Design work for the All-New BT-50 was managed from Mazda's Hiroshima headquarters under the guidance of chief designer, Ryo Yanagisawa
- All-New BT-50 will be sold in 168 countries

All-New BT-50 range

- Two brand new diesel engines, a MZ-CD 2.2 litre 4-cylinder and a MZ-CD 3.2 litre 5-cylinder, have been developed for All-New BT-50 in addition to brand new 6-speed manual and automatic transmissions
- All-New BT-50 is available in three different body styles – Single Cab, Freestyle Cab and Dual Cab
- Three different model grades are available – XT, XTR and GT
- All grades are packed with features including cruise control, Bluetooth®, power windows and mirrors, air-conditioning, and a whole suite of safety technologies including DSC, ABS, EBD and EBA.
- XTR models add 17-inch alloy wheels, front fog lamps, dual-zone climate control, leather gear shift knob and steering wheel, satellite navigation and chrome trim
- Range-topping GT models add auto on/off headlamps, rear-view mirror with auto dimming function, rain-sensing wipers and leather seat trim

- A whole range of genuine Mazda accessories have been developed and are available from launch. These include but are not limited to:

    - Bull bar (steel or alloy)
    - Sports bar (steel or alloy)
    - Side steps (steel or stainless steel)
    - Tonneau cover (hard or soft type)
    - Alloy wheels
    - Canopy
    - Tub liners
    - Lightforce driving lights

- XTR and GT Dual Cab 4x4 models are available with two brand new accessory kits:

    - Boss Sports kit (comprising of an alloy bull bar – airbag compatible, Lightforce Genesis driving lights (2), 17-inch 7 spoke alloy wheels, tubular side steps (stainless steel) – airbag compatible, alloy sports bar and a hard tonneau cover (lockable)
    - Boss adventure kit (comprising of a steel bull bar (black) – airbag compayible, Lightforce Genesis driving lights (2), 17-inch 5 spoke alloy wheels, tubular side steps (black) – airbag compatible, sports bar (black), and a soft tonneau cover

XT 2.2L

4x2 Single Cab Chassis

- 2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel
- Max. power: 110 kW @ 3,700 rpm
- Max. torque: 375 Nm @ 1,500 - 2,500 rpm
- 80 litre fuel tank capacity
- 6-speed manual
- Fuel consumption (combined): 7.6 litres per 100km
- 16 inch steel wheels with 215/70 tyres
- Door handles (black)
- Front bumper (body coloured)
- Headlamps (halogen)
- Power windows and mirrors (black)
- Air-conditioning
- Bluetooth® (hands-free compatible)
- Cruise control
- Floor covering: vinyl
- Seat trim: cloth
- Seat (driver's front bucket) with: adjustable head restraint and rake and slide adjustment
- Seat (passenger's front bench) with: adjustable head restraint
- Tilt-adjustable steering wheel
- Trip computer
- Wipers (front) 2-speed with variable intermittent function
- Audio system with: AM/FM tuner. single-disc CD player and 4 speakers
- Bluetooth® audio (MP3 player compatible)
- Steering-wheel-mounted audio controls
- USB input (iPod® compatible)
- Airbags SRS: front (driver and passenger) and curtain (driver and passenger)
- Anti-lock Braking System (ABS)
- Dynamic Stability Control (DSC)
- Electronic Brake-force Distribution (EBD)
- Emergency Brake Assist (EBA)
- Engine immobiliser
- Hill Launch Assist (HLA)
- Load Adaptive Control (LAC)
- Remote central locking (2 transmitters with retractable key)
- Roll Stability Control (RSC)
- Side impact door beams
- Traction Control System (TCS)
- Trailer Sway Control (TSC)
- Ground clearance (laden): 135 mm
- Overall length: 5,124 mm
- Overall width: 1,850 mm
- Overall height: 1,703 mm
- Wading depth: 600 mm
- Payload: 1,306 kg
- Towing capacity(braked): 2,500 kg

XT 3.2L

4x2 Single Cab Chassis

4x4 Single Cab Chassis

XT 3.2L features additional to the XT 2.2L include:

- 3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel
- Max. power: 147 kW @ 3,000 rpm
- Max. torque: 470 Nm @ 1,750 - 2,500 rpm
- Fuel consumption (combined): 8.4 (4x2) 8.9 (4x4) litres per 100km
- 16 inch steel wheels with 255/70 tyres
- Hill Descent Control (HDC) – 4x4 only
- Locking Rear Differential (LRD) – 4x4 only
- Ground clearance (laden): 200 mm
- Overall height: 1,800 mm
- Payload: 1,508 kg (4x2) 1,343 kg (4x4)
- Towing capacity(braked): 3,350 kg

XT

4x2 Freestyle Cab Chassis

4x4 Freestyle Cab Chassis

- 3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel
- Max. power: 147 kW @ 3,000 rpm
- Max. torque: 470 Nm @ 1,750 - 2,500 rpm
- 80 litre fuel tank capacity
- 6-speed manual
- Fuel consumption (combined): 8.4 (4x2) 8.9 (4x4) litres per 100km
- 16 inch steel wheels with 255/70 tyres
- Door handles (black)
- Front bumper (body coloured)
- Headlamps (halogen)
- Power windows and mirrors (black)
- Air-conditioning
- Bluetooth® (hands-free compatible)
- Cruise control
- Floor covering: vinyl
- Seat trim: cloth
- Seats (passenger's rear bench) with: foldable seat base and under-seat storage
- Tilt-adjustable steering wheel
- Trip computer
- Wipers (front) 2-speed with variable intermittent function
- Audio system with: AM/FM tuner. single-disc CD player and 6 speakers
- Bluetooth® audio (MP3 player compatible)
- Steering-wheel-mounted audio controls
- USB input (iPod® compatible)
- Airbags SRS: front (driver and passenger), side (front) and curtain (front and rear)
- Anti-lock Braking System (ABS)
- Child restraint anchor points (2)
- Dynamic Stability Control (DSC)
- Electronic Brake-force Distribution (EBD)
- Emergency Brake Assist (EBA)
- Engine immobiliser
- Hill Descent Control (HDC) – 4x4 only
- Hill Launch Assist (HLA)
- Load Adaptive Control (LAC)
- Locking Rear Differential (LRD) – 4x4 only
- Remote central locking (2 transmitters with retractable key)
- Roll Stability Control (RSC)
- Side impact door beams
- Traction Control System (TCS)
- Trailer Sway Control (TSC)
- Overall length: 5,124 mm
- Overall width: 1,850 mm
- Overall height: 1,804 mm
- Wading depth: 800 mm
- Payload: 1,430 kg (4x2) 1,343 kg (4x4)
- Towing capacity(braked): 3,350 kg

XTR

4x4 Freestyle Cab Utility

XTR features additional to the XT include:

- 17 inch alloy wheels with 265/65 tyres
- Door handles (chrome)
- Fog-lamps (front)
- Power mirrors (chrome)
- Rear step bumper (chrome)
- Side steps (aluminium finish)
- Air-conditioning (dual-zone climate control)
- Ambient temperature gauge
- Floor covering: carpet
- Leather wrapped: gear shift knob and steering wheel
- Satellite navigation
- Seats (driver's front bucket) with: height and lumbar adjustment (driver)
- High mount stop lamp
- Overall length: 5,365 mm
- Overall height: 1,810 mm
- Payload: 1,163 kg

