



mazda



Mazda
CX-5
PRESS KIT

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1 Mazda
CX-5
AT A GLANCE

Mazda's presence in the SUV segment began in 2001 with the launch of the highly successful Tribute. It quickly became a favourite with Australian buyers snapping up nearly 35,000 in 7 years.

The next Mazda challenger in the segment was the CX-7. Launched in late 2006, the CX-7 was a sportier proposition than the Tribute but also continued to offer the flexibility SUV buyers were looking for. A facelift in 2009 heralded the introduction of two new engines and this further increased the demand for the CX-7 with it rising to become one of Australia's best selling compact SUV's in the last years of its lifecycle.

CX-5 builds on these nameplates but does so, as its name suggests, as a totally new vehicle from the ground up. Being the first Mazda to adopt the company's 'KODO: Soul of Motion' design, the CX-5's new front face with its powerful and well proportioned stance is perhaps one of its most noticeable traits.

The CX-5's qualities are, however, much more than just good looks with new SKYACTIV Technology adopted throughout. New petrol and diesel engines, new manual and automatic transmissions, new body and chassis all contribute to class leading dynamics, fuel efficiency and safety.

Offering a mix of style, safety and value, the CX-5 presents buyers with a compelling choice and is expected to become one of Australia's leading SUVs.



CX-5 FAST FACTS

- Class leading fuel economy from the SKYACTIV-G 2.5 litre petrol engine
- Class leading fuel economy from the SKYACTIV-D 2.2 litre diesel engine
- Class leading torque of 420Nm from the SKYACTIV-D 2.2 litre diesel engine
- Was the first medium SUV to make Blind Spot Monitoring available
- Was the first medium SUV to make Lane Departure Warning available
- Was the first medium SUV to make High Beam Control available
- Was the first medium SUV to feature tyre pressure monitoring as standard across the range
- Was the first Mazda to feature the full suite of SKYACTIV Technology
- Was the first Mazda to feature the KODO design theme

CX-5 RANGE

- Bold styling based on Mazda's 'KODO - Soul of Motion' design theme, conveying SUV-like sturdiness and functionality along with Mazda's characteristic sense of vitality and agility
- CX-5 is available with a choice of three engines: the new SKYACTIV-G 2.5 litre petrol and the SKYACTIV-D 2.2 litre diesel is mated to All Wheel Drive, while the SKYACTIV-G 2.0 litre petrol is mated to Front Wheel Drive
- The choice of the SKYACTIV-MT 6-speed manual transmission and SKYACTIV-Drive 6-speed automatic transmission contribute to a more sporty shift feel and improved fuel efficiency
- With four grades available, Maxx, Maxx Sport, Grand Touring and Akera, buyers have a wide choice and are sure to find a model that suits their needs and their budget
- The combination of the SKYACTIV-Chassis and SKYACTIV-Body makes for a more nimble driving experience but also provides a stronger body and improved safety
- Every model across the CX-5 range comes standard with the highest level of safety features including 6 SRS Airbags, DSC, ABS, EBD, plus reverse camera
- Interior space is optimised to create more leg room in the rear and increased head room throughout
- Interior design and quality reflects CX-5's refinement and sportiness



EXTERIOR DESIGN

- Bold styling based on Mazda's 'KODO - Soul of Motion' design theme, conveying SUV-like sturdiness and functionality along with Mazda's characteristic sense of vitality and agility
- The next generation face of Mazda centred on the 'signature wing' grille: an expression of strength and depth
- The sculptured body sides and striking front fenders allude to a sense of power and the CX-5's muscular nature
- Rear fenders that contrast with the edgy rear end form and sharply raked back window, symbolising toughness and grace while highlighting the athletic form
- Slanting A-pillar bases contribute to the well planted stance, also giving the driver an exceptional field of view



INTERIOR DESIGN

- Solid, mature interior design reflects the CX-5's refined sportiness
- The longitudinal design of the driver's side and particularly the meter hood resembles a cockpit, conveying a sense of forward momentum
- Attractive steering wheel and control systems designed for ease of use
- High quality soft materials used on the instrument panel and door trim contrast with the satin chrome finish of the steering wheel spokes and door handles
- New lightweight seats deliver superb support and grip along with outstanding long distance comfort
- Door armrest trim on the Maxx and Maxx Sport models comes in a stylish leatherette material
- Comes with either black cloth seat trim or with leather in a choice of two colours - sporty black and bright, vibrant sand

COMFORT

- Optimised wheelbase of 2,700mm enables a spacious cabin in which four adults can relax and travel in comfort
- Driver enjoys one of the highest eye points and the widest field of vision in its class along with the optimal position for pedal operation
 - » 8-way power adjustable driver's seat with power lumbar support available
 - » Impressive rear legroom, knee clearance and foot space along with top-class hip and shoulder room
 - » Clever, easy-to-use Karakuri features, including the industry's first independent, three-piece 4:2:4 fold-down seats (with remote
- release levers in rear cargo area) and an advanced tonneau cover that opens and closes together with the liftgate
 - » Rear cargo space designed with minimal protrusions and with a volume of 403 litres (up to tonneau cover) and expandable to 1,560 litres of flat cargo space with rear seats folded
 - » Low liftgate and large boot opening for easy loading
 - » Generous stowage capacity, including a large open space in the centre console and pockets in the trim of each door able to hold a 1 litre bottle





EQUIPMENT

- Cockpit designed to promote simple and accurate recognition of controls and indicators:
 - » 3.5 inch multi-information display in the main instrument cluster for driver management information (e.g. fuel consumption)
 - » 5.8 inch touchscreen for infotainment systems located in an ergonomically high position on the centre stack

- High connectivity infotainment features include:
 - » Premium 9 speaker BOSE® surround sound designed exclusively for the CX-5, including Bose® Centerpoint® virtual surround playback technology
 - » Mazda navigation system with TomTom® technology
 - » HMI commander on middle console for navigation and infotainment system in addition to steering wheel controls
 - » iPod®, USB and Bluetooth® connections (incl. hands free mobile connectivity as well as an AUX jack)
 - » Improved noise suppression and voice recognition functionality
 - » New mail function for Bluetooth®-connected smartphones enables display and readout of SMS, MMS and email via the 5.8 inch touchscreen

- Climate control system optimised to reduce size and power use yet still deliver superb heating and cooling along with better airflow in the cabin
- Parking assistance systems include a reverse camera which is standard across the range and front and rear parking sensors on selected models





POWERTRAIN

Mazda's range of high efficiency SKYACTIV powertrains includes three engines, including the newly released SKYACTIV-G 2.5 litre, and two transmissions. All come standard with Mazda's advanced i-stop system.





The 2.0 litre and 2.5 litre SKYACTIV-G direct injection petrol engine features:

- 13:1 compression ratio
- specially designed 4-2-1 exhaust system
- compatibility with regular unleaded fuel

Output:

- 2.0 litre FWD: 114kW @ 6,000rpm & 200Nm at 4,000rpm
- 2.5 litre AWD: 138kW @ 5,700rpm & 250Nm at 4,000rpm

Fuel consumption (combined) & CO₂ emissions:

- 2.0 litre FWD: 6.4 litres per 100km & 149 g/km (MT) / 148 g/km (AT)
- 2.5 litre AWD: 7.4 litres per 100km & 172 g/km (AT)
- Emissions class: Euro 4

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

- A 14:1 compression ratio (world's lowest)
- A two stage turbocharger

Output:

- AWD: 129kW @ 4,500 rpm & 420Nm at 2,000 rpm

Fuel consumption (combined) & CO₂ emissions:

- AWD: 5.7 litres per 100km & 149 g/km
- Emissions class: Euro 4

SKYACTIV-Drive 6-speed automatic transmission features:

- An extra wide lock-up range clutch
- Quick and direct shifting
- Available on both SKYACTIV-D and SKYACTIV-G engines

SKYACTIV-MT 6-speed manual transmission:

- Features a light and compact architecture
- Delivers the light, crisp shifting similar to the MX-5
- Available on SKYACTIV-G 2.0 litre engine





CHASSIS & BODY

The centrepiece of Mazda's lightweight design strategy: with its SKYACTIV chassis and body technology, the CX-5 features reduced body in white weights plus an even stronger body structure



SKYACTIV-CHASSIS

- Suspension system is lighter yet stiffer for precise handling at all speeds and top ride comfort as well as enhanced braking
- Includes geometry with front strut suspension and rear multi-link layout
- Steering system adjusts feedback according to speed and conditions
- Features on both FWD and AWD models, the latter with variably controlled rear torque and ultra precise slip detection (up to 50:50 front-to-rear torque split)

SKYACTIV-BODY

- Lighter yet stronger by optimising structure and layout, increasing high-tensile steel use and adopting new production processes
- Multi-load path concept disperses energy effectively through the body structure for exceptional crash safety
- Excellent engine and road noise levels thanks to advanced sound insulation, absorption and suppression





SAFETY

Availability of advanced active safety equipment includes several firsts for the segment in Australia:

- Lane Departure Warning (LDW) system alerts driver of unintended lane changes
- Blind Spot Monitoring (BSM) system detects and warns the driver of cars approaching from behind in adjacent lanes
- High Beam Control (HBC) system automatically changes between high and low beam to avoid blinding other motorists
- Standard active safety features include: DSC, ABS, EBD, TCS and HLA

Cutting edge **passive safety** features include:

- Highly-rigid impact absorbing SKYACTIV-Body, designed to achieve top marks in crash tests
- First-ever use in a car of 1,800 MPa ultra-high tensile steel (found in the bumpers)
- Excellent field of vision for the driver
- Seats designed for occupant safety (e.g. anti-whiplash architecture)
- Seatbelts equipped with load limiters to mitigate chest injury
- Standard front, side and curtain SRS airbags
- Bumper, bonnet, body cowl and instrument panel optimised to prevent or reduce injury to pedestrians





CX-5 RANGE HIGHLIGHTS

(For full specification and features see page 82)

MARKETING

The CX-5 audience is fairly broad (young singles/couples, young families and empty nesters). All of these groups are active and image conscious, they want to enjoy all of life's possibilities, no matter where or when. These could be young singles or young couples wanting a more 'sensible' vehicle. Families with young kids, or older couples whose kids have finally left home. They are all unified by a similar mindset: life is for living. They need a vehicle that can keep up with their lifestyle.

It's not about wanting an off-roader, but about seeking the perfect balance between functionality (but not too big), dynamic style and fun to drive characteristics. From their knowledge of the rest of the market, they expect there will be a trade-off when they buy a compact SUV - space and function vs 'driveability', fuel economy and good looks.

The CX-5 provides an appealing proposition without any compromise.

