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Mazda CX-9
OCTOBER 2009

MAZDA CX-9

October 2009

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Prices listed in this press kit were correct as at the time of launch. For any updates to pricing go to:
<http://www.mazda.com.au/Forms/Mazda%20Pricing.aspx>

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1. *ATA GLANCE*

- Mazda's first 7-seat crossover SUV, CX-9, launched in Australia in December 2007 to critical acclaim, raising the bar in the Medium SUV segment
- The current CX-9 has received 17 global motoring awards; approx 70,000 sold worldwide (7,500 of those in Australia)
- Facelift CX-9 takes refinement and styling up a notch, now sporting a bolder and more sophisticated design incorporating Mazda's expressive five point grille 'family face'
- Refreshed CX-9 available in three grades, including the all-new range-topping Grand Touring
- MLP for Classic is **\$49,990** (\$2,000 less than equivalent outgoing model), Luxury is **\$56,990** (\$3,115 less than the equivalent outgoing model) and offers \$230 worth of additional equipment. Luxury with optioned Satellite Navigation is **\$60,313** and Grand Touring is **\$63,186**. All MLPs includes Luxury Car Tax where applicable.
- Equipment upgrades include Satellite Navigation, Bluetooth® functionality, heated 3-position memory side mirrors, smart keyless entry and engine start and remote operated power tailgate with open/close (depending on grade)
- Refreshed interior expresses sportiness, strength, and refined quality. New high quality cloth and leather trim
- Satellite Navigation available as an option on CX-9 Luxury and standard on CX-9 Grand Touring
- CX-9's 3.7 litre V6 24-valve DOHC petrol engine is Mazda's most powerful engine, producing 204kW @ 6,250rpm and 367Nm @ 4,250rpm
- Fuel economy significantly increased through engine re-calibration and improved aerodynamics. Coefficient of drag now 0.365 (was 0.37)
- Facelift CX-9 now only sips 12.2L/100km (previously 13.0L) and has an improved CO₂ emission rating of 291g/km (was 309)
- CX-9 protects your precious cargo with an impressive line-up of active and passive safety technologies including: ABS, DSC, TCS, RSC, EBA, EBD, and 6 SRS airbags. Front Active head restraints now standard across the range.
- Improved ride and comfort achieved through re-tuning of front suspension
- CX-9 fuses a striking design with SUV practicality: Second-row 60/40 split with the third-row 50/50 split folding flat into the floor and up to 1,911 litres of cargo space on offer

2. OVERVIEW

- New CX-9 range consists of three grades: Classic, Luxury and Grand Touring and offers outstanding value: Classic priced \$2,000 less than the equivalent model and Luxury \$3,115
- Styling and equipment upgrades take Mazda's largest vehicle to new levels of luxury and refinement
- All CX-9s powered by a 204kW V6 engine mated to a 6-speed Activematic gearbox and Mazda's Active Torque Split AWD system
- State-of-the-art safety technology to protect your precious cargo

Mazda CX-9 was launched in Australia in December 2007 to critical acclaim. It was then and remains today Mazda's largest and most powerful vehicle and the only 7-seat SUV to eloquently blend sporty and dynamic design with utilitarian practicality.

CX-9's striking crossover design was a welcome addition to a segment traditionally known for its bland and boxy offerings.

In two short years CX-9 has received 17 global automotive awards, including North American Truck of the Year and *Motor Trend* magazine's SUV of the year in 2008. Over 70,000 CX-9s have been sold around the world, with almost 7,500 of those sold in Australia.

As the saying goes, there's always room for improvement and in an effort to stay ahead of the pack the Mazda CX-9 design and engineering team, led by Programme Manager Hideaki Tanaka, has taken refinement and styling up a notch.

The result for facelift CX-9 is a bolder and more sophisticated design incorporating a larger lower grille and Mazda's expressive five-point 'family face'. Exterior styling upgrades are complimented by a refreshed interior boasting a barrage of new features while an all-new Grand Touring model takes CX-9 luxury to a whole new level.