XT

4x2 Dual Cab Utility

4x4 Dual Cab Chassis

4x4 Dual Cab Utility

- 3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel
- Max. power: 147 kW @ 3,000 rpm
- Max. torque: 470 Nm @ 1,750 - 2,500 rpm
- 80 litre fuel tank capacity
- 6-speed manual or 6-speed automatic – utilities only
- Fuel consumption (combined): 8.4 (4x2 manual) 8.9 (4x2 auto) 8.9 (4x4 manual) 9.2 (4x4 auto) litres per 100km
- 16 inch steel wheels with 255/70 tyres
- Door handles (black)
- Front bumper (body coloured)
- Headlamps (halogen)
- Power windows and mirrors (black)
- Rear step bumper (black) – utilities only
- Air-conditioning
- Bluetooth® (hands-free compatible)
- Cruise control
- Floor covering: vinyl
- Seat trim: cloth
- Seats (passenger's rear bench) with: foldable seat base and under-seat storage
- Tilt-adjustable steering wheel
- Trip computer
- Wipers (front) 2-speed with variable intermittent function
- Audio system with: AM/FM tuner. single-disc CD player and 6 speakers
- Bluetooth® audio (MP3 player compatible)
- Steering-wheel-mounted audio controls
- USB input (iPod® compatible)
- Airbags SRS: front (driver and passenger), side (front) and curtain (front and rear)
- Anti-lock Braking System (ABS)
- Child restraint anchor points (2)
- Dynamic Stability Control (DSC)
- Electronic Brake-force Distribution (EBD)
- Emergency Brake Assist (EBA)
- Engine immobiliser
- High mount stop lamp – utilities only
- Hill Descent Control (HDC) – 4x4 only
- Hill Launch Assist (HLA)
- Load Adaptive Control (LAC)
- Locking Rear Differential (LRD) – 4x4 only
- Remote central locking (2 transmitters with retractable key)
- Roll Stability Control (RSC)
- Side impact door beams
- Traction Control System (TCS)
- Trailer Sway Control (TSC)
- Overall length: 5,124 mm (cab chassis) 5,373 mm (utilities)
- Overall width: 1,850 mm
- Overall height: 1,815 mm
- Wading depth: 800 mm
- Payload from 1,139 kg – 4x4 auto
- Towing capacity(braked): 3,350 kg

XTR

4x2 Dual Cab Utility

4x4 Dual Cab Utility

XTR features additional to the XT include:

- 17 inch alloy wheels with 265/65 tyres
- Door handles (chrome)
- Fog-lamps (front)
- Power mirrors (chrome)
- Rear step bumper (chrome)
- Side steps (aluminium finish)
- Air-conditioning (dual-zone climate control)
- Ambient temperature gauge
- Floor covering: carpet
- Leather wrapped: gear shift knob and steering wheel
- Satellite navigation
- Seats (driver's front bucket) with: height and lumbar adjustment (driver)
- Overall length: 5,365 mm
- Overall height: 1,821 mm
- Payload: from 1,097 kg – 4x4 auto

GT

4x4 Dual Cab Utility

GT features additional to the XTR include:

- Headlamps auto on/off function
- Rear-view mirror with auto dimming function
- Seat trim: leather
- Wipers (front) 2-speed with rain-sensing function
- Payload: from 1,088 kg – 4x4 automatic

Sales

Mazda Australia expects to sell an average of around 1000 units per month with the following body style and model split:

- Single Cab 25%
- Freestyle Cab 15%
- Dual Cab 60%

- XT 65%
- XTR 25%
- GT 10%

- 4x2 70%
- 4x4 30%

2. PRICING

Since its introduction in 2006, the Mazda BT-50 has forged a solid reputation as a reliable and tough partner for both work and play. It has also become known as one of the best value utilities available.

The All-New BT-50 builds on this reputation and takes Mazda's utility offering to the next level. New from the ground-up, the BT-50 now offers vastly improved levels of power and torque, class-leading towing and loading capacities and a level of features and comfort only previously seen on passenger cars.

Offering value to our customers remains as important as ever and the feature-packed All-New BT-50 comes with extremely competitive pricing.

All-New Mazda BT-50 Dual Cab pricing –

XT 4x2 Dual Cab Utility	6MT	**TBC**
XT 4x2 Dual Cab Utility	6AT	**TBC**
XTR 4x2 Dual Cab Utility	6MT	**TBC**
XTR 4x2 Dual Cab Utility	6AT	**TBC**
XT 4x4 Dual Cab Chassis	6MT	**TBC**
XT 4x4 Dual Cab Utility	6MT	**TBC**
XT 4x4 Dual Cab Utility	6AT	**TBC**
XTR 4x4 Dual Cab Utility	6MT	**TBC**
XTR 4x4 Dual Cab Utility with Boss Adventure Kit	6MT	**TBC**
XTR 4x4 Dual Cab Utility with Boss Sports Kit	6MT	**TBC**
XTR 4x4 Dual Cab Utility	6AT	**TBC**
XTR 4x4 Dual Cab Utility with Boss Adventure Kit	6AT	**TBC**
XTR 4x4 Dual Cab Utility with Boss Sports Kit	6AT	**TBC**
GT 4x4 Dual Cab Utility	6MT	**TBC**
GT 4x4 Dual Cab Utility with Boss Adventure Kit	6MT	**TBC**
GT 4x4 Dual Cab Utility with Boss Sports Kit	6MT	**TBC**
GT 4x4 Dual Cab Utility	6AT	**TBC**
GT 4x4 Dual Cab Utility with Boss Adventure Kit	6AT	**TBC**
GT 4x4 Dual Cab Utility with Boss Sports Kit	6AT	**TBC**

3. PRODUCT CONCEPT

A message from the Program Manager:

Most of the 30 years I've been an engineer at Mazda have been in utility development, so I've probably heard more customer feedback on utilities than anyone else at the company. My work has always been shaped by the belief that our utilities have to deliver 100% all the time, in all the ways our customers use them, all over the world. Now there's a concrete statement of my thinking: the All-New BT-50.

The current BT-50 looks good, drives well and has tremendous functionality – it's a great utility. But with the new BT-50 I wanted to move into uncharted territory. I wanted to create a completely different kind of pickup, one with the personality of a passenger car. So my team developed innovative, dynamic styling and equipment levels that match high-specification CD-segment cars. We re-engineered the technologies in the powertrain, steering system and frame to deliver the Zoom-Zoom driving pleasure that is Mazda's greatest brand value. Throughout, our work was guided by Mazda's Sustainable Zoom-Zoom initiative to ensure better environmental performance. We adopted new, more comprehensive vehicle control systems for greater safety. And we created a wider range of body types, powertrains and grades to better meet the diverse needs of our customers.

We aimed the new BT-50 at people who actively use their utility for business, family activities and outdoor leisure. These are people who like to enjoy life in their own way; they see their vehicle as a way to express themselves. They demand high standards of design and quality. And even in a utility, they look for uncompromised Zoom-Zoom driving performance. In short, they want a different kind of utility from the ones that dominate the market. Putting our focus on these people led us to conceive the "active lifestyle vehicle" concept as the guiding principle in our development work. The result is a next-generation utility that leaves the competition far behind – the All-New BT-50.

Takasuke Kobayashi

Mazda BT-50 Programme Manager

4. DRIVING DYNAMICS

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

The all-new Mazda BT-50 is intended to give superb dynamic performance that realizes an enjoyable, confidence-inspiring, environment-friendly, and economical driving experience never offered by conventional pickup trucks. The overall driving dynamics have been greatly improved and class-topping levels of performance feel, steering and handling, ride quality, braking performance, and quietness.

Major attributes of driving dynamics

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

Light, compact engines and highly efficient transmissions work together to reduce fuel consumption and carbon-dioxide (CO2) emissions for greater environmental performance. They also suppress noise and vibration for a more comfortable, quieter ride.

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

The vehicle offers high driving stability even when it's carrying cargo and a comfortable ride even when it's empty. Its dynamics feel reassuring regardless of driving conditions. Dependable braking performance also promotes driver confidence. The all-new BT-50 is particularly notable for combining passenger-car-like ride comfort with the powertrain durability and rough-road performance that Australian utility buyers demand.

Engines

There are two newly developed common-rail, direct-injection, turbocharged diesel engines (the MZ-CD 3.2 I5 and MZ-CD 2.2 I4) which are tuned to match the BT-50's reliable pickup characteristics. These new diesel engines replace the MZR-CD 3.0 and MZR-CD 2.5 on the outgoing model. The new engines offer power and torque increases with improved fuel efficiency and lower CO2 emissions.

MZ-CD 3.2 I5

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

It has a bore of 89.9mm and a stroke of 100.7mm for a displacement of 3,196cc. It gives class-leading maximum power of 147kW at 3,000rpm and class-leading maximum torque of 470Nm at 1,750–2,500rpm (EEC). A torque curve with a flat peak from the low to the mid rev range yields superb practicality and contributes to a superior performance feel. It promotes engine response during gradual acceleration from a constant speed and helps to preclude downshifts when the vehicle starts climbing a gentle slope.