SALES

After its launch in late February last year, close to 1,600 units per month (on average) were sold in 2012. With increased customer interest, the introduction of the SKYACTIV-G 2.5 litre engine and higher numbers coming into Australia, Mazda Australia expects to match these per month numbers in 2013 with the following model split:

Maxx	25%
Maxx Sport	50%
Grand Touring	25%
Petrol	70%
Diesel	30%
FWD	40%
AWD	60%



CX-5 MAXX

Manufacturer's List Price (MLP) from \$27,880

- SKYACTIV-G 2.0 litre and SKYACTIV-G 2.5 litre in-line four cylinder 16 valve DOHC petrol engine with i-stop
- Available with SKYACTIV-G 2.0 litre 6-speed manual transmission and 6-speed automatic transmission or SKYACTIV-G 2.5 litre 6-speed automatic transmission
- Front Wheel Drive (MT & AT) or All Wheel Drive (AT only)
- 114kW and 200Nm (Front Wheel Drive) or 138kW and 250Nm (All Wheel Drive)
- Air-conditioning, 5.8 inch touch screen for infotainment systems, iPod®, USB and Bluetooth® connections including hands-free mobile connectivity, cruise control, power windows and mirrors, remote central locking, smart keyless push-button start, tilt and telescopic adjustable steering wheel, trip computer, tyre pressure monitoring system and variable intermittent wipers
- 17 inch steel wheels with 225/65 tyres
- Rear spoiler
- Anti-lock Braking System (ABS), Dynamic Stability Control (DSC), Traction Control System (TCS), Emergency Brake Assist (EBA), Emergency Brake-force Distribution (EBD), Hill Launch Assist (HLA), Emergency Stop Signal (ESS), front, side and curtain SRS airbags, whiplash minimising front seats, reverse camera



CX-5 MAXX SPORT

Manufacturer's List Price (MLP) from \$33,620

CX-5 Maxx equipment plus:

- Auto headlamps on/off, dual zone climate control air-conditioning, leather wrapped gear shift knob, handbrake and steering wheel, wipers with rain sensing function, front fog lamps, satellite navigation, audio system with 6-speakers, rear seats with 40/20/40 split-fold backrest (flat fold) and centre fold-down armrest
- 17 inch alloy wheels with 225/65 tyres

- SKYACTIV-G 2.0 litre and SKYACTIV-G 2.5 litre in-line four cylinder 16 valve DOHC petrol engine with i-stop OR SKYACTIV-D 2.2 litre in-line four cylinder 16 valve DOHC intercooled turbo diesel engine with i-stop

- Available with FWD SKYACTIV-G 2.0 litre or AWD SKYACTIV-G 2.5 litre 6-speed automatic transmission
- Front Wheel Drive or All Wheel Drive (AT only)
- SKYACTIV-Drive 6-speed automatic transmission
- Petrol available with Front Wheel Drive or All Wheel Drive
- Petrol: 114kW and 200Nm (Front Wheel Drive) or 138kW and 250Nm (All Wheel Drive)
- Diesel available with All Wheel Drive
- Diesel: 129kW and 420Nm (All Wheel Drive)

CX-5 GRAND TOURING

Manufacturer's List Price (MLP) from \$43,780

CX-5 Maxx Sport equipment plus:

- Bi-Xenon headlamps with Adaptive Front-lighting System (AFS), daytime running lamps, power sliding and tilt glass sunroof, rear view mirror with auto dimming function, leather seat trim, driver's seat with 8-way power adjustment and power lumbar support, heated front seats, smart keyless entry, premium Bose® 231 watt amplifier with 9-speakers, parking sensors (front and rear)
- 19 inch alloy wheels with 225/55 tyres

- SKYACTIV-G 2.5 litre in-line four cylinder 16 valve DOHC petrol engine with i-stop OR SKYACTIV-D 2.2 litre in-line four-cylinder 16 valve DOHC intercooled turbo diesel engine with i-stop

- Available with AWD SKYACTIV-G 2.5 litre OR SKYACTIV-D 2.2 litre 6-speed automatic transmission
- SKYACTIV-Drive 6-speed automatic transmission
- All Wheel Drive (AT only)
- Petrol: 138kW and 250Nm (All Wheel Drive)
- Diesel available with All Wheel Drive
- Diesel: 129kW and 420Nm (All Wheel Drive)



CX-5 AKERA

Manufacturer's List Price (MLP) from \$45,770

CX-5 Grand Touring equipment plus:

- Blind Spot Monitoring system (BSM)
- High Beam Control system (HBC)
- Lane Departure Warning system (LDW)
- Available with AWD SKYACTIV-G 2.5 litre OR SKYACTIV-D 2.2 litre 6-speed automatic transmission
- SKYACTIV-Drive 6-speed automatic transmission
- All Wheel Drive (AT only)
- Petrol: 138kW and 250Nm (All Wheel Drive)
- Diesel available with All Wheel Drive
- Diesel: 129kW and 420Nm (All Wheel Drive)
- SKYACTIV-G 2.5 litre in-line four cylinder 16 valve DOHC petrol engine with i-stop OR SKYACTIV-D 2.2 litre in-line four-cylinder 16 valve DOHC intercooled turbodiesel engine with i-stop



2 PRICING MANUFACTURER'S LIST PRICE

The CX-5 delivers an excellent all round package with its impressive design and technology delivered at an extremely competitive price.

Competition in this segment is vast and with this in mind Mazda has ensured that every CX-5 model is well equipped and that Mazda's reputation of offering excellent value for money continues.

PRICING - Manufacturer's List Price (MLP)*

CX-5 Maxx	2.0 litre petrol FWD	6MT	\$27,880
CX-5 Maxx	2.0 litre petrol FWD	6AT	\$29,880
CX-5 Maxx	2.5 litre petrol AWD	6AT	\$32,880
CX-5 Maxx Sport	2.0 litre petrol FWD	6AT	\$33,620
CX-5 Maxx Sport	2.5 litre petrol AWD	6AT	\$36,620
CX-5 Maxx Sport	2.2 litre diesel AWD	6AT	\$39,470
CX-5 Grand Touring	2.5 litre petrol AWD	6AT	\$43,780
CX-5 Grand Touring	2.2 litre diesel AWD	6AT	\$46,630
CX-5 Akera	2.5 litre petrol AWD	6AT	\$45,770
CX-5 Akera	2.2 litre diesel AWD	6AT	\$48,620

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



3 PRODUCT CONCEPT

A MESSAGE FROM THE PROGRAM MANAGER

**MAZDA CX-5 – ENHANCED DRIVING ENJOYMENT
IN A NEW GENERATION CROSSOVER SUV**

In the crossover SUV category, for which Mazda has acquired a stable share across Australia, North America and Europe, the volume zone in recent years has been particularly marked by the small class. The Mazda CX-5 is a completely newly developed crossover SUV targeted at the centre of this zone, and the mission assigned to this new member of the Mazda lineup was to contribute to the enhancement of Mazda's brand strength as a key model, following the Mazda2, Mazda3 and Mazda6. At the same time, the CX-5 is the first production model to fully embrace Mazda's new generation SKYACTIV Technology and 'KODO – Soul of Motion' design theme. The CX-5 is the leading light of a new generation born of enhancement for the 'driving enjoyment' cultivated from Mazda DNA and our Zoom-Zoom brand message expressing the excitement we felt as children when we experienced the power of movement. As such, the CX-5 is certain to play a major role as harbinger of a new era for Mazda.

Aiming for the best of all worlds – making a crossover SUV with enduring appeal

In response to this major proposition, I thought it imperative to build a car that owners would continue to drive with confidence and pride for a long time. Owners are unable to feel genuine satisfaction with the kind of car that loses its initial excitement as they continue to use it. That is why the most essential value embodied in CX-5 is its profound ability to sustain owners' pride and excitement despite changes of interests, stages of life and lifestyles over a long period of ownership.

Innovation for a 'purer' sense of driving enjoyment – concentrating on the most essential elements and enhancing what feels good

For this project I demanded a car that exceeds customer expectations in all areas, including design, driving performance, environmental performance, ease of use, quality and more, and one that embodies a heartfelt enjoyment every time you look at it, drive it and ride in it. The development team focused on form, performance, function and texture, investigated all points of contact between the driver and the vehicle, and examined how to make them more pleasing. Then they prioritised ergonomic design and concentrated on the most essential elements in order to provide a 'purer' sense of driving enjoyment.

Throughout the entire CX-5, including design, functionality, dynamic performance, and environment and safety features, we aim to deliver our customers the new level of enjoyment!

I hope that the CX-5 will continue to be driven for a long time to come, as a trustworthy partner actively fulfilling the needs of work and leisure, and fresh ways of living every day.

Hideaki Tanaka
Mazda CX-5 Program Manager





POWERTRAIN
BIG DRIVING PLEASURE,
SMALL FOOTPRINT

The CX-5 is the first Mazda built around high efficiency SKYACTIV powertrains. Fully utilising SKYACTIV's strengths, the wealth of torque is evident in all driving situations, even at low engine speeds.

Optimising the CX-5's acceleration behaviour to do what people expect, Mazda aimed to give the driver the ability to manipulate the car at will, achieving gratifying linear driving performance together with outstanding fuel efficiency.

A look under the CX-5's bonnet will reveal one of two high-efficiency four cylinder engines - diesel and petrol - paired with 6-speed manual or 6-speed automatic transmissions in either All Wheel Drive or Front Wheel Drive format. Whatever the combination, all CX-5 models feature i-stop, Mazda's unique fuel saving idle-stop system providing the world's fastest restarts.



Together with the 6-speed SKYACTIV-Drive automatic transmission, the 2.2 litre SKYACTIV-D engine accelerates the CX-5 from a standstill to 100km/h in only 9.4 seconds, reaching a top speed of 204 km/h.

But despite its extraordinarily wide-ranging torque, the SKYACTIV-D engine is exceptionally clean and economical. In fact, it meets Euro 4 emissions criteria without pricey exhaust after treatment systems. The secret is its ultra low compression ratio, lightweight design and two-stage turbocharger, to name just a few of the clever concepts that went into this engine.

The upshot in the CX-5 is average fuel consumption of only 5.7 litres per 100km with AWD and the SKYACTIV-Drive automatic transmission. This translates into CO2 emissions of only 149g/km - one of the top figures in Australia for a medium SUV.

CLEAN DIESEL POWER

SKYACTIV engines are about making internal combustion as effective as possible.

SKYACTIV-D 2.2 litre diesel		
	Maximum power	Maximum torque
6AT	129kW at 4,500rpm	420Nm at 2,000rpm

SKYACTIV-D: CLEAN, FUEL-EFFICIENT DIESEL POWER

Highlights:

- A 2.2 litre four cylinder diesel that defies conventional expectations of diesels
- World's lowest compression ratio (14:1) significantly enhances engine efficiency and thus fuel economy thanks to the:
 - » Optimum combustion timing, improving the expansion ratio
 - » Special convex shape of piston roof, ensuring ideal fuel distribution in the combustion chamber
 - » Multi-hole piezo injectors, enabling efficient start-ups despite low compression
 - » Exhaust variable valve lift, which stabilises combustion by regulating intake air temperature to prevent misfiring when the engine is cold
- Far cleaner than today's conventional diesels:
 - » Drastically reduced NOx emissions without requiring expensive after treatment systems
 - » Generates far less soot (particulate matter)
 - » Complies with Euro 4
- Lower compression also puts less strain on engine parts, reducing mechanical friction and enabling the use of lightweight materials and components, such as:
 - » An aluminium block
 - » A thinner cylinder head and cylinder walls
- A smaller diameter crankshaft
- Two stage turbocharger uses two turbines and a large intercooler to produce exceptional torque - even at low rpms - along with outstanding high range output, particularly for a diesel:
 - » A smaller turbine operates in the low rpm range, and is joined by the larger one when required, for more torque as well as better fuel economy
- All SKYACTIV-D equipped CX-5 models come standard with engine transmission combinations with i-stop idle-stop system

ULTRA HIGH PETROL COMPRESSION

Developers of the SKYACTIV-G petrol engine were also aiming for a lightweight design that produced more from less.