Priced from just \$49,990 the facelifted Mazda CX-9 range now has something for everyone, giving Australian families more choice than ever before with three models: Classic, Luxury and the new Grand Touring.

Boasting a suite of interior and exterior upgrades, Mazda CX-9 is even better value for money with the Classic model priced \$2,000 less than the equivalent outgoing model and Luxury \$3,115 less. And that's without taking into account the impressive list of additional equipment now standard on these models.

Facelift CX-9 is available in six mica/metallic colours, including an all-new colour: Dolphin Grey.

All CX-9's are powered by Mazda's largest capacity engine: A 3.7 litre V6 petrol engine with 24-valves, DOHC and Sequential Valve Timing (S-VT) which produces 204kW of power and 367Nm of torque when mated to a 6-speed Activematic transmission. Power is delivered to the road via Mazda's on-demand Active Torque Split (ATS) all-wheel drive system.

Engine calibration and improved aerodynamics means CX-9's carry over engine now sips just 12.2 L/100km (previously 13.0L), making it one of the most fuel efficient all-wheel drive vehicles in its segment. CX-9 now boasts an improved CO₂ emission number of 291g/km (previously 309).

Revised front and rear combination lamps express Mazda's 'Nagare' design language through a new patterned texture inspired by nature. Fog lamp bezels are sharper and stronger and side mirrors more sporty and dynamic. The addition of silver garnishes front and rear enhance dimension and sharpness and CX-9 remains the only car in its class to offer 20 inch alloy wheels (standard on Luxury and Grand Touring models).

The refreshed CX-9's bold and sophisticated design theme continues on the inside with chrome and Piano Black plating throughout the cabin. A double opening centre console lid is adopted and a dial system on the air-conditioning panel for rear occupants has been replaced with a flush surfaced design and LCD indications. The steering wheel from New Generation Mazda3 is adopted for CX-9 and Piano Black trim is applied for a premium luxury finish.

All CX-9 models are generously appointed with three-zone climate control air-conditioning, alloy wheels, cruise control and power windows and mirrors. An MP3/WMA compatible CD player is operated through a display which includes a reversing camera with rear parking guidelines.

The all-new range topping Grand Touring model adds xenon headlamps, a remote operated power tailgate, as well as keyless entry and engine start.

CX-9 is about to enter its third year of production and its combination of dynamic styling, safety, versatility and performance ensures Mazda's flagship crossover SUV continues to wow customers.

Mazda expects to sell around 260 CX-9's each month with the following model split (lifecycle average):

Mazda CX-9 Classic	26%
Mazda CX-9 Luxury	60%
Mazda CX-9 Grand Touring	14%

3. PRICING

Mazda CX-9, like all Mazda vehicles, blends state-of-the-art features and safety technology, a sporty yet stylish design and sports car DNA handling all at an affordable money 'can buy' price. With the facelift model Mazda Australia has packaged CX-9 with interior, exterior and driving enhancements with the excellent value for money Mazda is known for.

CX-9's value equation is now better than ever with the Classic model priced \$2,000 less than the equivalent outgoing model. CX-9 Luxury is priced \$3,115 less than the equivalent outgoing model, and boasts \$230 worth of additional equipment.

Manufacturer's List Prices (MLP)*:

Classic	\$49,990
Luxury	\$56,990
Luxury with Satnav	\$60,313
Grand Touring	\$63,186

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* 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.