The MZ-CD 3.2 I5 has a cast-iron cylinder block, which is divided into upper and lower parts. The upper and lower parts have a ladder-frame construction for superior stiffness in the block, main bearings, and transmission mount and accordingly low noise and vibration. A lightweight aluminium cylinder head has a two-part design that enables the top half of the cylinder head to hold the camshafts.

The camshaft system is driven by a maintenance-free timing chain. Maintenance-free hydraulic lash adjusters are integrated into the rocker arms. They make valve-clearance adjustment unnecessary and help to limit noise and vibration.

The MZ-CD 3.2 I5 is Mazda's first 5-cylinder engine. A greater displacement than that of the MZR-CD 3.0 was desired for higher power and torque, but the 4-cylinder configuration of the MZR-CD 3.0 was not appropriate; enlarging the bore or stroke of a 5-cylinder engine tends to cause NVH issues that result in the need for a balancer shaft or other measures to reduce second-order shaking forces; the engine becomes excessively big. By choosing the I5 configuration, a highly efficient, compact engine design was realized; the MZ-CD 3.2 I5's external dimensions are only slightly greater than those of the four-cylinder MZR-CD 3.0.

The engine is longitudinally positioned closer to the vehicle's centre of gravity to minimize the inertial moment. The greater number of cylinders means shorter (but consistent) combustion intervals and accordingly limited vibration and noise. The MZ-CD 3.2 I5's configuration is the best way to simultaneously meet the needs for excellent performance, high fuel efficiency, and a comfortable ride.

The MZ-CD 3.2 I5 has an advanced common-rail direct-injection system. A three-piston high-output fuel pump supplies fuel at an ultra-high pressure of 1,800 bar (200 bar higher than the system of the MZR-CD 3.0) through a precise multi-stage injection system with piezo injectors. An optimal cone spray angle for each injector and precisely controlled injection timing complement the high injection pressure to realize optimal combustion throughout the combustion chambers so the system achieves better fuel economy without detracting from power. The result is a combination of high power, low fuel consumption, low emissions, and quiet operation.

The engine has an oil-cooled variable-nozzle turbocharger (VNT) in which electronically adjusted guide-vane geometry optimizes the speed and volume of the exhaust gases that strike the turbine blades, thereby suppressing turbo lag and enabling torquey performance throughout the rev range. The intercooler has greater cooling capacity than that of the MZR-CD 3.0 owing to bigger dimensions (670mm height, 213.9mm width, and 38mm depth versus the current 250mmheight, 206mm width, and 65mm depth).

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

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

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

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

To promote fuel efficiency, the vacuum pump is camshaft-driven. It's less prone to oil leaks than conventional front-end-accessory-driven devices, and its lower rotation speed contributes to higher engine durability. The camshaft-driven vacuum pump also eliminates the need for an external oil feed for lubrication. Also, a variable-flow oil pump has feedback control, which enables it to supply the required amount of oil only when the engine needs it. Relatively low power requirements for the oil pump mean low mechanical losses and accordingly good fuel efficiency.

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

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

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

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

MZ-CD 2.2

The new 2.2-litre common-rail direct-injection diesel engine has the same basic structure and fuel-supply system as the MZ-CD 3.2 I5 but has four cylinders. The cylinders each have a bore of 86.0mm and a stroke of 94.6mm for a displacement of 2,198cc. The engine is lighter and more compact than the MZR-CD 2.5 that it replaces and gives better performance.

The MZ-CD 2.2 delivers maximum power of 110kW at 3,700rpm and maximum torque of 375Nm at 1,500–2,500rpm. It features latest-generation common-rail injection technologies including the 1,800 bar ultra-high-pressure fuel system, which is tuned to suit the four-cylinder engine characteristics. It also features an oil-cooled Variable Nozzle Turbocharger (VNT) similar to that in the MZ-CD 3.2 I5.

The intercooler of the MZ-CD 2.2 has greater dimensions than that of the outgoing MZ-CD 2.5 (670mm width, 196.7mm height, and 38mm depth versus the current 200mm width, 145.3mm height, and 64mm depth).

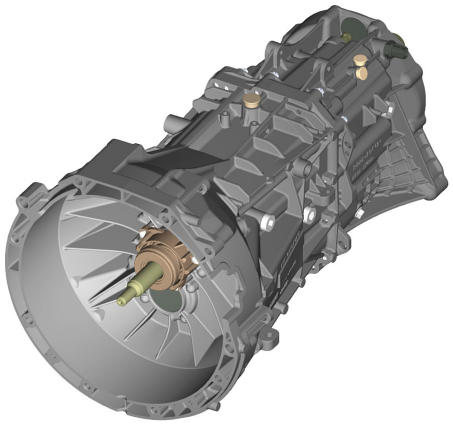
The MZ-CD 2.2 combines outstanding power and torque with powerful towing capability, excellent fuel economy, and low emissions.

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

Transmissions

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

Both these transmissions are new and fully exploit the performance of the newly developed diesel engines, promote fuel efficiency, and give a sporty, passenger-car-type shift feel that adds Zoom-Zoom driving pleasure.



.6-Speed Automatic Transmission

The new 6-speed automatic transmission replaces the current five-speed automatic transmission and is available on certain models specified with the MZ-CD 3.2 I5 engine.

Closely spaced gear ratios with a wide spread give excellent torque from low engine speeds while helping to realize low emissions and improved fuel efficiency. The transmission has its own control unit, which allows high-speed gearshift control while communicating with the engine control module to enable smooth, precise shifting and excellent response to the driver's demands.

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

The AAS uses variables such as acceleration and deceleration rates, brake and throttle use, and cornering speeds to ensure that the vehicle is always in the right gear at the right time without undesired gearshifts. It greatly improves the vehicle's driveability and performance feel, thereby supporting the driver in a linear, dynamic manner. On downhill roads, the AAS automatically downshifts to generate additional braking from the powertrain when it senses that the driver is applying the brakes. It thereby promotes downhill safety.

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

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

Gear ratios

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

6-Speed Manual Transmission

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

Rigid laser-welded synchronizers accommodate the exceptional engine torque while ensuring smooth shift operation with a light lever action. The first and second gears have triple-cone synchronizers. The third and fourth gears have double-cone synchronizers. The fifth and sixth gears have monocone synchronizers (not laserwelded but spline-fitted). And the reverse gear has a laser-welded monocone synchronizer. Each synchronizer is specified to optimize the transmission's shifting characteristics.

The transmission has a link-type shifter with a decoupling device between the main and selector rails. This configuration enables a shorter shift lever and shift stroke than those of the current manual transmission and those in some competing vehicles. The result is a sportier, more passenger-car-type shift feel. An upshift indicator in the tachometer promotes fuel economy by helping the driver avoid using unnecessarily high engine speeds. A reverse inhibition function prevents the shift lever from being moved to the reverse position unless a collar on the shift knob is pulled up. Strong internal components such as hard-machined gears ensure durability.

Fuel Economy

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

Also, the capacity of the fuel tank (made of tough, lightweight plastic) has been increased to 80 litres with all body types regardless of drive system. The combination of superior fuel efficiency and a greater tank capacity means a longer driving range between fill-ups.

Four-Wheel Drive (4WD) system

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

The driver can choose from three driving modes: 2H (2WD high range) for all normal-road driving and for off-road driving on dry, level terrain; 4H (4WD high range) for off-road driving; and 4L (4WD low range) for more extreme off-road conditions such as steep ascents and descents, for low-speed manoeuvering, and for standing starts when the vehicle is heavily loaded or towing.

The driver can shift between 2H and 4H with the vehicle moving at speeds up to 120km/h and the accelerator pedal released. For shifting between 4H and 4L, the driver must stop the vehicle and press the clutch pedal (with a manual transmission) or place the shift lever in the neutral position (with an automatic transmission).