And like the diesel, the compression ratio is a central feature of the CX-5's 2.0 litre and 2.5 litre petrol powered SKYACTIV-G.

This time, however, it's an extraordinarily high 13:1 that utilises a newly designed 4-2-1 exhaust system and special pistons, among other things, to resolve the challenges associated with high compression (such as knocking). As a result, the SKYACTIV-G is 10% lighter with considerably less internal friction than the 2.0 MZR unit it replaces, while delivering more torque, better fuel economy and fewer emissions.

SKYACTIV-G 2.0 LITRE PETROL		
	Maximum power	Maximum torque
6MT / 6AT with FWD	114kW at 6,000rpm	200Nm at 4,000rpm
SKYACTIV-G 2.5 LITRE PETROL		
	Maximum power	Maximum torque
6AT with AWD	138kW at 5,700rpm	250Nm at 4,000rpm

In the FWD CX-5 with SKYACTIV-MT, this is good for a 0-100 km/h sprint in 9.4 seconds and a top speed of 197 km/h. At 6.4 litres per 100km, its combined cycle fuel economy corresponds to CO2 emissions of 149 g/km - also among the best in its class.



SKYACTIV-G: DIRECT INJECTION PETROL TECHNOLOGY FOR TODAY

Highlights:

- A naturally aspirated four cylinder 2.5 litre engine with 13:1 compression ratio
- A 4-2-1 exhaust system utilising an extended manifold structure to reduce the amount of residual exhaust gas in the combustion chamber, thus helping:
 - » prevent knocking (abnormal combustion)
 - » reduce vibrations
- Multi-hole injectors with six nozzles enhance fuel spray for more efficient combustion and improved cooling, which also help prevent knocking
- A special piston cavity reduces cooling losses
- Dual S-VT (Sequential Valve Timing) optimises air intake and exhaust valve timing according to engine operating conditions, minimising pumping losses
- Lighter components and reduced internal friction, improving performance as well as fuel economy and CO2 emissions:
 - » Lighter than current engines
 - » Better fuel consumption
 - » More low and mid-range torque
- All SKYACTIV-G equipped CX-5 models come standard with engine transmission combinations that are available with the i-stop idle-stop system

Drivetrains

As for bringing power to the wheels, Mazda offers two cutting edge 6-speed transmissions to enhance the CX-5's athletic character: the aforementioned SKYACTIV-MT manual and the SKYACTIV-Drive automatic.

The latter, featuring full range direct drive, imparts the feeling of a manual while combining the most desirable features of different kinds of automatic transmissions into a single transmission. Its smooth linear accelerating and shifting are available for AWD and FWD models.

The SKYACTIV-MT, meanwhile, brings a crisp, tight shifting and direct, sporty feeling akin to that of the CX-5 to Mazda's newest model.

In any case, both transmissions enhance the effectiveness and feel of the powertrain as a whole, improving both fuel economy and performance with efficient lightweight designs.



SKYACTIV-D - MAZDA'S COMMON-RAIL DIESEL WITH TWO STAGE TURBOCHARGING

Highlights:

Its 14:1 compression ratio, the lowest in the world in a diesel powered passenger car, is remarkably innovative:

- Enables a better air fuel mixture for more uniform combustion, producing fewer nitrous oxides (NOx) and less soot than conventional designs.
- The ideal combustion timing achieves a higher expansion ratio (meaning the amount of work done by cylinder) than in conventional high compression (16:1 to 18:1) diesels, for improved fuel efficiency
- Complies with stringent Euro 4 emissions standards without needing expensive NOx after treatment
- Two stage turbocharger delivers:
 - » improved low and mid range torque and responsiveness, eliminating turbo-lag

- » better upper range power right up to the unusually high 5,200 rpm redline

- » extraordinary efficiency

- Lower compression puts less pressure and with it less strain on engine components, allowing developers to use an aluminium block as well as lighter pistons and crankshafts, for example:
 - » Engine 10% lighter overall
 - » 20% less internal engine friction
 - » Delivers better responsiveness, better torque and better fuel economy

Challenges:

- The traditional drawbacks of low compression diesel power, such as a compression-ignition temperature that is too low for reliable cold starts and efficient cold temperature operation

Mazda's unique solution

- Ceramic glow plugs to heat up the combustion chamber for cold starts together with multi-hole Piezo injectors delivering an ideal highly combustible mixture
- Variable valve lifts for the exhaust valves, allowing hot exhaust gas to re-enter the chamber after the engine starts, raising the temperature to enable stable ignition without misfiring



SKYACTIV-G - MAZDA'S ALL-NEW NATURALLY ASPIRATED DIRECT INJECTION PETROL ENGINE

Highlights:

The 13:1 compression ratio is one of the highest ever for a petrol powered mass production passenger vehicle. It's a level only seen thus far in high performance racing engines.

- Bucks trend towards turbocharged 'downsized' designs (with compression ratios in the 10:1 range) while delivering superior efficiency:
 - » increases in low and mid-range torque for excellent low rpm engine response
 - » improved fuel efficiency with a corresponding reduction in CO₂ emissions (running on standard 91 RON unleaded petrol)
- A complete redesign presented the opportunity to use lightweight pistons and connecting rods, for example:
 - » engine weighs 10% less overall
 - » internal engine friction reduced by 30%

Challenges:

- Although high compression raises thermal efficiency, it tends to cause knocking and the associated loss of torque
- A richer mixture can prevent knocking, but at the expense of fuel economy and without fixing the torque issue

Mazda's unique solution

- A long 4-2-1 exhaust manifold, which reduces the quantity and pressure of hot residual gases flowing back into combustion chamber
- Multi-hole injectors, enhancing fuel spray properties
- Optimised ignition timing along with a special piston cavity for quicker, more efficient combustion, minimising the risk of knocking
- Sequential valve timing (S-VT) to reduce pumping losses and improve efficiency, especially at lower engine loads



SKYACTIV-DRIVE

The best of all worlds united in a Mazda's 6-speed automatic transmission.

Highlights:

D combines the benefits of conventional torque converter automatics, continuously variable transmissions (CVTs) and dual-clutch transmissions.

- Full range direct drive torque converter with full range lock-up clutch for all six gears:
 - » prevents torque converter slip, inhibiting the loss of power typical for conventional automatics during acceleration
 - » delivers a connected feel (like a manual transmission) with a direct response to the accelerator pedal and changes in engine load.
 - » contributes to fuel efficiency improvements by up to 7%
- A mechatronic module enables the quick and accurate oil pressure modulation required for such high precision hydraulics and quick shifting, also enhancing reliability
- Advanced dampers absorb the increased NVH (noise, vibration and harshness) inherent to an exceptionally wide lock-up range
- Multi-disc lock-up clutch and piston improve clutch durability and control

It's both fun to drive and economical, with:

- A better shift response, faster downshifting and easier starts than a dual-clutch transmission
- Smoother, more comfortable shifting than dual-clutch or conventional torque converter transmissions
- Better fuel economy than a CVT at high-speeds and a torque converter unit at low speeds
- A more direct feel than CVTs or conventional torque converter transmissions
- i-stop, Mazda's intelligent start-stop system also compatible with automatic transmissions

The SKYACTIV-Drive is available in two varieties featuring the same architecture:

- A standard version (up to 270Nm torque) mated with the SKYACTIV-G 2.0 litre and 2.5 litre petrol engine
- A large version (up to 460Nm torque) mated with the SKYACTIV-D 2.2 litre diesel engine

SKYACTIV-MT

Mazda's 6-speed manual transmission brings the precision gear shifting akin to that in the MX-5 to the rest of the Mazda line-up, starting with the CX-5.

Highlights:

Developers revisited the functionality of every component to generate something truly innovative: precise and fun yet efficient and fuel saving.

- Sophisticated architecture inspired by legendary MX-5 roadster to deliver crisp, precise shifts:
 - » short shift stroke (only 45 mm from neutral to gear) requires minimal effort
 - » common 1st and reverse idling gear
 - » common input gear for 2nd and 3rd
 - » length of secondary shaft reduced by 20%
- Compact, lightweight design (transmission case 30% lighter than predecessor) with less internal friction:
 - » better fuel economy
 - » efficient packaging with economical use of resources
 - » 7-16% lighter (depending on the version)
 - » high torque capacity





I-STOP: NOW FOR DIESEL AND PETROL, MANUAL AND AUTO

Mazda is offering i-stop, its innovative, intelligent idle-stop system, for the first time with a diesel engine and in combination with the SKYACTIV Drive automatic transmission. In fact, i-stop is standard equipment on all CX-5s.

i-stop, which debuted in Australia in the 2011 Mazda3 SP20 SKYACTIV, was developed entirely in-house. Unique in many ways, it has now been enhanced for the new generation of SKYACTIV technologies.

Indeed, it's the only idle-stop system that uses combustion energy for the restart, requiring an electric-powered starter motor only to provide some momentum during the initial restart phase. In addition to saving fuel,

this enables remarkably quick and smooth restarts. The CX-5 with petrol SKYACTIV-G engine does so within 0.35 seconds, while the SKYACTIV-D model restarts within 0.40 seconds - both industry bests.

i-stop uses a sophisticated control module to switch off the engine in the ignition/expansion stroke (petrol) or compression stroke (diesel), the optimal cycles for restarting. In fact, i-stop actually waits for this precise moment, monitoring the position of the pistons and calculating prior to the cut-off exactly which cylinders will subsequently deliver the most efficient restart. And it all takes a split second, so the driver doesn't even notice.

Conventional systems, in contrast, only identify which cylinder is in the correct stroke position after an electric starter turns the crankshaft to begin the restart. This delays the process, requiring extra energy, too. For example, whereas the competing diesel models equipped with an idlestop system don't restart until the

second compression stroke (or engine cycle), Mazda's SKYACTIV-D starts almost immediately during the first compression stroke.

Efficiency advancements mean one battery is required rather than two, which saves space and reduces weight. By closely monitoring the condition of the battery, i-stop improves the frequency and duration of shut offs compared to earlier versions, boosting mileage further.

CX-5 drivers and passengers, meanwhile, need not go without electric powered systems. Even the climate control continues to work as long as full heating or cooling power isn't required. And when it is, i-stop recognises this and restarts.

It's another component of Sustainable Zoom-Zoom, Mazda's commitment to minimising the environmental effects - with no compromises.