4. MODEL BY MODEL

(Items in italics and bold are new, for full specification and features see page 36)

CX-9 Classic, from \$49,990 (MLP)

Powertrain:

- 3.7 litre V6 24 valve DOHC S-VT engine
- 204kW and 367Nm
- 76L fuel tank
- 91 RON regular unleaded petrol
- ***fuel economy of 12.2L/100km (was 13.0)***
- ***CO₂ emission rating of 291g/km (was 309)***
- ***Coefficient of drag of 0.365 (was 0.37)***

Drivetrain:

- Active Torque Split all-wheel drive ATS system

Transmission:

- 6-speed Activematic

Safety:

- front (driver and passenger), side (front) and curtain (front and rear) SRS airbags
- ABS, TSC, EBD, EBA, RSC
- ***Front Active head restraints***

Audio:

- ***4.3 inch full colour LCD display with:***
 - reversing camera
 - AM/FM tuner
 - 6-disc CD player (MP3/***WMA*** compatible)
 - auxiliary input for MP3 player

Features:

- seating for up to 7 adults plus luggage
- ***new high-quality soft-touch cloth seat trim – Nagare inspired***
- three-zone climate control air-conditioning
- auto on/off headlamps and rain-sensing wipers
- ***double-opening centre console***
- power windows and mirrors
- remote keyless entry
- 18 inch alloy wheels
- halogen headlamps
- body coloured exterior door handles

CX-9 Luxury, from \$56,990 (MLP)

CX-9 Classic plus:

- **heated door mirrors with 3-position memory function and reverse tilt-down function**
- power-sliding glass sun-roof
- front seats with:
 - 3-position memory function (driver)
 - 4-way power adjustment (passenger)
 - 8-way power adjustment (driver)
 - heating function (driver and passenger)
 - seat base tilt adjustment (driver)
- **new high-quality black leather seat trim**
- premium Bose® amplifier and 10 speakers (with subwoofer)
- 20 inch alloy wheels
- chrome exterior door handles

CX-9 Luxury with Sat Nav, from \$60,313 (MLP)

CX-9 Luxury plus:

- 7 inch touch screen satellite navigation with:
 - **Bluetooth® (hands-free compatible) with audio profile**
 - **Bluetooth® audio (MP3 player compatible)**
 - reversing camera
 - **single-disc CD player (MP3/WMA compatible)**

CX-9 Luxury Grand Touring, from \$63,186 (MLP)

CX-9 Luxury with Satellite Navigation plus:

- **xenon headlamps**
- **remote operated power tailgate (open/close)**
- **smart keyless entry and engine start**

*All MLPs includes LCT where applicable

5. MECHANICAL OVERVIEW

- Powerful 204kW V6 engine and six-speed Activematic always ready for performance
- Dynamic and sure-footed thanks to Mazda's Active Torque Split (ATS) all-wheel drive system and independent suspension
- 0-100km/h in just 8.5 seconds*

All Mazda vehicles strive to be the most dynamic in their class but not at the expense of practicality or value. To achieve this, Mazda decided early on to build the CX-9 on its own monocoque chassis and not to use a stretched version of that in the smaller CX-7.

The CX-9 does not share a 'platform' or architecture with the Mazda CX-7, despite both cars carrying the CX 'Crossover Sport' moniker. The Mazda CX-9 is a completely bespoke development, though it does use component synergies where relevant – such as the Active Torque Split all-wheel drive system and Aisin six-speed Activematic transmission.

The Mazda CX-9 takes the classic SUV design to stylish new heights, dressing its imposing dimensions in sleek lines and flowing curves that make its rivals look decidedly stodgy. The CX-9's long, graceful glasshouse drapes a purposeful body that stands ready for business on 18 or 20 inch wheels and tyres.

The revolutionary CX-9 7-seat AWD is the largest passenger vehicle in Mazda's range. It measures 5099mm in length, 1,728mm in height and is 1,936mm wide.

Mazda's most powerful engine

The Mazda CX-9 is powered by a longitudinally-mounted, 3.7 litre V6 petrol engine that displaces 3,726cc and produces 204kW of power at 6,250rpm, the most power of any Mazda vehicle. Peak torque of 367Nm is produced at 4,250rpm.

To ensure smooth, immediate acceleration the robust CX-9 engine delivers at least 90 per cent of its maximum torque between 2,800rpm and 5,800rpm.

This engine output is fed through a smooth-shifting Aisin automatic gearbox, the same six-speed Activematic transmission as used in the Mazda CX-7.