Electric locking rear differential

An electric locking rear differential is standard on all 4x4 versions. It maximizes off-road grip by locking both rear wheels so they both receive the same amount of torque, even when one has lost traction. The locking rear differential thereby promotes off-road running stability and helps the driver extricate the vehicle when it’s stuck in soft ground. The driver activates and deactivates the locking rear differential using an easy-to-reach switch on the centre console.

For rough-terrain driveability, the new BT-50 has high ground clearance and ample approach, departure, and breakover angles. Unladen and shod with 265 tyres, the Dual Cab XTR has ground clearance of 237mm, an approach angle of 28.2°, a departure angle of 26.4°, and a breakover angle of 25.0°.

The new BT-50 has outstanding water-wading performance thanks partly to the high-mount alternator. The maximum wading depth is 600mm for 2WD vehicles (up from the current 450mm) and a class-leading 800mm for 4WD vehicles (up from the current 750mm).

Steering, Handling, and Ride

The new BT-50 steers and handles like an SUV rather than a truck, and it offers ride comfort that's satisfactory even when it's used as a passenger car.

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

With regard to ride comfort, the new BT-50 gives a smooth, non-bouncy ride even when it's driven unladen on rough roads and gives a sure-footed, stable ride when it's carrying heavy cargo. We focused on improving rear-seat ride quality, which tends to be greatly influenced by the presence or absence of cargo. Consequently, occupants enjoy a smooth ride whether they sit in the front or in the back.

Suspension

The all-new BT-50 has newly developed double-wishbone suspension at the front. Coil springs give more linear response than the current BT-50's torsion-bar spring.

The stabilizer control link is attached to the axle rather than to the lower arms (as it is on the outgoing BT-50); a higher lever ratio makes the stabilizer more effective for better roll stiffness. Newly optimized front-suspension geometry suppresses disturbances from the road surface. And the lower-arm bushings are made of high-damping rubber, which limits steering shimmy and promotes ride comfort.

The rear suspension has the same configuration as that of the current BT-50 (rigid axle with leaf springs) but incorporates enhancements for superior steering and handling and excellent ride comfort.

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

The rigidity of the shackle modules were increased for optimal compliance steering; whereas the shackles are attached to brackets on the bottom of the frame on the current BT-50, a support structure was adopted in which the upper pins pass through the frame. With the new configuration, the frame's torsional rigidity can be used effectively as support stiffness for the shackles.

The thickness of the shackle plates has also been increased for greater rigidity in the entire shackle units.

The leaf springs on the new BT-50 are 1,330mm long (10mm longer than those on the outgoing BT-50). The extra length promotes ride comfort. Also, the leaf-eye bushings at the front have a diameter of 55mm (15mm bigger than those on the outgoing model).

Steering

Whereas the current BT-50 has ball-and-nut steering, the new BT-50 has rack-and pinion steering (the type of steering widely used on passenger cars). The rack-and pinion mechanism is highly rigid, works more precisely, and gives better road feel. Its advantages were heightened even further by using a rigid mounting structure without rubber bushings for the gearbox. The rigid mounting structure makes the steering feel even more direct.

Also, the steering-gear ratio is quicker than that of the current BT-50 (changed from 19.6 to 16.3 for 2WD vehicles and from 21.0 to 16.7 for 4WD vehicles and 2WD Hi-Rider vehicles), so it makes the steering feel lighter and the vehicle easier to manoeuvre.

Although the new BT-50 has longer wheelbases than its predecessor (235mm longer with 2WD vehicles and 220mm longer with 4WD vehicles), increased maximum steering angles yield smaller turning circles (11.8m with 2WD vehicles and 12.4m with 4WD vehicles and 2WD Hi-Rider vehicles).

Newly fitted damper valves on the steering gearbox suppress disturbances from the road, thereby enabling a smooth steering feel. Newly optimized power-assistance characteristics contribute to a more linear steering feel.

Frame

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

Consequently, the frame has near-class-topping levels of rigidity (about 2.6 times the flexural rigidity and about 2.1 times the torsional rigidity of the current BT-50's frame). We also ensured high rigidity in the frame areas on which parts are mounted, thereby realizing linear vehicle behaviour and superior quietness.

Cab mounts

The cab mounts that join the cabin to the frame suppress the transmission of vertical, longitudinal, and lateral oscillation to the cabin. The front mounts are solid rubber like those of the outgoing BT-50.

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

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

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

Braking

Like the outgoing BT-50, the new BT-50 has ventilated disc brakes at the front and drum brakes at the rear. Improvements in brake response and linearity realize braking performance that inspires the confidence essential for an enjoyable driving experience.

The diameter of the front brake discs has been increased from 14 inches to 16 inches on all vehicles for greater heat capacity. And the single-piston calipers on 2WD vehicles have been replaced with the twin-piston calipers that feature on all 4WD models. The result is significantly better brake performance.

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

NVH Reduction

Comprehensive steps were taken to suppress NVH in order to achieve the kind of quiet, comfortable driving experience that's experienced in passenger cars. To limit vibration and noise while the engine is idling, increased rigidity in the frame was supplemented with increased rigidity in the framework of the cabin and softened the engine mounts and transmission mounts.

Since vibration inputs to the cabin are accordingly reduced, noise in the cabin by the driver's window is down from 55.1dBA in the current BT-50 to 49.6dBA in the new BT-50. The average level in competing models is a noisier 52.0dBA. Vibration in the seat mounts and vibration in the steering wheel are both about half of what they are in the outgoing BT-50.

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

Also, an increased diameter and softer materials for the leaf-eye bushings in the rear suspension limit transmission of resonance in the powertrain to the cabin via the rear suspension (a problem to which vehicles with leaf springs are prone). Booming noise is as low as (or lower than) that in the outgoing BT-50 at any engine speed. Damping material on the floor and other parts of the body shell cuts noise even further.

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

And to keep wind noise and the tyres' pattern noise out of the cabin, the pillars have been filled with sound-insulating foam (a technique widely used with passenger cars).

Aerodynamics

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

To manage the vehicle's underfloor airflow for low drag and accordingly high fuel efficiency, a chin spoiler has been adopted. The chin spoiler lowers drag by 3.5%. It also cuts front lift by 50%, so it improves the vehicle's overall lift balance and its driving stability.

The airflow behind the cabin also affects drag. Through collaboration with the design studio and manufacturing teams, the shape of the rear pillars and the geometry of the rear combination lamps with each body type was optimized.

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

5. BODY STYLES AND FEATURES

To make the all-new Mazda BT-50 an unprecedented kind of active lifestyle vehicle, Mazda adopted brand-new architecture from the platform up. All body types in terms of overall length, overall width, and overall height have been increased and enabled packaging that permits more space in the cabins and more cargo-carrying capacity in the cargo boxes.

In Dual Cab models front occupants benefit from 16mm more head room and 30mm more shoulder room. Rear-seat passengers also feel the difference with 55mm more leg room while a wider cabin means more space between passengers.

With the overall length and width of the new model increasing by 204mm and 43mm respectively over the current equivalent 4x4 model, cargo space is the other big winner.

The cargo tray now measures 1,549mm by 1,560mm and the amount that can be packed into the All-New BT-50 is even greater than ever before.

The all-new design incorporates higher sides to the cargo tray which not only add to the striking looks of the All-New BT-50 but vastly increase the maximum cargo volume to 1,214 litres, an increase of 178 litres over the current dual cab model.

To deliver more passenger-car-like interior comfort and convenience newly designed seats, new equipment, and handy storage spaces for small items have been adopted. The interior amenities are characterized by functionality and high quality.

Body Types

The all-new BT-50 is available in a choice of three body styles:

Dual Cab (in both utility and cab-chassis)

Freestyle Cab (in both utility and cab-chassis)

Single Cab (in cab-chassis)

Freestyle Door System

The Freestyle Cab features Mazda's unique Freestyle Door System, first introduced on the RX-8. On each side of the cabin, a front-hinged front door and a rear-hinged rear access panel realize a 1,408mm-wide opening that allows people to get in and out of the front and rear seats with ease. The rear access panels open to an angle of about 90°, so it's not only easy for passengers to get in and out of the rear seat but also easy to lift cargo in and out of the rear seating area.