5 DESIGN

*THE PERFECT BALANCE
OF FORM AND FUNCTION*



Mazda set out to enter the competitive compact crossover SUV segment with a vehicle that could do more than just look the part. It needed to evoke a level of emotion and driving passion worthy of the Mazda badge. Therefore, the CX-5 is the first production model to feature the company's new 'KODO - Soul of Motion' design theme. Inspired by the beauty and power of nature along with the concept of motion, the CX-5 achieves an outstanding balance between style and performance.

KODO was first unveiled in 2010 on the Mazda Shinari, a 4-door sports coupe concept, and then the Mazda Minagi, the compact crossover SUV concept on which the CX-5 is based. Now, starting with the CX-5, KODO will exemplify the design of a whole new generation of Mazda vehicles: a faster, more forceful and more soulful means of motion.

Brimming with vitality, emotion and agility, KODO's essence can be found in the movements of animals. Specifically, CX-5 designers studied cheetahs - the fastest land animals - observing how they use their entire body as a spring, setting enormous energy into motion with incredible dexterity and grace. Stirred by such beauty, the designers then set out to push the look of an SUV to another level with KODO.

The result is a sophisticated exterior that, while expressing SUV sturdiness and functionality, boldly projects an elegant sense of motion - and anticipation of driving enjoyment.



EXTERIOR: FORM MEETS FUNCTION

Developers pursued a sporty, imposing design delivering the greatest possible balance between form and functionality, performance included.

Hence the combination of what one would expect from a crossover SUV - an active, powerful appearance - with Mazda's characteristic dynamic and emotional styling.

The CX-5's well-planted look begins with the strong presence of the nose and prominent wheel arches. Its forward-leaning stance is reminiscent of a sprinter in the starting blocks just before the race begins, and the placement of the cabin to the rear like

a predator preparing to pounce. The end result is an athletic yet dignified shape that sets the CX-5 apart from other SUVs.

Extending through the headlamps, the new front grille with 'signature wing' is a KODO design theme trademark expressing strength and depth. The trapezoidal lower grille, meanwhile, contributes to the vehicle's solid posture and focuses attention on the front end.

The prominent rear fenders and edgy liftgate surfaces further augment the CX-5's sturdy, elegant form, again differentiating the CX-5 from a typical SUV. The rear spoiler not only looks sporty, it also improves aerodynamics. And even the tail lights, wing-shaped like the headlamps, add a unique touch, particularly when illuminated at night.

Viewed at its full length, the CX-5 exudes dynamism, with continuous forms and lines conveying an impression of speed. The sculptured body sides and bold fender arches (skirting a choice of 17 or 19 inch wheels) accentuate a sense of power.

But the CX-5 doesn't only look good. The angle of the A-pillars gives the driver an outstanding field of view, improving safety as well as driving enjoyment. The slanting C-pillars along with the sharply raked back window, meanwhile, contribute to the vibrant appearance.

CX-5 designers even managed to achieve outstanding aerodynamics, with a target drag coefficient of just 0.33, by pushing the boundaries of conventional thinking regarding compact SUVs. These are just some examples of the harmonious blend of form and function on the new Mazda CX-5.



**INTERIOR:
THE DRIVER IN FOCUS**

Inside, Mazda created a driver-oriented cabin with solid yet mature styling that reflects the CX-5's exterior strength and sturdiness. And, unsurprisingly for a Mazda, the look and feel of the interior underscores the car's sportiness.

The goal was to create a space that makes people want to get in and drive. And the cabin truly says 'welcome', incorporating the power of the KODO design theme by offering a new level of build quality along with outstanding ergonomics and an excellent view of the road.

The seats are new, as well. Expressing solid simplicity, they look and feel sporty, delivering superb lateral and vertical grip with better thigh and lumbar support than ever - but without compromising on driver or passenger comfort, even on long trips. Using new material and a new structure, they also weigh less.

From the steering wheel to the control systems (including the steering wheel mounted switches, and switch clusters on the dash), each component was designed to provide a uniform feel throughout the cabin.

The instrument panel, meanwhile, is worthy of a robust SUV but draws its shape from Mazda's legendary MX-5



Mazda CX-5 | DESIGN

roadster. The longitudinal design of the driver's side, and particularly the meter hood, resembles a cockpit and produces a sense of forward momentum, building anticipation for the drive ahead. As far as the upholstery goes, leather in either black or sand is available on the CX-5 Grand Touring and CX-5 Akera while the CX-5 Maxx and Maxx Sport feature two different kinds of black fabric with vinyl replacing cloth on the door trim arm rest.

The new materials and styling incorporated in the cabin mark a step forward, compromising neither form nor function. The interior look radiates high quality: the most often touched interior components (like the steering wheel spokes and door handles) have a satin chrome finish.

The classy soft material adopted for the majority of dash surfaces and door trim, meanwhile, is offset by a central ornamental panel featuring the glossy piano black treatment pioneered in the RX-8.

**GAUGES: SPORTY YET
SOPHISTICATED**

The connection with Mazda's sporty tradition is unmistakable in the gauges, whose surfaces were treated with a spindle finishing process to give them a muted, deep sheen that contrasts with the metallic look of the dial needles. The tasteful surface even changes slightly depending on the driver's viewing angle. Finally, for a clean, consistent look, white illumination is now used throughout the instrument panel.

***POWER AND DIGNITY: THE
NEW "FACE" OF MAZDA***

Dynamic. Emotional. Compelling. Unique. However else one might describe it, Mazda's new expression is certainly vibrant. And what better vehicle to introduce it than the Mazda CX-5, itself a first?

Fitting for an SUV, the wings of the CX-5's upper grille are powerful and imposing, stretching out 'in flight' as they extend out from nose towards the headlamps.

Representative of the new 'KODO - Soul of Motion' design theme, the five point schematic is actually an advancement of the previous Mazda grille, so the observer immediately recognizes that it's a Mazda.

The headlamps, too, feature a three dimensional wing-like design.

Wrapped around the fender, they hint at the eyes of a cheetah looking boldly ahead, instinctively focused on its prey.

The lower grille, meanwhile, fans out towards the ground, contributing to the solid, forward-looking stance of the new generation of Mazda vehicles. Together with the lines of the fog lamps, it further accentuates the upper grille and its central focus: looking ahead, into the future!





Dynamic performance: it's the key to the evolution of driving enjoyment. Mazda focused above all on making the CX-5 handle predictably and responsively. In other words, engineers concentrated on delivering the vehicle's performance so that it moves exactly as the driver expects.

Featuring the complete range of SKYACTIV technology developed in-house at Mazda, the CX-5 is the product of a people-centric approach to optimising the driving environment. In short, it significantly raises the standard for predictable and responsive handling.

DYNAMIC PERFORMANCE

AT ONE WITH THE CAR

ORIENTED ON THE DRIVER

In the spirit of Jinba Ittai, the oneness between car and driver, Mazda's engineers set out to maximise the user friendliness for the driver of the steering, pedals and every other interface with the CX-5, including its field of view.

In particular, CX-5 developers made it a priority to remove any behaviour that might impede the enjoyment of the predictable response - the oneness - and eliminate the need for correction action from the driver.

To achieve this, they thoroughly analysed how the vehicle responds and provides feedback to the driver's input and intentions as well as how the driver receives that feedback and takes subsequent action.

Mazda was able to achieve the ideal state of predictable and responsive handling by addressing three stages: predictability, synchronisation and harmonisation.

PREDICTABILITY

Engineers worked to ensure the CX-5 changes its behaviour in faithful response to the driver's intent. As such, its movements are in line with the expectations of the driver. This enables the driver to make instantaneous decisions about the kind of input required next and how the car will respond to that input.

SYNCHRONISATION

Driving involves successive operations. Mazda knew that synchronization was needed to ensure a smooth and swift transition from one operation to the next. The CX-5 had to respond to the driver's input from the first action with no need for corrective input, establishing a true state of synchronicity between car and driver. Here, engineers paid special attention to vehicle feedback. The driver makes a decision based on the quality of this feedback: is the car moving in line with driver intent, or is there a need to correct undesirable vehicle behaviour? Mazda focused on dramatically improving the feedback quality.

HARMONISATION

Combinations of operations are required to fulfil the driver's intent under real driving conditions, with the driver compensating according to the circumstances. Mazda's aim was to ensure that these multiple operations - driving, turning and stopping - are perceived by the driver as harmonized events. The company's engineers then worked cross-functionally to achieve this ambitious goal.



With the CX-5, Mazda achieved a new level of predictable and responsive handling, for a more refined and more pleasurable driving experience.

The driver can sense this from the moment the hand turns the steering wheel or the foot touches the pedals. Out on the road, the feeling takes hold.

SKYACTIV-CHASSIS

Developed in pursuit of an excellent balance between the enjoyment of complete driving command and a comfortable ride, this is the first time introduction in a production model of the SKYACTIV-CHASSIS, which has been restructured from the basic technology through revising the functions of conventional suspension and steering systems.

SUSPENSION AND STEERING

The CX-5's suspension system is comprised of strut suspension at the front and multi-link suspension at the rear. The steering adopts the newly developed column Electric Power Assist Steering system.

In the area of steering and handling – which is the basis of driving dynamics – to simultaneously attain the two seemingly conflicting goals of nimble response in the low-to-medium speed range and mild response at high speed, function allocation was conducted on the suspension, and the following measures were taken.

- To attain nimble response in the low-to-medium speed range, a higher steering gear ratio is specified to increase the yaw gain. Since a substantial feel is required for an SUV in addition to a nimble feel, the optimum gear ratio for an SUV was selected, attaining the nimbleness suitable for this type of vehicle. Also, the front suspension cross member is given rigid mounts, directly transmitting forces generated by the tyres, helping to achieve agile response.
- To provide mild vehicle response at high speed, the layout of the rear suspension links was optimized, yielding compliance steering to effectively increase the cornering force of the rear wheels.

By revising the suspension link layout and distribution of bushing stiffness, the amount of toe-in is increased against lateral force input from the tyres, which increases rear tyre grip and reduces yaw gain at high speed, thereby enhancing stability.

What's more, to impart firm steering feedback at high speed for enhanced driving confidence, the front suspension's caster angle is made greater than that of the conventional SUV, thereby increasing the self-aligning torque (force generated when the tyres return to the straight ahead position).



YAW GAIN AGAINST VEHICLE SPEED

As regards ride quality, to enhance comfort even when driving on rough road surfaces, quick convergence of unpleasant vibration (roughness) is attained. If the suspension's bushing hardness is decreased to yield more compliance for absorbing sharp inputs from the road surface, it becomes difficult to dampen suspension vibration after a sharp input is received.

This leads to longer lasting unpleasant vibration, and in the past this made it difficult to attain both input level reduction and vibration damping. With the CX-5, we solved this problem by giving the rear suspension dampers a forward tilting layout, which confers vibration damping characteristics not only in the vertical direction, but in the lateral direction as well.

Furthermore, the rear suspension's trailing arm has a higher mounting point on the vehicle body than the conventional vehicle, and anti-lift geometry is adopted, which stabilises vehicle attitude during

braking, to realise a comfortable ride with a sense of security.