Mazda CX-9 can accelerate from 0-100km/h in 8.5 seconds*.

*As tested by *Wheels* magazine

For the facelift model CX-9 engineers recalibrated the CX-9's powerful V6 in order to make it compatible with low-viscosity ATF oil that improves practical fuel economy. This combined with improvements in aerodynamics translates to an improved fuel economy of 12.2L/100km (previously 13.0L).

Active safety enhancing the driving experience

Mazda's engineers wanted to maximise the CX-9's performance and traction, so they included a suite of active safety devices designed to give the driver maximum control at all possible times. All CX-9 models come standard with Antilock Brakes (ABS), Dynamic Stability Control (DSC), Emergency Brake Assist (EBA), Electronic Brakeforce Distribution (EBD) and Roll Stability Control (RSC). More can be read about these systems in the Safety section of this press kit.

Mazda worked to give the CX-9 the best combination of dynamic handling and comfortable ride with a fully-independent suspension system.

The front suspension employs MacPherson struts with lateral force control springs and ball type strut bearings for a smooth steering feel and driving comfort.

For the facelift model, Mazda engineers further refined CX-9's ride feel by revising the interior structure of the front suspension dampers, striking the best balance of a milder and high-quality ride with excellent steering performance.

The rear suspension adopts the multi-link suspension system that has been proven in several other Mazda vehicles such as RX-8, MX-5, Mazda6 and CX-7. The link layout and tuning has been optimised for the CX-9's 2,036kg kerb weight (Luxury is 2,080kg and Grand Touring is 2,097kg).

Four-wheel disc brakes with ABS, EBD and EBA

Four-wheel ventilated disc-brakes include an Antilock Braking System (ABS) to prevent lockup during emergency use and Electronic Brake-force Distribution (EBD) and Emergency Brake Assist (EBA) to ensure the shortest possible stopping distance in an emergency.

Dual-piston front brake calipers operate in conjunction with 320mm diameter ventilated rotors, and single-piston rear calipers squeeze 325mm rotors, also ventilated. Ventilating discs have high-fade durability and high tolerance to continuous braking.

Front-to-rear distribution of braking force is electronically controlled to take full advantage of available traction during stops. In the event the driver applies the brakes rapidly in an emergency but with insufficient force to engage the ABS function, a brake assist function takes over to stop the vehicle as quickly as possible.

To provide drivers with a confident feel during stops, the CX-9's braking system is extra-rigid so that deceleration is more directly proportional to pedal pressure than pedal travel. The payoff with this more linear response is enhanced controllability.

Not only does the CX-9 have excellent brake feel, it also boasts a short stopping distance. Based on the results of in-company brake testing on a flat, dry concrete surface, the minimum stopping distance from 100km/h was about 39 metres with two passengers aboard, and about 41 metres with seven passengers and hand luggage.

The foot-operated parking brake enhances the storage utility of the vehicle by allowing for a centre console with larger capacity.

6. POWERTRAIN

- Carry over engine now sips just 12.2L/100km (previously 13.0)
- Spirited performance assured by most powerful non-turbo engine in its class
- Six-speed Activematic transmission provides the right gear for all situations
- Mazda's Active Torque Split AWD system ensures maximum tractive effort in various terrain

Sufficient power, refined performance and improved fuel economy

The Mazda CX-9 is the most powerful passenger vehicle in Mazda's current range. It is also the most powerful naturally-aspirated 7-seat SUV in the Medium SUV segment.

A 3.7 litre V6 engine provides CX-9 with outstanding acceleration and passing performance. Regular unleaded fuel (91 RON) is suitable for use in the CX-9.

A calibration update in the engine's Transmission Control Module now makes it compatible with low-viscosity ATF oil that improves practical fuel economy. This combined with improvements in exterior aerodynamics translates to improved fuel economy of 12.2 L/100km (previously 13.0L). Facelift CX-9 also boasts a reduced CO₂ emission rating of 291g/km (previously 309).