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

Seats

To help realize a Mazda Zoom-Zoom experience in the all-new BT-50, seat structures were developed in pursuit of excellent support, excellent hold, and a level of comfort that ensures low fatigue even on long journeys.

XTR models feature a driver's seat with an adjustable lumbar support that reduces driver fatigue.

On Single Cab models the current three person bench seat has been replaced with a newly designed arrangement. Driver comfort has been prioritized by dividing the width 40:60 between the driver and passengers, giving the driver a separate bucket seat.

The Dual Cab has a three-person rear seat with a comfort-oriented design like that of the front seats. The seatback height has been increased by 65.6mm and the seat-cushion length optimized.

Rear-seat headrests have been changed from the current built-in type to a new height adjustable type.

Audio System

Every vehicle in the new Mazda BT-50 lineup has an AM/FM radio, an MP3-capable CD player, and an AUX socket as standard equipment. All models have a modular system, which works with a multi function display situated in an easy-to-see position near the top of the centre stack. The display is a 3.5-inch monochrome super-twisted nematic (STN) display for XT models and a 5-inch colour liquid crystal display (LCD) with Satellite Navigation for XTR and GT models.

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

All Dual Cab models feature 6 speakers.

Trip Computer

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

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

• average fuel consumption

• instantaneous fuel consumption

• distance to empty

• average speed

• outside temperature (optional)

Climate-Control System

A manual air conditioning system features on XT models and a new dual-zone climate control air conditioning has been added to XTR and GT models

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

With the climate control air conditioning, each temperature setting is shown by an easy-to-read digital display on the dial. The in-dial displays allow easy operation since the user doesn't need to look at a display in a separate place while turning the dials.

Air-conditioning performance with both systems is significantly improved compared with the outgoing model. The condenser capacity has been increased by 80% and the compressor capacity reduced from 150cc to 130cc, thereby improving air-conditioning performance and fuel economy. Maximum airflow has also been increased from 96 litres per second to 135 litres per second.

Measurements taken in a range of conditions show that the new BT-50's systems can cool the cabin to temperatures 3–5°C lower than the current BT-50's system can.

Cargo Box

The cargo box has been made significantly bigger in line with the increased overall length and overall width of the body. The box panels have also been made taller, thereby achieving class-topping cargo capacity with every body type.

With every cab type, the floor width of the cargo box has been increased by 104mm and the height of the cargo box by 48mm. The floor length of the cargo box by has been increased by 19–94mm depending on cab type. As a result, the maximum cargo volume has been increased by 178 litres to 1,214 litres with the Dual Cab and by 226 litres to 1,453 litres with the Freestyle Cab.

Towing Capacity

The current BT-50 has impressive towing capabilities but the all-new BT-50 has even greater towing capacity owing to increased strength in the frame member to which a towing bar can be attached.

Models powered by the MZ-CD 3.2 engine can tow up to a maximum of 3,350kg and those powered by the 2.2 litre engine have a maximum towing capacity of 2,500kg. Both have 10% maximum allowable downball weight of 335kg and 250kg respectively.

6. DESIGN

A breakthrough into entirely new territory: a utility that gives total flexibility combined with the looks, style and comfort of a premium passenger car. Work, leisure and family time– they're all exactly what the new BT-50 is engineered for.

Exterior Design

The styling of the current BT-50 is characterized by neat, modern lines; it's a well-balanced, functional look for a utility. With the all-new model, Mazda pursued a more dynamic shape that would more clearly express the Zoom-Zoom brand DNA.

The designers created a new exterior design from scratch. The bold, original design theme, which was finalized by the designers after exhaustive consideration, and the new styling, which is based on revolutionary proportions that are blended with great functionality reflect the athleticism that's common to Mazda passenger cars.

Consequently the design stirs a desire to experience the Zoom-Zoom driving enjoyment that's unique to Mazda. Key to this are a powerful-looking front-end design that inherits elements of the Mazda family face; a side design that represents a revolution in utility architecture; and a rear-end design that clearly differentiates the new BT-50 from other utility and makes it immediately recognizable as a Mazda.

Front-end design

At the front of the all-new Mazda BT-50, the designers sought to create a strong, confident-looking facial expression that would inspire pride and pleasure of ownership; and they avoided the boxiness that tends to characterize the front-end designs of pickups, instead pursuing a contoured, sporty design like that of a passenger car.

To emphasize the five-point grille that's a major feature of the Mazda family face, the designers made the five-point shape bigger by evolving the design such that the headlamps meet a chrome-plated bar that runs along the top of the bumper.

The front face looks concomitantly bigger and stronger. Also, the designers took advantage of an increased overall width and an overfenderless design to position the headlamps closer to the sides, thereby creating a look of dependable stability.

The headlamps units have a boomerang-theme, passenger-car-like design. With large main reflectors that give some of the best illumination in the class, they combine an exquisite shape with great functionality.

The front bumper has a thick, heavy look, with pillar-like forms that give an impression of being firmly planted on the ground; it forms a visually strong base for the five-point face. It also meets the conflicting functional needs for class-topping pedestrian protection, an ample approach angle, and superior cooling performance and aerodynamics.

Side design

With the side design, the designers made a break from traditional utility roportions by creating revolutionary architecture.

The new BT-50 is more than 200mm longer than the current model; it's at the top of the class in terms of overall length. The designers took advantage of its length to create a more pronounced wedge-shape profile than is possible with conventional utilities, thereby evoking a lion driving itself forward with a release of pent-up strength.

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

The designers increased the wheelbase even more than they increased the overall length; the wheelbase is the longest in the class at 3,220mm. As a result, the volume and position of the cab look even better balanced.

With the Dual Cab model, the dividing line between the cab and cargo box does not interfere with the rear wheel arches; the resulting appearance is neater and more attractive. The front fenders reflect an evolution of the Prominent Fender designs seen on many Mazda passenger cars. Called Dynamic Prominent Fenders, their contours continue in strong body-side feature lines toward the rear of the vehicle resulting in a more three-dimensional, sturdy-looking form.

Rear-end design

Partly since the rear end of the all-new BT-50 will be seen for long periods by people in following vehicles, the designers focused on creating a highly distinctive appearance. Noting that all competing models had vertically aligned rear combination lamps, the designers created the category's first horizontally aligned rear lamp housings and positioned them such that they straddle the dividing lines between the side panels of the cargo box and the tailgate.

The rear lamp housings are designed to give a sense of speed and motion thanks to a sporty design like that of the rear lamps on Mazda passenger cars, and they have clear outer lenses and red inner lenses for a fresh, high-quality look.

The sporty design theme that's common to Mazda vehicles and the bold, chrome-bar-look lamp design combine to give a luxurious, sophisticated look like that of a high-grade sport utility vehicle. Whereas conventional pickups are hard to tell apart from a distance, the new BT-50 is immediately recognizable as a Mazda thanks partly to its rear-end design.

The parts of the rear lamp housings on the tailgate are simply design elements; they do not contain bulbs. Consequently, driving the new BT-50 with the tailgate open to accommodate long items of cargo does not involve any rear-lamp-related functional or legal problems. Also, the middle of the tailgate protrudes further rearward than the sides and forms the rearmost part of the vehicle. If the vehicle is accidentally reversed into a loading platform or other obstacle, the parts of the rear lamp housings on the tailgate are not likely to get damaged.

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

Wheel designs

The 17-inch aluminium wheels featured on XTR and GT models are newly designed and have a multi-spoke design for lightness and rigidity. The spokes are split into a “V” formation toward the rim. The “V” formations combine big-looking curves with solid-looking, flat surfaces that widen toward the rim, so they not only communicate power and motion but also embody the kind of craftsmanship that befits a high-grade vehicle.

As for steel wheels, a new 16-inch, centre-mini-cap type with a stronger-looking design has been created.

Cargo-box design

Since utilities are expected to have good cargo-carrying capability, the side walls and tailgates of their cargo boxes tend to have flat exterior surfaces and look accordingly thin. With the new BT-50, by contrast, the side walls and tailgate of the cargo box have double-wall cross sections and contoured outer panels, which create an extremely strong, chiselled look without compromising cargo capacity.