For the steering system, control items have been added to Electric Power Assist Steering, which, in addition to achieving steering feedback for driving with complete command, reduces the steering effort required at parking speed, facilitating maneuverability for all drivers.

BRAKES

The brake system adopts ventilated discs at the front and solid discs are the rear. To provide braking performance for driving with complete command and confidence, the system was developed according to three objectives: namely, controllability, confidence and effectiveness.

To achieve ease of control, the brake system adopts a small diameter master cylinder and large diameter wheel brake cylinders. The brake characteristics have been revised and the brake pedal feel optimized for use in an SUV. Control was made easier in the initial braking region at the start of brake pedal travel, and firm, effective braking performance is delivered up to the region of high G-force.



SKYACTIV-BODY

The SKYACTIV-Body advances the CX-5's rewarding, responsive character, supporting optimum handling and stability while helping reduce fuel consumption and minimise NVH. But in spite of its lightweight construction, the CX-5 was also designed to achieve the top rating in crash tests like Euro NCAP.

One of most remarkable features of the CX-5's body is its overall rigidity.

In fact, rigidity is closer to that of a premium sedan, which tends to be much stiffer than a compact SUV. Local rigidity, too, was greatly enhanced at the engine and suspension mounting points. Confirming just how big a role the rear end plays in overall stiffness, developers optimised material thickness and enhanced connections at strategic body points like the rear ring structure, wheel

wells and side rails. The rear damper area, meanwhile, was given a dual-brace structure to contain vibrations from the suspension.

This, in turn, enabled improvements to be made to the body's torsional stiffness and rear rigidity as well as NVH, while at the same time reducing the structure's weight.

The majority of the weight reduction on the CX-5 can be attributed to optimised structures. It is, for example, the first vehicle ever containing 1,800 MPa ultra-high tensile steel. Used in the bumper beams, which fit inside the front and rear bumpers, it makes them 20% stronger yet 4.8 kg lighter than previous generation bumpers. Overall, high-tensile steels make up 61% of the total used in the CX-5 body and are therefore vital to the CX-5's strong, lightweight design and superior handling: lighter components improve cornering while also benefiting fuel economy.

NVH INNOVATION

To keep the cabin atmosphere quiet and relaxed, road and engine noise were first separated to eliminate unpleasant high frequencies. A new approach to sound insulation, meanwhile, sees body and interior materials used to make sure less noise reaches the ear. The pathway for engine noise is blocked at the wheel arches, diverting the sound to the dash area, where a new material with excellent sound absorption properties has been added. The pathway for tyre noise is also blocked at the wheel wells, while noise coming from the side sills is concentrated in the floor and dampened by new sound absorbing floor mats. Otherwise, engineers suppressed suspension resonance to dampen vibrations where the front suspension cross members attach. They also enhanced the rigidity of the floor panel to contain energy flow. Thanks to this and other measures, the CX-5 achieves top results in all frequency ranges.

The figures - 40.5 dB engine noise and 68.6 dB road noise (with 19 inch wheels) - are among the lowest in its class. In spite of this, drivers still pick up the audible feedback and vibrations they need to help them drive.

AERODYNAMIC SUV

Out on the open road, a new underfloor design directs air upwards, smoothing air flow underneath the vehicle and preventing eddy formation behind it. Together with its upper body shape, this makes the CX-5 one of the most aerodynamic compact SUVs around. The top-class target drag coefficient (cd) of 0.33 contributes to the CX-5's superb fuel efficiency and is thus another essential element of Sustainable Zoom-Zoom.



SKYACTIV-CHASSIS & SKYACTIV-BODY

A lightweight design strategy is at the core of Sustainable Zoom-Zoom. After all, less weight means better performance - from acceleration and braking to handling and fuel economy - and more fun all around. Mazda was aiming to cut at least 100kg off its next-generation models, for lighter yet stronger and safer cars. This strategy applies to all SKYACTIV technologies, but is perhaps nowhere more fundamental than with the SKYACTIV-Body and SKYACTIV-Chassis.

SKYACTIV-CHASSIS

Mazda's chassis developers completely re-engineered the suspension and steering components to construct a lighter yet stiffer system delivering precise handling and top ride comfort.

Challenge #1:

Reconcile top low and mid speed agility (handling) with high speed stability

Mazda's solutions:

- Adding a new electronic power assist steering system to provide extra support for an immediate response from very low speeds and firm, confidence inspiring feedback at higher speeds
- Increasing the steering gear ratio to ensure more direct low speed steering
- Optimising the rear suspension to reduce yaw gain (or steering ease), thus preventing oversensitivity at high speeds
- Increasing the caster angle of the front wheels, delivering a firmer high speed steering feel

Result:

An agile and stable suspension for better driving quality at all speeds.

Challenge #2:

Reconcile low and mid speed agility with superior ride comfort

Mazda's solutions:

- Moving the suspension mounts to improve lever ratio and then enhancing damper efficiency
- Raising the position of the trailing arm bush to reduce rear suspension impacts, especially for longitudinal shocks, without stiffening the springs or shock absorbers:
 - » also prevents the back of the vehicle from rising

Result:

Excellent ride comfort with a sense of stability

Challenge #3:

Reduce weight and increase rigidity

Mazda's solutions:

- Extending the centre section of the front cross members while reducing the longitudinal offset of the lower arm attachment position
- Extending the longitudinal span of the rear chassis cross members while reducing the longitudinal offset of the lateral link attachment position
- Removing the weld flanges at the front and rear to enhance the coupling stiffness of the weld sections

Result:

Superior chassis rigidity despite being lighter

SKYACTIV-BODY

Looking to minimise weight while maximising functionality, Mazda developers chose a complete re-design integrating lightweight engineering, stronger materials and more efficient structures.

Challenges:

- Improve rigidity
- Reduce weight
- Ensure top-class safety

Mazda's solutions:

1. Optimise structure and design

- "Straightening things out" front to back, removing curves while adding as many straight, continuous sections as possible
- Eliminating the concentration of energy at any given point by enabling its disbursement throughout the structure, regardless of the point of impact (front, side or rear)

Specific examples include:

- » bonding rear suspension mounting positions to the underbody framework using a dual brace.
- » bonding upper body vertical ring structures to a reinforced section of the underbody



- » redeveloping suspension cross members to enhance rigidity.
- » dispersing crash energy over three multi-load paths: to the A-pillar (upper path); underbody (lower path); and sides of body
 - » (middle path) for top-class passive safety

2. Adopt new production processes

- Using weld bonding for the roof-rail section and wheel wells to create
- Using more spot weld points to further enhance rigidity

3. Substitute materials

- Adding more high-tensile steels:
 - » for a lighter yet stronger car body
 - » now make up 61% of the total

Result:

The SKYACTIV-Body sets the standard for lightweight construction and exceptional safety



COMFORT
FUNCTION &
EQUIPMENT

COMFORT AND CONVENIENCE, NO COMPROMISE

The all new Mazda CX-5 offers a highly effective interior that is both comfortable and user friendly. Space is utilized efficiently, and functional features laid out intelligently. The engineers developed a new seat shape and layout, for example, to put driver and passenger alike in the ideal position. The CX-5 also received the utmost in cargo flexibility with 40:20:40 split rear seats with remote fold-down function. It all boiled down to finding the optimal ergonomic design and enhancing what makes people feel good for a purer sense of driving enjoyment.

DECISIVE DIMENSIONS

In spite of its compact exterior, the CX-5 is remarkably spacious on the inside. The CX-5's width (1,840mm) and wheelbase (2,700mm) are larger than the CX-5s four best selling competitors in 2012. Typical for an SUV, the driver sits in a commanding position in the CX-5. But Mazda went the extra mile, finding precisely the spot where the driver has the best view of the road yet can still operate pedals and controls in absolute comfort. These efforts paid off: the CX-5 boasts one of the highest eye points (the vertical distance from the ground to eye level) in its class. And the slant of the A-pillars, along with the gap between these and the side mirrors, further enhances the driver's visibility, whether checking for pedestrians at intersections, looking for oncoming traffic in a curve on a two lane highway, or speeding down a multi lane motorway. For the driver, that means a safer, less stressful and more comfortable journey.

THE ULTIMATE IN CONVENIENCE

Picture this: four adults relaxing in comfort on a long trip, with room to adjust their posture and all important functions and features within arm's reach. Mazda's approach to advanced ergonomics was to identify the optimum position for occupants, focusing on their joints, and arrange systems and storage accordingly. Passengers are cut off from outside agitation and free to relax and travel in comfort, while the driver can concentrate on the task at hand. Mazda's ergonomic innovators even analysed how people get in and out of a vehicle. Using a 'digital mannequin', they redesigned the door and B-pillar areas to allow smooth entry and exit with minimal body stress.

The centre armrests are wide enough for sharing, while the lateral distance from centre hip point (or middle of the seat) to the door trim provide plenty of hip and elbow room. Shoulder room, too, is top class front and back. Leg room, meanwhile, is ample and, at 997mm for rear seat passengers, particularly generous for this segment. So is the rear knee clearance (66mm) as well as foot space, owing to the wide cavity under the front seats.



SITTING IN STYLE

Driver and passenger will both be comfortable and secure in Mazda's newly developed high-performance front seats. These were designed with a lightweight structure, enhancing stiffness as well as cushion comfort and isolating vibrations for a more refined ride quality.

Delivering good lumbar and upper body support, they relieve fatigue while arresting lower body movement during cornering. The driver's seat on Grand Touring models comes with easy-to-reach 8-way power adjustable controls (standard with top equipment package including power lumbar support).

In the back, the CX-5 features Mazda's unique Karakuri functionality with the three-piece independent 40:20:40 remote controlled fold down seats. Operated using either the one action remote levers conveniently located in the top side trim on each side of the luggage compartment, or from inside the car via buttons on the seat uppers, the dive down rear seats fold into a virtually flat storage space for the utmost in flexibility. The centre section can either serve as a fifth seat, centre armrest with built in cup holders, or fold flat to transport long items. And there is still enough room for two child seats or two adults to ride in comfort.



A BOOT FOR REAL LIFE

That is just one example of how the CX-5 can flexibly accommodate all sorts of cargo without detracting from passenger comfort. Again, it's all about intelligently meeting needs with a highly efficient boot space focused on the essentials. A cubic form was chosen with no unwanted protrusions or dead space along with a liftgate designed for easy loading. In fact, the top-class boot capacity of 403 can hold four golf bags with long drivers or four suitcases. Fold down the 40:20:40 split rear seats, and you have 1,560 of volume, or enough room for two mountain bikes with the front wheels removed.

Everyday convenience and top functionality are vital for an SUV. Therefore, the CX-5 also gets an advanced version of Mazda's innovative Karakuri tonneau cover that opens and closes together with the liftgate - a first for this segment. Weighing only 2kg (or half that of the version from the Mazda6 wagon), the cover is removed with a one touch procedure and stores neatly in the sub trunk.

"What they want, where they want, whenever they want." When designing storage receptacles for the CX-5, Mazda developers set out to achieve three things: stowability, removability and visibility. As a result, there is a large open space in front of the shift lever, ideal for personal items, and pockets in the trim of each door able to hold a 1 litre bottle.