The CX-9's 60-degree short-stroke V6 is made in Japan and state-of-the-art throughout. Advanced features include a die-cast aluminium block with cast-in iron cylinder liners and aluminium cylinder heads for minimal weight. The engine displaces 3,726cc and produces 204kW of power at 6,250rpm.

Extensive computer-aided-engineering analysis was used to configure the cylinder block casting, to shape intake and exhaust ports, and to design the high-volume exhaust system fitted with three large mufflers. Very low back pressure is one of the reasons why the power curve is still ascending at the 6,500-rpm redline. In addition, the forged-steel crankshaft is fitted with induction-hardened journals, a full complement of counterweights. Engineering details even extend to a roller-chain cam-drive sprocket lined with rubber for quiet operation.

Peak torque of 367Nm is produced at 4,250rpm, and to ensure smooth, immediate acceleration is ready whenever needed, the CX-9's robust engine delivers at least 90 per cent of its maximum torque from 2,800rpm-5,800rpm. This also means that an impressive braked towing capacity of up to 2,000kg can be achieved.

The engine achieves this class-leading performance by utilising best practice and a range of clever innovations. Firstly, a more efficient means of air intake has been devised by optimising the design of the intake manifold and adopting high flow cylinder head ports.

The length, width and curve of the intake pipe has been optimally adjusted to reduce undulation and resistance of the intake air. This also helps to reduce the vibration sometimes experienced due to air intake.

A second technology which helps to ensure the best possible air intake is S-VT (Sequential Valve Timing). This system works to adjust the points at which the engine's intake valves open and close during each operating cycle in accordance with engine speed and air-intake rate. This allows the engine to operate more efficiently throughout the rev range while maintaining optimal power and delivery.

The valve-train includes chain-driven double overhead camshafts for minimal maintenance, four valves per-cylinder with direct acting bucket-type actuators. A high 10.3:1 compression ratio maximises efficiency and power output while the throttle is electronically controlled for instantaneous response. Two close-coupled catalytic converters cleanse the exhaust without inhibiting power.

This engine output is fed through a smooth-shifting Aisin six-speed Activematic gearbox, the same automatic transmission as used in the Mazda CX-7. The gear ratios are the same, however a final drive ratio has been specifically chosen to suit the high torque output of the CX-9's V6 engine.

And CX-9's all-wheel drive system, Active Torque Split AWD system, ensures the most motive force is gained from the CX-9's engine performance.

Mazda has moved to reduce the CX-9's exhaust emissions by situating two close-coupled catalysts and three large capacity silencers in the exhaust system. This means the CX-9 meets Euro Stage 4 emissions regulations. CX-9's CO₂ emission figure has improved to 291g/km from 309g/km.

All-wheel drive standard on all models

Mazda's Active Torque Split AWD system achieves a fine balance between sporty control over the car that makes it particularly fun to drive and handling stability on snowy or wet surfaces or under other challenging road conditions.

Under normal conditions, the front wheels provide the drive with traction being transmitted to the rear wheels as needed. The change from 2WD to AWD is seamless and occurs automatically without the driver having to select AWD.

Six-speed Activematic transmission

The six-speed Activematic transmission is the same one used in the CX-7 and provides excellent driving performance, competitive fuel economy, and quietness of operation. The Activematic also features a manual mode which allows the driver to actively select gears like in a manual transmission vehicle.

The transmission delivers a sporty, aggressive shift feel while quick response to driver inputs provides brisk shift changes with low shift lag. It is more than capable of extracting performance from its 3.7 litre V6 engine while providing a relaxed, comfortable ride with minimal noise and shock and good fuel economy.

7. DESIGN

- Larger lower grille and Mazda's expressive five point grille 'family face' helps bring a bolder and more sophisticated design
- Improved aerodynamics contributes to reduction in fuel economy

Bold and Sophisticated – Nagare inspired

The current CX-9 has earned high acclaim across the globe for being a crossover SUV with three rows of seats with an interior and exterior design that communicate sportiness, emotional appeal, and luxury.