Interior Design

With the all-new Mazda BT-50’s interior design, the designers responded to customers’ comments by striving to create a refined, sporty cabin that has an even more passenger-car-like look and feel than the exterior and forms a personal space for users.

Rather than using the design methodology behind existing utility cabins, they created completely new architecture and used it to realize a cockpit design that’s consistent with Mazda’s next-generation design language. They pursued high quality in every detail of the cabin.

The most notable characteristic of the interior design is the thinking behind the design of the space. The designers adopted a structure that smoothly connects the central portion of the instrument panel with the floor console, thereby asymmetrically dividing the left- and right-hand sides of the front-seat environment into a wraparound cockpit for the driver and a comfortable space for a passenger.

This structure is unprecedented among utilities. It gives the driver an emotionally appealing driving environment like that in a passenger car. On XTR and GT models the unique spatial composition of the cabin is highlighted by four silver-metallic decorative mouldings (one on each door and one on each side of the floor console).

The mouldings on the driver's side form a moderately tight bracket around the driver's area, and their lines converge toward the meter hood in a way that creates a sporty look and feel. The silver-metallic moulding on the passenger's side of the centre console meets a line that runs upward and sideways across the central portion of the instrument panel, and the silver-metallic moulding on the passenger's door curves gently toward the top of the instrument panel; together they create a dynamic sense of openness.

Instrument panel

The driver's side of the instrument panel looks sporty as it's centred on a compact meter hood and is deeply contoured around the meters. The centre stack runs seamlessly into the floor console such that the visual motion continues toward the back of the cabin.

There's a Multi-Function Display (MFD) at the top of the centre stack. It gives easy to read indications of audio information, the time, and vehicle-related information. There's a circular jog pad lower in the centre stack. It's flanked by functional, attractive audio control panels that are shaped like open wings.

The left-hand audio control panel has mode buttons. The right-hand audio control panel has buttons arranged like a numeric keypad for intuitive operation.

The climate control unit is below the audio control panels. It has three large, easy-to-use dials in a horizontal line. In XTR and GT models with dual-zone climate control air conditioning the dials have built-in temperature displays so users can check and adjust the temperatures more quickly and easily.

Meters

The meters have a new design in which the bezels of the speedometer and tachometer are linked in the middle of the meter hood. Compared with a typical design in which the speedometer and tachometer are separate, the new design makes the meter dials brighter and easier to see and has a fresher appearance.

The ends of the cylinders facing the driver are sharply inclined for a sportier look and feel. The meters have white backlighting and highly legible graphics. A trip computer is positioned in the centre of the meter cluster. It gives indications including the average fuel consumption, instantaneous fuel consumption, distance to empty, and average speed. Compared with the current tripmeter, it's illuminated in a more orange-like colour for a sportier look and greater legibility.

Steering wheel

The steering wheel has a sporty three-spoke design like that of steering wheels in Mazda passenger cars, but its centre spoke is thicker as an expression of strength. The rim has a simple, ergonomically optimal cross-sectional shape. The switches on the steering wheel are shaped for intuitive operation.

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

Shift knob

The shift knob is positioned higher than that of a conventional utility. A relatively short distance from the steering wheel allows sportier driving since the driver can reach the shift knob with shorter movements. The shift knob has an ergonomically optimal shape for ease of use.

Interior trim

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

7. SAFETY – ACTIVE & PASSIVE

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

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

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

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

The new BT-50 meets stringent national and international standards with near-segment-topping levels of impact safety. It also reflects efforts to protect pedestrians and efforts to ensure safety for children in the cabin.In a concerted effort to fully protect all occupants, Mazda devoted serious effort toward improving the active safety technologies that help drivers avoid collisions and foresee potential hazards, and also the passive safety technologies that reduce the chance and severity of injury in the case of an unexpected accident.

Of course, the measures taken are all linked directly to the “driving pleasure” at the heart of Mazda’s Zoom-Zoom concept.

Phrased differently, we believe that to achieve true driving pleasure we must establish a strong sense of oneness between driver and car. This consists of the driver’s capability to perfectly control the car, as well as improved safety performance and a more confidence-inspiring ride feel. The concepts of “driving pleasure” and “safe and confident driving” do not stand in opposition to one another. Rather, they are synonymous concepts that go hand in hand.

Vehicle Control Technologies

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

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

The ABS prevents the wheels from locking in the event of hard braking on wet or otherwise slippery roads, so it helps the driver stay in control and avoid hazards. A related EBD function senses the vehicle speed and the load applied to the rear wheels by the contents of the cargo box and accordingly optimizes the distribution of braking force to the front and rear wheels to help minimize braking distances.

Traction Control System (TCS)

The TCS senses the driven wheels' tendency to lose grip and start spinning during standing starts and acceleration, and it controls the output of the engine and/or applies the brakes to the wheelspin-prone wheels to prevent wheelspin and achieve optimal traction.

Dynamic Stability Control (DSC)

The DSC system works with the ABS and TCS to optimally control the output of the engine and the braking force applied to each wheel so as to prevent skids. It keeps the vehicle stable during cornering manoeuvres on slippery roads and when the driver turns the steering wheel hard to avoid hazards.

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

Emergency Brake Assist (EBA)

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

Brake Override System (BOS)

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

Load Adaptive Control (LAC)

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

Trailer Sway Control (TSC)

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

Roll Stability Control (RSC)

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

Hill Launch Assist (HLA)

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

The HLA function automatically starts working if an acceleration sensor indicates a certain road gradient (7% or steeper with an automatic transmission; 4% or steeper with a manual transmission). It keeps the brakes applied for up to two seconds until there's enough engine torque for the hill start. The result is a safe, smooth hill start.

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

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

Collision safety

The all-new Mazda BT-50 embodies numerous measures to realize superior protection in diverse types of collision, to satisfy tough national and international standards, and to achieve high ratings in assessment programs for new cars.

Increased body and frame rigidity suppresses cabin deformation in the event of a collision. Rigigidity was increased by adding crossmembers in the vicinity of the cabin floor and by increasing the cross-sectional dimensions of members carried forward from the outgoing BT-50. Reinforcements to the tunnel and side sills were also added and the cross-sectional dimensions of the reinforcing structures were increased in the A-pillars of all body types and in the B-pillars of the Dual Cab. In addition, 1,180MPa ultrahigh- tensile steel was used for the rocker panels.

The new BT-50's bodyshell has higher flexural and torsional rigidity. The new Dual Cab's bodyshell has about 20% more torsional rigidity than the current one.

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

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

Passive safety

Seatbelts

The driver's seat and front passenger seat each have a 3-point Emergency-Locking-Retractable (ELR) seatbelt with a pretensioner and a load limiter. The pretensioners ensure rapid restraint in the event of a collision. The load limiters then loosen the belts to mitigate chest impact. There's also a seatbelt reminder.

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

Airbag system

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

Shock-absorbing steering column

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

Crushable brake pedal

A crushable brake pedal prevents pedal-inflicted foot and leg injuries in the event of a frontal impact. As the dash panel is pushed toward the driver's seat by the engine, the pedal's support bolt is pushed out of position, freeing the pedal and thereby limiting the extent to which the pedal is pushed toward the driver.

Shock-absorbing door structure

The doors each incorporate a plastic pad known as a pusher block, which protects the nearest occupant's abdomen and lower back in the event of a side impact. During a side impact, the pad touches the seat, causing the impact force to pass into the seat and thereby limiting the extent to which the door intrudes into the cabin.

Pedestrian Protection

The new BT-50 is designed to minimize the extent of injuries in the event of contact with a pedestrian. A honeycomb structure in the bonnet absorbs and disperses the force of any contact with a pedestrian's head. And urethane foam behind the front face of the front bumper mitigates the force of any contact with a pedestrian's knees.

8. BODY COLOURS

Choice of eight body colours

The body colour range for the all-new BT-50 consists of 8 mica or metallic colours.

Highlight Silver Metallic

Black Mica

Titanium Grey Metallic

Aurora Blue Metallic

Copper Red Mica

Sparkling Gold Mica

Cool White

Gunmetal Blue Mica

Mazda Australia does not charge extra for Mica or Metallic paint colours, a saving of $500 or more against some rivals.