There are also cup holders front and back as well as numerous other spaces for smaller items.

HOT AND COLD EFFICIENCY: A/C & HEATING

Mazda redesigned the climate control system to deliver impressive cooling and heating while at the same time contributing to fuel economy by reducing its weight and power requirements.

The heater has also been optimised for the cooler running SKYACTIV engines debuting in the CX-5. The new electric water pump continues to circulate hot engine water even after the i-stop system shuts off the car (at a traffic light, for example). This ensures a supply of heat for much longer than with systems that use a conventional mechanical pump.



NVH MEASURES

As for NVH, proactive measures were taken to ensure that the driver receives the necessary vibration and feedback to aid driving, while at the same time specifically eliminating unpleasant and intrusive noise.

By obstructing noise pathways from the CX-5's engine compartment to the cabin using new sound absorbing materials and controlling suspension resonance and energy flows through the floor panel, Mazda achieved some of the lowest cabin noise readings in the compact SUV segment. (See chapter 6 for more details.)

Man and machine in sync

- Alongside the optional premium 9-speaker Bose® surround sound or 6-speaker systems*, the infotainment offerings of the CX-5 include a USB iPod® connection, USB port and AUX jack
- Bluetooth® has been upgraded and now features replay, shuffle and folder-switching functions. The mail function enables SMS, MMS and email received by a Bluetooth® connected smartphone to show up on the centre console display and be read out by an automated voice
- Noise suppression technology and voice recognition functions have also been improved considerably
- Download up to 1,000 address book entries into the mobile phone system and call instantly by voice command, since there's no longer the need to voice register each individual entry
- Even certain audio functions (like changing music tracks or radio stations) can be operated via verbal commands
- To ensure a comfortable cabin atmosphere without compromising on efficiency, Mazda's engineers cut back the size and power requirements of the climate control system – saving fuel and improving vehicle performance – while at the same time delivering excellent heating and cooling as well as improving air flow



PREMIUM SURROUND SOUND FROM BOSE®

Just like the CX-5 – a highly efficient expression of an SUV – the new Bose® surround sound system delivers a powerful, uncompromising 'live-like' acoustic experience. And this despite being smaller, lighter and more energy efficient than ever. Designed together with Mazda exclusively for the CX-5, it's the perfect match.

Highlights include the innovative Bose® amplifier. At only 675g, it weighs less than half that of the amplifiers from the Bose systems in other Mazdas. And since it runs cooler and consumes less power than a conventional amp, it packs an equivalent punch despite being smaller and lighter. The same goes for the speakers. Featuring powerful, lightweight neodymium iron-boron magnets, they deliver big speaker performance in a smaller, slimmer package. These magnets can also be found in the next generation Bose® Nd® woofers, which play louder and with even less audible distortion than the previous version.

AudioPilot®² noise compensation technology, meanwhile, automatically and continuously adjusts the music in relation to background noise, even under extreme conditions such as particularly rough roads or high speeds.



PREMIUM BOSE® SOUND SYSTEM

As powerful and uncompromising yet refined as the Mazda CX-5, its high performance 9-speaker Bose® surround sound system should satisfy even the most discerning music lovers. More advanced than in the current model, it weighs 20% less. And with circuitry that enables continuous low power operation, it requires less cooling power, too.

More advanced than in the current model, it weighs 20% less. And with circuitry that enables continuous low power operation, it requires less cooling power, too.

Bose® Centerpoint® virtual surround playback technology analyses the frequency of the sound source to deliver a truly realistic virtual surround sound, even when playing back compressed signals or radio broadcasts.

Bose® AudioPilot®², meanwhile, automatically compensates for the effects of unwanted sound from different road surfaces, varying driving speeds and even open windows.

A microphone placed in the cabin continuously monitors ambient noise conditions, while a sophisticated Bose® algorithm analyses the music signal and adjusts it to reduce the effect of unwanted noise.

9 X HIGH-PERFORMANCE SPEAKERS

1. Three 3.25 inch (8cm) Twiddler neodymium mid/high-range speakers in the instrument panel.
2. Two 9 inch (23cm) Nd woofers in the front doors.
3. Two 5.25 inch (13.5cm) neodymium wide-range speakers in the rear doors.
4. Two 3.25 inch (8cm) Twiddler neodymium mid/high-range speakers in the D-pillars.

Audio Electronics

5. A Bose® digital amplifier mounted in the front right kick panel
Includes Bose® digital signal processing with Bose® surround technology (Centerpoint® and Surround Stage), AudioPilot®² noise compensation technology and eight channels of customised equalisation.
6. AudioPilot®² microphone mounted inside the cabin monitors interior noise level.



NAVIGATION SYSTEM WITH TOMTOM® TECHNOLOGY

Drivers of the CX-5 will be even more in control with the connected navigation solution from TomTom®, a leading provider of cost effective, up-to-the-minute navigation solutions.

Key features of the navigation system in the CX-5 include:

- Covers more kilometres on primary and secondary roads than any other service and is refreshed more frequently, too, with updates every two minutes
- Can be operated either via the 5.8 inch touchscreen monitor on the dash or the new HMI commander on the CX-5 centre console
- Updates available by simply downloading anything from maps and new software to voices via TomTom® HOME* using an SD card



**8 SAFETY -
ACTIVE
& PASSIVE**
AHEAD OF THE CROWD

Featuring a driver oriented cockpit layout, the CX-5 is designed to help drivers avoid accidents and, if one happens, reduce the severity as much as possible. The CX-5 comes equipped with a whole host of active safety systems as standard as well as making the latest active safety technology such as Lane Departure Warning System, Blind Spot Monitoring and High Beam Control available. And don't forget the state-of-the-art passive safety structures that range from the lightweight yet highly rigid SKYACTIV-Body and various impact-absorbing structural innovations to an array of interior bonnet-to-boot design advancements. Mazda's goal is no less than top ratings in crash tests around the world.

ACTIVE SAFETY: TECHNOLOGY AND MORE

Active safety takes many forms in the CX-5. It starts with a cockpit that enables accurate recognition and judgement by offering superior visibility.

Being a Mazda, it also includes the characteristic refined driving feel and predictably responsive handling. And, as with other Mazda's, the CX-5 is equipped with a host of active safety technologies including Anti-lock Braking System (ABS), Dynamic Stability Control (DSC), Emergency Brake Assist (EBA), Electronic Brake-force Distribution (EBD), Traction Control System (TCS) and Hill Launch Assist (HLA) .

The CX-5 raises the bar for active safety in SUVs with a package of systems available on CX-5 Akera, including Lane Departure Warning (LDW), Blind Spot Monitoring (BSM) and High Beam Control (HBC).

BSM detects vehicles approaching from behind in adjacent lanes and in the blind spots, alerting the driver via LEDs in the appropriate side mirror. If the driver disregards an alert and switches on the turn signal lights to change lanes, the LED blinks and a buzzer sounds in the instrument panel. What's new (besides adjustable buzzer volume) is that the system on the CX-5 is useful in city traffic, too, since it functions from speeds as low as 30 km/h.



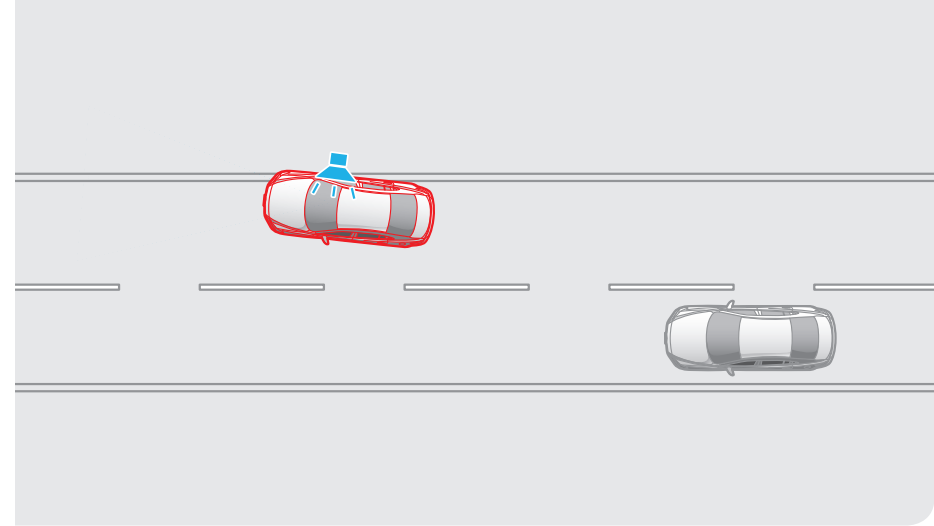
TARGETING PROVEN DANGERS

Improving visibility at night was another important safety topic for Mazda engineers. Traffic statistics reveal that 70% of fatal accidents occur at night, and most of these involve vehicles using low beam headlamps. So, the CX-5 becomes the first Mazda to be available with High Beam Control (HBC). HBC automatically switches between low and high beams to ensure good night visibility for everyone. The system uses a camera at the top of the windscreen to detect the headlights of oncoming vehicles at a distance of 600m (and taillights of preceding cars at a distance of 500 m), changing to low beams to avoid impairing other drivers' vision and then putting the high beams back on again afterwards.

HBC also switches off the high beams automatically when they are not needed,

for example at low speeds or in brightly lit urban areas. Hill starts need not cause worry, either, thanks to the CX-5's Hill Launch Assist (HLA). By controlling brake pressure to prevent the vehicle from rolling backwards, HLA helps ensure smooth starts on uphill gradients of two degrees or more. The acceleration sensor in the CX-5 version even has an integrated auto-learning function to better adapt to an individual's driving habits.

Back in the cockpit, Mazda optimised the position of the A-pillars as well as the door mirrors to enhance the driver's front and side field of vision. It's just another example of how active safety empowers the driver. Because getting from A to B safely ultimately comes down to the person behind the wheel.



LANE DEPARTURE WARNING SYSTEM

Mazda's brand new Lane Departure Warning system which, debuts in the CX-5 and is a first for the segment in Australia, always has its eye on the road. When the system is switched on, a camera on the windscreen monitors the position of the white lane markings at speeds of 65 km/h and higher. If the system detects a risk of an unintentional lane change, it warns the driver with a rumble sound originating from the applicable side of the vehicle.

The Lane Departure Warning system calculates the risk based on the steering angle, lateral G-force and other data. But if it determines that a lane change is intended, for example when the turn signal light has been engaged or the vehicle is accelerating, there is no warning.

What makes Mazda's Lane Departure Warning system truly unique is that it's the first system of its kind to channel the acoustic warning (which sounds like a car driving on rumble strips) through the left or right speakers in simulated stereo. This is proven to provoke a quicker driver reaction to rectify the situation than non-stereo warnings or beeping instrument panels.

The Lane Departure Warning System is intuitive, too, adapting to an individual driver's behaviour and changing the settings accordingly to avoid false alarms.

The system can even be customised manually by changing the preset distances to the lane markings required to trigger a warning.