Many mid-sized crossover SUVs strive for the utilitarian look. The Mazda CX-9, however, is designed to evoke a strong pride of ownership. Without sacrificing versatility or efficiency, the CX-9 strives for the sophisticated appearance of a vehicle costing two to three times as much. Its smooth and flowing silhouette, prominent wheels and tyres, muscular fenders and steeply angled windshield give the CX-9 a dramatic-but-refined look.

Facelift CX-9 receives a Nagare-inspired exterior and interior. Wrapped from front to rear with subtle design cues that express the "embodiment of motion," the exterior of the CX-9 is bold and sophisticated. All told, the refined CX-9's exterior and interior designs represent a newly evolved and better fusion of sportiness, aggressiveness, and quality.

Exterior Design - Welcome to the family

Front design

With the front design, Mazda aimed to evolve the Mazda 'family face' into an up-to-date form and give it a stronger visual presence.

Consequently, the lower grille was redesigned and given a wider, more three-dimensional contoured form. Replacing the almost rectangular shape on the current CX-9 with a more pronounced reflection of the five-point shape created a look that is unmistakably Mazda.

At the same time, the front bumper was given an aggressive, sporty design that includes Nagare-inspired flowing lines.



Nagare design language is also reflected in a dynamic design for the fog lamp bezels, which flow around to the sides of the bumper for a bold, wide, sporty look. In the upper grille, the top bar was given a revised shape that gives a stronger impression of forward motion and the mesh was made to look more three-dimensional by means of a more lustrous, taut-looking finish. Also, refinement was added in the form of chrome-plated, flush-fitted edging on the upper and lower grilles.

The front combination lamps also have a new design in which the turn-signal lamp is, unlike that on the current CX-9, not L-shaped. Mazda's Nagare design language is reflected in a wing shaped eyeline at the top of the lens and in a line that flows laterally through the central circular section. And the newly shaped parts have a new, dimpled texture that gives a sense of exquisite craftsmanship. Thanks to the new design, the front combination lamps look bigger and bolder and have a level of quality that gives a stronger sense of craftsmanship. On the new range-topping CX-9 Grand Touring model, xenon low beam cylindrical headlamps with vertical accents further underscore its premium character.



Rear design

A new rear design makes the vehicle instantly recognisable as the newly refined form of the CX-9.



One element of the new design is a silver-painted rear-garnish moulding; the moulding has a sharper look than that on the current CX-9 owing to a thinner, more three-dimensional shape, and its silver colour creates greater visual consistency with the chrome-plated horizontal bar in the front lower grille. The new shape of the shiny rear-garnish moulding also creates a stronger look of connection between the rear-

garnish moulding and the rear combination lamps, thereby making the body look wider.

Distinctive light-emitting-diode, Nagare-inspired rear combination lamps each have three soft looking lines running across the red lens portions. The clear portions have the same new texture as the newly shaped parts of the front combination lamps, so they give a sense of refinement and exquisite craftsmanship. Plus, the red lens portions, which are positioned at the top of the rear combination lamps on the current CX-9, are newly positioned at the bottom for a stronger impression of stability.



The unique, trapezoid, dual chrome exhaust pipes accentuate the fine detail put into the design.



Profile design

The side design inherits the attractive, highly praised proportions seen in the current CX-9. The CX-9's long, graceful glasshouse drapes a purposeful body perched on 18 or 20 inch wheels and tyres. CX-9 remains the only car in its class to offer 20 inch alloy wheels (on Luxury and Grand Touring).

Exterior door mirrors have a new, sportier, more dynamic design. The door mirrors each incorporate a turn-signal lamp with a slim, sharp shape that gives a sense of refinement.

Without sacrificing versatility or efficiency, the CX-9 delivers the sophisticated appearance of a vehicle costing twice as much. Its flowing silhouette, prominent wheels and tyres, muscular wheel arches and steeply angled windscreen and backlight give the CX-9 a dramatic and refined look.