9. SPECIFICATIONS & EQUIPMENT

BT-50 Specifications

		4x2	4x2	4x4	4x4	4x4	4x4
		Dual Cab	Dual Cab	Dual Cab	Dual Cab	Dual Cab	Dual Cab
		Utility	Utility	Chassis	Utility	Utility	Utility
		XT	XTR	XT	XT	XTR	GT
Powertrain							
Engine type		3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel		3.2 litre in-line 5 cylinder 20 valve DOHC intercooled turbo diesel			
Engine capacity		3,196 cc		3,196 cc			
Bore and stroke		89.0 mm x 100.7 mm		89.0 mm x 100.7 mm			
Compression ratio		15.5:1		15.5:1			
Maximum power		147 kW @ 3,000 rpm		147 kW @ 3,000 rpm			
Maximum torque		470 Nm @ 1,750 - 2,500 rpm		470 Nm @ 1,750 - 2,500 rpm			
Throttle control		Electronic (drive-by-wire)		Electronic (drive-by-wire)			
Fuel system		Common-rail, electronic direct injection		Common-rail, electronic direct injection			
Fuel tank capacity		80 litres		80 litres			
Recommended fuel		Diesel		Diesel			
Fuel consumption*1	man (combined)	8.4 litres per 100 km		8.9 litres per 100 km			
	auto (combined)	8.9 litres per 100 km	8.9 litres per 100 km	-	9.2 litres per 100 km	9.2 litres per 100 km	9.2 litres per 100 km
Emissions standard							
Alternator							
Manual transmission		6-speed	6-speed	6-speed	6-speed	6-speed	6-speed
Automatic transmission		6-speed	6-speed	-	6-speed	6-speed	6-speed
Gear ratio - man/auto	1st	5.441 / 4.171	5.441 / 4.171	5.441 / -	5.441 / 4.171	5.441 / 4.171	5.441 / 4.171
	2nd	2.839 / 2.342	2.839 / 2.342	2.839 / -	2.839 / 2.342	2.839 / 2.342	2.839 / 2.342

	3rd	1.721 / 1.521	1.721 / 1.521	1.721 / -	1.721 / 1.521	1.721 / 1.521	1.721 / 1.521
	4th	1.223 / 1.143	1.223 / 1.143	1.223 / -	1.223 / 1.143	1.223 / 1.143	1.223 / 1.143
	5th	1.000 / 0.867	1.000 / 0.867	1.000 / -	1.000 / 0.867	1.000 / 0.867	1.000 / 0.867
	6th	0.794 / 0.691	0.794 / 0.691	0.794 / -	0.794 / 0.691	0.794 / 0.691	0.794 / 0.691
	reverse	4.935 / 3.403	4.935 / 3.403	4.935 / -	4.935 / 3.403	4.935 / 3.403	4.935 / 3.403
	final drive	3.550 / 3.730	3.550 / 3.730	3.550 / -	3.550 / 3.730	3.550 / 3.730	3.550 / 3.730
Transfer gear	high	-	-	1.000	1.000	1.000	1.000
	low	-	-	2.718	2.718	2.718	2.718
Chassis							
Brake diameter	front	302 mm		302 mm			
	rear	295 mm		295 mm			
Brake type	front	Ventilated disc		Ventilated disc			
	rear	Drum		Drum			
Steering type		Rack and pinion hydraulic power assist steering		Rack and pinion hydraulic power assist steering			
Suspension type	front	Independent double wishbone with coil over dampers and anti-roll bar		Independent double wishbone with coil over dampers and anti-roll bar			
	rear	Rigid (live) rear axle with leafe springs		Rigid (live) rear axle with leafe springs			
Turning circle	kerb to kerb	12.4 m		12.4 m			
Tyre size		255/70 R16	265/65 R17	255/70 R16	255/70 R16	265/65 R17	265/65 R17
Tyre index		111T	112T	111T	111T	112T	112T
Wheel size		16 x 7.0 J	17 x 8.0 J	16 x 7.0 J	16 x 7.0 J	17 x 8.0 J	17 x 8.0 J
Wheel type		Steel	Alloy	Steel	Steel	Alloy	Alloy
Wheel size (spare)		16 x 7.0 J	17 x 7.5 J	16 x 7.0 J	16 x 7.0 J	17 x 7.5 J	17 x 7.5 J
Wheel type (spare)		Steel	Steel	Steel	Steel	Steel	Steel
Exterior							
Cargo box features:	centre tailgate release (black)	X	-	X	X	-	-
	centre tailgate release (chrome)	-	X	-	-	X	X
	double wall construction	X	X	-	X	X	X

	interior rope hooks (6)	X	X	-	X	X	X
Door handles (black)		X	-	X	X	-	-
Door handles (chrome)		-	X	-	-	X	X
Fog-lamps (front)		-	X	-	-	X	X
Freestyle door system		-	-	-	-	-	-
Front bumper (body coloured)		X	X	X	X	X	X
Fuel filler cap (lockable)		-	-	X	-	-	-
Green tinted windscreen, side and rear windows		X	X	X	X	X	X
Headlamps (Halogen)		X	X	X	X	X	X
Metallic/Mica paint		No cost option	No cost option	No cost option	No cost option	No cost option	No cost option
Mudflaps (front)		X	X	X	X	X	X
Mudflaps (rear)		X	X	-	X	X	X
Power mirrors (black)		X	-	X	X	-	-
Power mirrors (chrome)		-	X	-	-	X	X
Power windows		X	X	X	X	X	X
Rear step bumper (black)		X	-	-	X	-	-
Rear step bumper (chrome)		-	X	-	-	X	X
Side steps (aluminium finish)		-	X	-	-	X	X
Under-body impact protection		-	-	X	X	X	X
Interior							
Air-conditioning		X	-	X	X	-	-
Air-conditioning (dual-zone climate control)		-	X	-	-	X	X
Ambient temperature gauge		-	X	-	-	X	X
Automatic transmission indicator in instrument cluster		auto only	auto only	-	auto only	auto only	auto only
Auxiliary 12 volt power outlets		X	X	X	X	X	X
Bluetooth® (hands-free compatible)*2		X	X	X	X	X	X
Centre armrest console with dual compartments		X	X	X	X	X	X
Critical function warning lights/chimes		X	X	X	X	X	X
Cruise control		X	X	X	X	X	X

Cupholders		X	X	X	X	X	X
Digital clock		X	X	X	X	X	X
Door ajar warning light		X	X	X	X	X	X
Door pockets		X	X	X	X	X	X
Driver's left footrest		X	X	X	X	X	X
Floor covering:	carpet	-	X	-	-	X	X
	vinyl	X	-	X	X	-	-
Glove box		X	-	X	X	-	-
Glove box (lockable and illuminated)		-	X	-	-	X	X
Headlamps auto on/off function		-	-	-	-	-	X
Illuminated entry system with delayed fade		X	X	X	X	X	X
Instrument panel light dimmer		X	X	X	X	X	X
Interior illumination:	dome lamp	X	X	X	X	X	X
	map reading spot lamps	X	X	X	X	X	X
	power window switch (driver)	X	X	X	X	X	X
Leather-wrapped:	gear shift knob	-	X	-	-	X	X
	steering wheel	-	X	-	-	X	X
Low fuel warning light		X	X	X	X	X	X
Overhead sunglass storage box		X	X	X	X	X	X
Passenger assist grips		X	X	X	X	X	X
Rear-view mirror with auto dimming function		-	-	-	-	-	X
Satellite navigation		-	X	-	-	X	X
Seat trim:	cloth	X	X	X	X	X	-
	leather	-	-	-	-	-	X
Seat (driver's front bucket) with:	adjustable head restraint	X	X	X	X	X	X
	height and lumbar adjustment	-	X	-	-	X	X
	rake and slide adjustment	X	X	X	X	X	X
Seat (passenger's front bench) with:	adjustable head restraint	-	-	-	-	-	-
Seat (passenger's front bucket) with:	adjustable head restraint	X	X	X	X	X	X