PASSIVE SAFETY: ABSORBING THE IMPACT

And passive safety? Well, that's entirely up to the car. Because this is what matters when an accident occurs. Again, Mazda engineers made no compromises, designing the CX-5 to channel impact energy away from the cabin.

As the first Mazda built with the entire range of SYKACTIV technology, the CX-5 comes with the highly rigid yet lightweight SKYACTIV Body. Utilising a straighter, more continuous frame and an extremely efficient multi-load path structure, the SKYACTIV Body is designed to achieve top ratings in crash tests around the world.

High-tensile steel sees much greater usage than ever before in a Mazda. In fact, 61 per cent of the steel used in the CX-5 is of the high-tensile variety.

The B-pillar and roof reinforcement cross sections, for example, have been expanded with high-tensile steel to enhance side impact protection of the cabin. The floor section, door impact beams and side sills also received high tensile reinforcement. And the CX-5 is the first vehicle ever with extremely strong and lightweight 1,800 MPa ultra-high tensile steel, which is used in the bumpers.

Such measures help channel the load outside the cabin during a collision and prevent it from deforming. The SKYACTIV Body's multi-load path

structure, meanwhile, ensures the optimal distribution of frontal impact energy along the various load paths. And on the back of the vehicle, Mazda straightened the rear frame and optimised its shape while also joining the rear frame and B-frame sections. The upshot is that energy from a crash, whether frontal, side or rear-end impact, is simply absorbed better.

Absorbing impacts was indeed a central focus on the CX-5. It was behind the adoption of a new front suspension structure in which the engine breaks away from the suspension cross members during a frontal crash. This maximises energy absorption by creating a larger crumple zone. The AWD model also uses the driveshaft structure to absorb the backward movement of the engine. The driveshaft detaches from the underbody during a frontal crash and contracts, also breaking away from the rear differential. It thus absorbs energy, which is channelled underneath the cabin without obstructing the crumple zone.

Mazda even came up with an innovative system to efficiently absorb impact energy during relatively minor frontal crashes (up to around 15 km/h), making the CX-5 simple and economical to repair. In such cases, the brunt of the impact is borne in three areas - the shroud upper member, bumper and crash can, and suspension cross member crash can - with easy to replace bolt-fastened parts. At the same time, damage to the front frame and engine compartment is minimised.

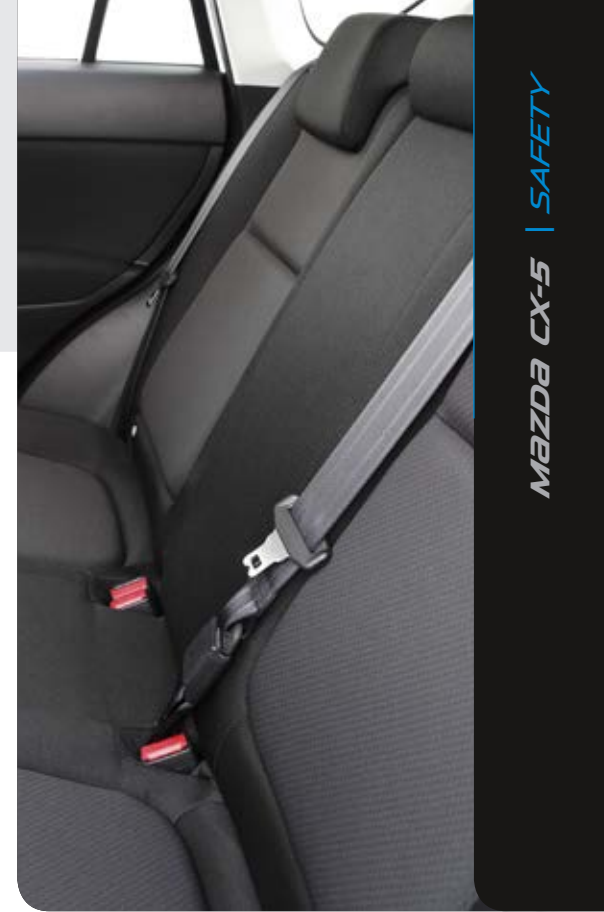
INSIDE THE CABIN

The CX-5 interior also features all the latest in passive safety equipment.

Front, side and curtain SRS airbags are standard on all CX-5 versions. And the front seatbelts have pretensioners as well as load limiters, which mitigate the impact on the chest. The steering column, with its tilt and telescopic functionality for maximum comfort, helps prevent injury, too, shifting forward during a frontal impact to absorb the driver's momentum.

The front seats were completely redesigned with a new lightweight structure. With safety in mind, the seat's side frame was altered to help eliminate contact with the occupant's ribcage. Developers also put a strong focus on mitigating neck injuries, using an anti-whiplash design that, during a rear impact, reduces the movement and rotation of the head and torso while at the same time decreasing the load these are subject to on the headrest and seatback. They did so by raising the top of the headrest, using stiffer guide holders, making the centre section of the seatback less rigid, and improving the strength of the seat lifter to restrict backwards tilting.

But in spite of all this, the seats are still 700g lighter than previous generation seats.



In the back, Mazda gave the seats an internal anti-submarine mechanism, which restrains the lower body during a rear impact. The seat pan on the 4:2:4 split rear seats limits the amount of forward movement of the occupant's pelvis, while the 60:40* rear seats use a tough foam material structure for this purpose. The rear seatback frames, mounts and hinges, meanwhile, were also reinforced to better protect rear passengers from luggage and other boot cargo. And for the smallest passengers, the CX-5 has top-tether anchors delivering maximum child seat safety and installation ease.



PEDESTRIANS IN FOCUS

In yet another first, Mazda even integrated an energy absorbing design into the CX-5's front end to minimise pedestrian injury potential. The CX-5's bonnet, for example, has a sufficient crumple zone between it and the various engine components. The body cowl and instrument panel are also less rigid to soften the blow should a pedestrian's head hit the windscreen. Finally, the front bumper is equipped with shock absorbing material to reduce leg injury and a rigid area at the bottom to help prevent the legs from going underneath the vehicle.

All in all, the CX-5 is remarkably safe to be in or around. In fact, it has already exhibited outstanding results during Mazda's own rigorous crash testing under a range of real world situations, from full and offset frontal and rear collisions to pole collisions and side impacts.



9 **BODY COLOURS**
CHOICE OF EIGHT
BODY COLOURS

Zeal Red Mica



Soul Red Metallic



Stormy Blue Mica



Sky Blue Mica



Meteor Grey Mica



Crystal White Pearl Mica

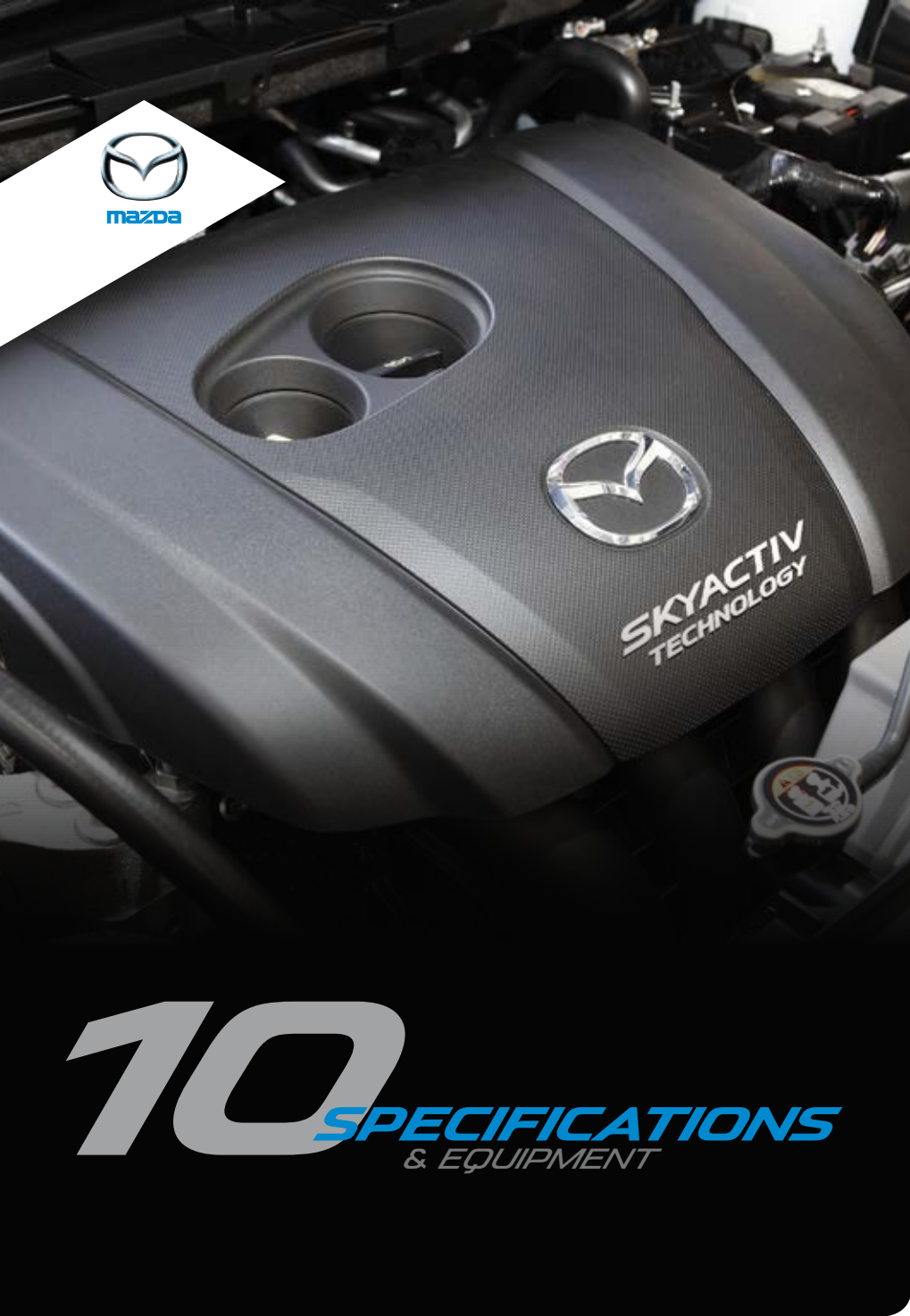


Jet Black Mica



Aluminium Metallic Mica





10 SPECIFICATIONS & EQUIPMENT

POWERTRAIN

		2.0L Petrol FWD	2.5L Petrol AWD	2.2L Diesel AWD
Engine type		2.0 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) with i-stop	2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (SKYACTIV-G) with i-stop	2.2 litre in-line 4 cylinder 16 valve DOHC intercooled turbo diesel (SKYACTIV-D) with i-stop
Engine capacity		1,998 cc	2,488 cc	2,191 cc
Bore and stroke		83.5 mm x 91.2 mm	89.0 mm x 100.0 mm	86.0 mm x 94.3 mm
Compression ratio		13.0 : 1	13.0 : 1	14.0 : 1
Maximum power		114 kW @ 6,000 rpm	138 kW @ 5,700 rpm	129 kW @ 4,500 rpm
Maximum torque		200 Nm @ 4,000 rpm	250 Nm @ 4,000 rpm	420 Nm @ 2,000 rpm
Throttle control		Electronic (drive-by-wire)	Electronic (drive-by-wire)	Electronic (drive-by-wire)
Fuel system		Electronic direct injection	Electronic direct injection	Common-rail, electronic direct injection
Fuel tank capacity		56 litres	58 litres	58 litres
Recommended fuel		Unleaded (91RON or higher) or E10	Unleaded (91RON or higher) or E10	Diesel
Fuel consumption ¹	manual (combined)	6.4 litres per 100 km	-	-
	auto (combined)		7.4 litres per 100 km	5.7 litres per 100 km
Emissions standard		Euro stage IV	Euro stage IV	Euro stage IV
Manual (SKYACTIV-MT) transmission		6-speed	-	-
Automatic (SKYACTIV-Drive) transmission		6-speed	6-speed	6-speed
Gear ratio - manual/auto	1st	3.700 / 3.552	- / 3.552	- / 3.487
	2nd	1.947 / 2.022	- / 2.022	- / 1.992
	3rd	1.300 / 1.452	- / 1.452	- / 1.449
	4th	1.029 / 1.000	- / 1.000	- / 1.000
	5th	0.837 / 0.708	- / 0.708	- / 0.707
	6th	0.680 / 0.599	- / 0.599	- / 0.600
	reverse	3.724 / 3.893	- / 3.893	- / 3.990
			4.705 / 4.624	- / 4.325