Adding to CX-9's sporty prowess is a power-sliding glass sun-roof standard on Luxury and Grand Touring models.

Facelift CX-9 can be dressed in six mica/metallic body colours: Copper Red, Crystal White Pearl, Stormy Blue, Sparkling Black, Aluminium and new to CX-9, and new to Mazda is Dolphin Grey.

And as with all Mazda vehicles, CX-9 buyers will not be charged a premium for mica or metallic paint

For a full colour chart see page 34

Aerodynamics

For the facelift model Mazda evolved the CX-9's aerodynamic performance in ways that combined a lower drag coefficient (Cd) with great looks. Notably, the engineering team incorporated aerodynamic improvements into the vehicle's design using cutting-edge analysis techniques that were devised in the development of the Mazda6.

Specific improvements are as follows:

- Optimisation of the shape of the front tyre deflectors and incorporated an opening into each front tyre deflector to avoid detracting from brake-cooling performance
- Newly designed door mirrors, which optimise the character-line position and the shape of the opening between the mirror housing and the base
- Rear combination lamps which have adopted an airflow-enhancing protrusion
- Optimisation of the shape of the opening in the front bumper and the addition of a duct from the bumper face to the radiator

To optimise the opening in the front bumper, areas outside the area of the radiator were blocked. The blocked areas prevent higher drag by keeping superfluous air from being drawn through the opening. The duct between the bumper face and the radiator efficiently directs incoming air toward the radiator and limits the amount of air flowing around to the sides of the radiator, so it limits the radiator's flow resistance.

Mazda's CX-9's superior aerodynamic performance is reflected in a Cd of 0.365 (previously 0.37).

Interior Design and Space

Sophisticated elegance: Interior colour and quality

For the interior, Mazda carried forward the design theme of the current CX-9 but pursued a higher level of quality for the facelift model. Notably, revised materials, colours, and positions of decorative finishes and trim parts create a more sophisticated interior environment.



Brightly edged gauges and indirect blue illumination set a cool mood. Horizontal elements in areas such as the centre panel, door trim and seat design intersect with vertical accents to create the same harmony present in fine furniture.

Interior craftsmanship and attention to detail is visible everywhere. Soft trim is elegantly configured and constructed of top-quality materials and its leather or cloth seats (depending on grade) have an inviting yet sporty look. The dash panel houses large, clearly marked entertainment and climate controls. The metallic look of the floating door trim-grips reveals the designer's fine eye for detail.

The sense of quality appropriate to a sporty, high-quality SUV can be felt in every part of the cabin. The CX-9 achieves an optimum touch-feel quality in each area that contacts the body while driving.

Interior enhancements

CX-9's interior colour remains a refined noble black but new chrome-plated and piano black highlights accent the sportiness of the vehicle, while offering a high quality feel. For the facelift line-up, the seats in CX-9 Classic are trimmed in a new luxury-feel, Nagare-inspired cloth upholstery, the Luxury and Grand Touring models gain leather with subtle stitching. Both materials provide a soft, smooth, and comfortable touch.

For the facelift range Mazda chose to change the finish on frequently touched items (for example, the climate-control dials, automatic-transmission shift knob, ventilation-louvre knobs, and door-handle levers) from silver-coloured paint to chrome plating for higher visual and tactile quality.

On items to which users pay particular visual attention (for example, the high-grade steering wheel and audio panel), glossy piano-black was applied and subdued matt-black finishes, which combine with chrome-plated accents to express a more composed kind of refinement.

Also, the automatic-transmission indicator panel was given a flat shape which, together with a new combination of piano-black, matt-black, chrome-plated, and silver-painted finishes, creates a chic but sporty look.

New for facelift CX-9 is a double-lid design centre console. It contains an audio auxiliary jack and 12-volt outlet and provides ample storage for up to four DVDs and nine CDs and the double-lid design improves accessibility for rear occupants.