	rake and slide adjustment	X	X	X	X	X	X
	seat back pocket	X	X	X	X	X	X
Seat (passenger's rear bench) with:	adjustable head restraints	X	X	X	X	X	X
	foldable seat base and under-seat storage	X	X	X	X	X	X
Seat (passenger's rear jump) with:	removeable seat base and under-seat storage	-	-	-	-	-	-
Tachometer and electronic odometer/tripmeter		X	X	X	X	X	X
Tilt-adjustable steering wheel		X	X	X	X	X	X
Trip computer (current and average fuel consumption, distance to empty and average vehicle speed)		X	X	X	X	X	X
Vanity mirror (front passenger)		X	X	X	X	X	X
Window demister (rear)		X	X	X	X	X	X
Wipers (front) 2-speed with rain-sensing function		-	-	-	-	-	X
Wipers (front) 2-speed with variable intermittent function		X	X	X	X	X	-
Audio							
AM/FM tuner		X	X	X	X	X	X
Auxiliary input (3.5mm MP3 player compatible)		X	X	X	X	X	X
Bluetooth® audio (MP3 player compatible)*2		X	X	X	X	X	X
CD player, single disc (MP3/WMA compatible)		X	X	X	X	X	X
Speakers (4)		-	-	-	-	-	-
Speakers (6)		X	X	X	X	X	X
Steering-wheel-mounted audio controls		X	X	X	X	X	X
USB input (iPod® compatible)		X	X	X	X	X	X
Safety							
Airbags SRS:	front (driver and passenger)	X	X	X	X	X	X
	side (front)	X	X	X	X	X	X
	curtain (front)	-	-	-	-	-	-
	curtain (front and rear)	X	X	X	X	X	X
Anti-lock Braking System (ABS)		X	X	X	X	X	X
Child restraint anchor points (2)		X	X	X	X	X	X

Childproof rear door locks		X	X	X	X	X	X
Collapsible steering column		X	X	X	X	X	X
Day/night rear vision mirror		X	X	X	X	X	X
Dynamic Stability Control (DSC) - switchable on/off		X	X	X	X	X	X
Electronic Brake-force Distribution (EBD)		X	X	X	X	X	X
Emergency Brake Assist (EBA)		X	X	X	X	X	X
Engine immobiliser		X	X	X	X	X	X
Emergency Stop Signal (ESS)		X	X	X	X	X	X
Left-hand-side convex (wide angle) exterior mirror		X	X	X	X	X	X
High mount stop lamp		X	X	-	X	X	X
Hill Descent Control (HDC)		-	-	X	X	X	X
Hill Launch Assist (HLA)		X	X	X	X	X	X
Intrusion-minimising brake pedal		X	X	X	X	X	X
Load Adaptive Control (LAC)		X	X	X	X	X	X
Locking Rear Differential (LRD) - switchable on/off		-	-	X	X	X	X
One touch (up and down) power window (driver)		X	X	X	X	X	X
Remote central locking (2 transmitters with retractable key)		X	X	X	X	X	X
Roll Stability Control (RSC)		X	X	X	X	X	X
Seat-belt warning audible and visual (driver)		X	X	X	X	X	X
Seat-belt warning audible and visual (front passenger)		X	X	X	X	X	X
Seat-belts (front) with:	pretensioners and load limiters	X	X	X	X	X	X
	height adjustable shoulder anchorages	X	X	X	X	X	X
Seat-belts 3-point lap-sash (all seats)		X	X	X	X	X	X
Side impact door beams		X	X	X	X	X	X
Traction Control System (TCS)		X	X	X	X	X	X
Trailer Sway Control (TSC)		X	X	X	X	X	X
Dimensions							
Cargo box floor height to ground		835 mm	841 mm	-	835 mm	841 mm	841 mm
Cargo box floor length		1,549 mm	1,549 mm	-	1,549 mm	1,549 mm	1,549 mm

Cargo box floor width		1,560 mm	1,560 mm	-	1,560 mm	1,560 mm	1,560 mm
Cargo box height		513 mm	513 mm	-	513 mm	513 mm	513 mm
Cargo box tailgate opening width		1,330 mm	1,330 mm	-	1,330 mm	1,330 mm	1,330 mm
Cargo box top length		1,485 mm	1,485 mm	-	1,485 mm	1,485 mm	1,485 mm
Cargo box top width		1,500 mm	1,500 mm	-	1,500 mm	1,500 mm	1,500 mm
Cargo box width betweem wheel arches		1,139 mm	1,139 mm	-	1,139 mm	1,139 mm	1,139 mm
Ground clearance	laden	200 mm	205 mm	200 mm	200 mm	205 mm	205 mm
	unladen	232 mm	237 mm	232 mm	232 mm	237 mm	237 mm
Overall length		5,373 mm	5,365 mm	5,124 mm	5,373 mm	5,365 mm	5,365 mm
Overall width		1,850 mm	1,850 mm	1,850 mm	1,850 mm	1,850 mm	1,850 mm
Overall height		1,815 mm	1,821 mm	1,815 mm	1,815 mm	1,821 mm	1,821 mm
Overhang	front	919 mm	919 mm	919 mm	919 mm	919 mm	919 mm
	rear	1,234 mm	1,226 mm	985 mm	1,234 mm	1,226 mm	1,226 mm
Track	front	1,560 mm	1,560 mm	1,560 mm	1,560 mm	1,560 mm	1,560 mm
	rear	1,560 mm	1,560 mm	1,560 mm	1,560 mm	1,560 mm	1,560 mm
Wading depth		800 mm	800 mm	800 mm	800 mm	800 mm	800 mm
Wheelbase		3,220 mm	3,220 mm	3,220 mm	3,220 mm	3,220 mm	3,220 mm
Approach angle		27.6 °	28.2 °	27.6 °	27.6 °	28.2 °	28.2 °
Departure angle		27.1 °	26.4 °	28.4 °	27.1 °	26.4 °	26.4 °
Ramp breakover angle		24.4 °	25.0 °	24.4 °	24.4 °	25.0 °	25.0 °
Weights and Capacities							
Axle capacity	front	1,480 kg	1,480 kg	1,480 kg	1,480 kg	1,480 kg	1,480 kg
	rear	1,850 kg	1,850 kg	1,850 kg	1,850 kg	1,850 kg	1,850 kg
Gross Combined Mass (GCM)*3	man	5,950 kg	5,950 kg	5,950 kg	5,950 kg	5,950 kg	5,950 kg
	auto	5,950 kg	5,950 kg	-	5,950 kg	5,950 kg	5,950 kg
Gross Vehicle Mass (GVM)	man	3,200 kg	3,200 kg	3,200 kg	3,200 kg	3,200 kg	3,200 kg
	auto	3,200 kg	3,200 kg	-	3,200 kg	3,200 kg	3,200 kg
Kerb weight	man	1,944 kg	1,983 kg	1,929 kg	2,044 kg	2,086 kg	2,095 kg
	auto	1,964 kg	2,003 kg	-	2,061 kg	2,103 kg	2,112 kg

Payload*4	man	1,256 kg	1,217 kg	1,271 kg	1,156 kg	1,114 kg	1,105 kg
	auto	1,236 kg	1,197 kg	-	1,139 kg	1,097 kg	1,088 kg
Seating capacity		5	5	5	5	5	5
Tow ball download	maximum	335 kg	335 kg	335 kg	335 kg	335 kg	335 kg
Towing capacity*5	braked	3,350 kg	3,350 kg	3,350 kg	3,350 kg	3,350 kg	3,350 kg
	unbraked	750 kg	750 kg	750 kg	750 kg	750 kg	750 kg

*1 Fuel consumption figures are based on ADR81/02. They are useful in comparing the fuel consumption of different vehicles. This will depend on traffic, road conditions and how the vehicle is driven.

*2 Please check the compatibility of your Bluetooth® device (particulary your mobile phone) with the specific Mazda vehicle you intend to purchase as not all devices operate correctly. Consult your Mazda Dealer for further information.

*3 Gross Combined Mass (GCM) is the total permissible combined weight of the vehicle and trailer/caravan being towed including occupants, fuel and cargo.

*4 The weight of any vehicle occupants, options, accessories, modifications, cargo and towball download must be included when calculating payload weight.

*5 Subject to State or Territory regulations.