MODELS

		Maxx	Maxx Sport	Grand Touring	Akera
2.0L Petrol FWD		Man or Auto	Auto only	-	-
2.5L Petrol AWD		Auto only	Auto only	Auto only	Auto only
2.2L Diesel AWD		-	Auto only	Auto only	Auto only

CHASSIS

		Maxx	Maxx Sport	Grand Touring	Akera
Brake diameter	front	297 mm	297 mm	297 mm	297 mm
	rear	303 mm	303 mm	303 mm	303 mm
Brake type	front	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc
	rear	Solid disc	Solid disc	Solid disc	Solid disc
Steering type		Electric power assist steering	Electric power assist steering	Electric power assist steering	Electric power assist steering
Suspension type	front	MacPherson strut	MacPherson strut	MacPherson strut	MacPherson strut
	rear	Multi-link	Multi-link	Multi-link	Multi-link
Turning circle	kerb to kerb	11.2 m	11.2 m	11.2 m	11.2 m
Tyre size		225/65 R17	225/65 R17	225/55 R19	225/55 R19
Tyre index		102V	102V	99V	99V
Wheel size		17 x 7.0 J	17 x 7.0 J	19 x 7.0 J	19 x 7.0 J
Wheel type		Steel	Alloy	Alloy	Alloy
Tyre size (spare)		185/80 R17	185/80 R17	185/80 R17	185/80 R17
Wheel type (spare)		Steel	Steel	Steel	Steel

DIMENSIONS

		Maxx	Maxx Sport	Grand Touring	Akera
Ground clearance	laden	150 mm	150 mm	150 mm	150 mm
Overall length		4,540 mm	4,540 mm	4,540 mm	4,540 mm
Overall width		1,840 mm	1,840 mm	1,840 mm	1,840 mm
Overall height		1,710 mm	1,710 mm	1,710 mm	1,710 mm
Track	front	1,585 mm	1,585 mm	1,585 mm	1,585 mm
	rear	1,590 mm	1,590 mm	1,590 mm	1,590 mm
Wheelbase		2,700 mm	2,700 mm	2,700 mm	2,700 mm

WEIGHTS AND CAPACITIES

		Maxx	Maxx Sport	Grand Touring	Akera
Cargo room ²	volume (VDA) ²	403 litres	403 litres	403 litres	403 litres
	volume (VDA) ³	1,560 litres	1,560 litres	1,560 litres	1,560 litres
Kerb weight	man (2.0L Petrol FWD)	1,443 kg	-	-	-
	auto (2.0L Petrol FWD)	1,475 kg	1,478 kg	-	-
	auto (2.5L Petrol AWD)	1,556 kg	1,559 kg	1,612 kg	1,614 kg
	auto (2.2L Diesel AWD)		1,633 kg	1,685 kg	1,687 kg
Towing capacity ³	braked	1,800 kg	1,800 kg	1,800 kg	1,800 kg
	unbraked	750 kg	750 kg	750 kg	750 kg

EXTERIOR

	Maxx	Maxx Sport	Grand Touring	Akera
Daytime running lamps	-	-	X	X
Door handles (body coloured)	X	X	X	X
Exhaust extensions (chrome)	X	X	X	X
Fog-lamps (front)	-	X	X	X
Front and rear bumpers (body coloured)	X	X	X	X
Green-tinted windscreen, side and rear windows	X	X	X	X
Headlamps (Bi-Xenon) with Adaptive Front-lighting System (AFS)	-	-	X	X
Headlamps (Halogen)	X	X	-	-
Power mirrors (body coloured)	X	X	X	X
Power sliding and tilt glass sun-roof	-	-	X	X
Power windows	X	X	X	X
Rear spoiler	X	X	X	X
Roof rack mounting points	X	X	X	X

INTERIOR		Maxx	Maxx Sport	Grand Touring	Akera
Air-conditioning		X	-	-	-
Air-conditioning (dual-zone climate control)		-	X	X	X
Ambient temperature display		X	X	X	X
Bluetooth® (hands-free compatible) ⁴		X	X	X	X
Cargo area 12 volt power outlet		X	X	X	X
Cargo area tonneau cover with 'Karakuri' up and down function		X	X	X	X
Centre armrest console with tray		X	X	X	X
Critical function warning lights/chimes		X	X	X	X
Cruise control		X	X	X	X
Cupholders		X	X	X	X
Door pockets (front and rear)		X	X	X	X
Glove box		X	X	X	X
Headlamps auto on/off function		-	X	X	X
Illuminated entry system with delayed fade		X	X	X	X
Instrument panel light dimmer		X	X	X	X
Interior illumination	cargo room lamp	X	X	X	X
	map reading spot lamps	X	X	X	X
	power window switch (driver)	X	X	X	X
Interior release for	fuel filler door	X	X	X	X
Leather-wrapped	gear shift knob	-	X	X	X
	handbrake handle	-	X	X	X
	steering wheel	-	X	X	X
Overhead sunglass storage box		X	X	X	X
Rear-view mirror with auto dimming function		-	-	X	X
Satellite navigation (TomTom)		-	X	X	X

INTERIOR CONTINUED		Maxx	Maxx Sport	Grand Touring	Akera
Seat trim ⁵	cloth	X	X	-	-
	leather	-	-	X	X
Seats (front)	8-way power adjustment (driver)	-	-	X	X
	adjustable head restraints	X	X	X	X
	heating function	-	-	X	X
	height adjustment (driver)	X	X	X	X
	power lumbar support (driver)	-	-	X	X
	rake and slide adjustment	X	X	X	X
	seat back pockets	X	X	X	X
	Seats (rear)	40/20/40 split fold backrest (flat fold)	-	X	X
60/40 split fold backrest		X	-	-	-
adjustable head restraints		X	X	X	X
centre fold-down armrest		-	X	X	X
Smart keyless entry		-	-	X	X
Smart keyless push-button engine start		X	X	X	X
Tachometer and electronic odometer/tripmeter		X	X	X	X
Tilt and telescopic adjustable steering wheel		X	X	X	X
Trip computer ⁶		X	X	X	X
Vanity mirrors (front)		X	-	-	-
Vanity mirrors (front) with illumination		-	X	X	X
Window demister (rear)		X	X	X	X
Wipers (front) 2-speed with rain-sensing function			X	X	X
Wipers (front) 2-speed with variable intermittent function		X	-	-	-
Wiper (rear) with intermittent function		X	X	X	X

AUDIO

		Maxx	Maxx Sport	Grand Touring	Akera
AM/FM tuner		X	X	X	X
Auxiliary input (3.5mm MP3 player compatible)		X	X	X	X
Bluetooth® audio (MP3 player compatible) ⁴		X	X	X	X
CD player, single disc (MP3/WMA compatible)		X	X	X	X
Premium Bose® 231 watt amplifier and speakers		-	-	X	X
Speakers (4)		X	-	-	-
Speakers (6)			X	-	-
Speakers (9)		-	-	X	X
Steering wheel-mounted audio controls		X	X	X	X
USB input (iPod® compatible)		X	X	X	X

SAFETY

		Maxx	Maxx Sport	Grand Touring	Akera
Airbags SRS	front (driver & passenger)	X	X	X	X
	side (front)	X	X	X	X
	curtain (front and rear)	X	X	X	X
Anti-lock Braking System (ABS)		X	X	X	X
Blind Spot Monitoring (BSM)		-	-	-	X
Child restraint anchor points		X	X	X	X
Dynamic Stability Control (DSC)		X	X	X	X
Electronic Brake-force Distribution (EBD)		X	X	X	X
Emergency Brake Assist (EBA)		X	X	X	X
Emergency Stop Signal (ESS)		X	X	X	X
Engine immobiliser		X	X	X	X
High Beam Control (HBC)		-	-	-	X
High mount stop lamp		X	X	X	X
Hill Launch Assist (HLA)		X	X	X	X
Lane Departure Warning (LDW)		-	-	-	X
Left hand side convex (wide angle) exterior mirror		X	X	X	X

SAFETY CONTINUED

		Maxx	Maxx Sport	Grand Touring	Akera
One touch (up and down) power window (driver)		X	X	X	X
Parking sensors (front and rear)		-	-	X	X
Remote central locking (two transmitters)		X	X	X	X
Reverse camera		X	X	X	X
Seat-belt warning (front and rear)		X	X	X	X
Seat-belts 3-point lap-sash (all seats)		X	X	X	X
Seat-belts (front) with pre-tensioners, load-limiters and height adjustable shoulder anchorages		X	X	X	X
Side impact door beams		X	X	X	X
Traction Control System (TCS) - switchable on/off		X	X	X	X
'Triple H' safety construction with front and rear crumple zones		X	X	X	X
Tyre Pressure Monitoring System (TPMS)		X	X	X	X
Whiplash minimising front seats		X	X	X	X

¹ Fuel consumption figures are based on ADR81/02 test results. They are useful in comparing the fuel consumption of different vehicles. They may not be the fuel consumption achieved in practice. This will depend on traffic, road conditions and how the vehicle is driven.

² 2 Measured with rear seats up and up to tonneau cover.
³ 3 Measured with rear seats folded down and up to roof.

³ Subject to State or Territory regulations.

⁴ Please check the compatibility of your Bluetooth® device (particularly your mobile phone) with the specific Mazda vehicle you intend to purchase as not all devices operate correctly. Visit mazdahandsfree.com.au or consult your Mazda Dealer for further information.

⁵ Leather interior includes Maztex material on selected high impact surfaces.

⁶ Trip computer displays current and average fuel consumption, distance to empty and average vehicle speed.



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