A new flush surfaced air-conditioning panel for rear occupants is equipped with function buttons with LCD indication (previously a dial system).



Passenger comfort

The Mazda CX-9 rides on a 2,875mm wheelbase, one of the longest in its class, enhancing the CX-9's dynamic envelope and providing ample interior space for up to seven adults and easy access to its three-row seating. Even with seven adults onboard, there is sufficient cargo space to meet the needs of modern Australian families.

Good visibility in all directions is an important component of vehicle safety. The high seating position of the CX-9 naturally provides for impressive all-round visibility but a variety of new features help to improve visibility and safety even further.



To ensure the driver is able to obtain an optimal driving position, the driver's seat and steering column move quickly and easily over a long range of adjustment.

Designers paid particular attention to the second row seats in order to facilitate ease of entry to the third row. Firstly the rear doors open an impressive 72 degrees to allow a wide avenue of access. Also, the side sill is level with the floor for easy entry and exit.

Secondly, the second row seat has both rake and slide adjustability, which frees up 662mm leg room at hip height and 226mm foot room. The seat slides through a range of approximately 120mm.

Access to the third row is via one simple lever that rakes the seatback and slides the base forward and the second row seat split folds 60/40.

Grab handles are strategically placed to aid passenger access.

The third row seat is not just for kids or teenagers; it has been designed to cater for full-size adults. As a result it offers a more natural seating position and more space than the competition. Also, there is an easily accessible latch to allow third row occupants to release the second row seat without aid.

Even with the third row occupied, the CX-9 provides up to 267 litres of cargo capacity. Both second and third-row seats fold flat to allow additional storage all the way to the back of the front seats.

With the third and second row seats folded CX-9 boasts 1,911 litres of cargo space (1,887 litres on Luxury and Grand Touring models).

Providing ease of access to the boot is a remote and/or button powered tailgate, standard on the range-topping Grand Touring model. At the touch of the button the rear tailgate opens and closes, handy for those times when you have an arm-full of shopping bags.

Seats

The refined CX-9's seats are, like those of the current CX-9, available in two types: leather and cloth. The leather is a new type with a softer, higher-quality texture. The accent-leather portions have natural dimples and a new, dark, warm-looking grey colour that complements the new silver-coloured cabin details for a look that expresses sportiness, strength, and refined quality. The fabric is a densely woven type with a supple texture. High quality is reflected in ample fabric thickness that realises a good feel for people sitting on the seats. In the pattern on the fabric, the Nagare design language is reflected in lines that are sharp but smooth. The contrast between the sharpness and smoothness emphasises dynamism.

Storage for all of life's clutter

There are numerous storage locations in the CX-9. Some of these storage solutions in the front seats include a lockable and illuminated glove box, glasses compartment, dual cup holders (ten in total) and door map pockets which can also store drinks and other items.

New for facelift CX-9 is a double-lid design centre console which contains an audio auxiliary jack and 12-volt outlet and can be used to store CDs, MP3 players or iPods. There is also a coin box, which is located on the right hand side of the steering wheel.

Second row occupants are not forgotten. A centre armrest console includes room for two drinks or other items and air-conditioning controls for the rear. Each front seatback has a map pocket and the doors contain generously-sized bins. The Luxury grade includes a small storage area in the armrest, which can be used to store MP3 players, children's games or the like.

The third row does not go without storage areas, with two cupholders for each seat making four in total.

8. FEATURES: OUTSIDE & IN

For a model-by-model breakdown see page 6

Priced from just \$49,990 the refreshed Mazda CX-9 is offered in three models: Classic, Luxury and the all-new range-topping Grand Touring.

CX-9's updated bold and sophisticated design is accentuated by a suite of exterior and interior features that make CX-9 an affordable, European-rivalling premium vehicle that will impress even the most discerning luxury car buyer.

Exterior Features

CX-9's sporty and sophisticated armour is big enough to carry seven adults comfortably, but the only thing SUV about it, is its functionality. It's sporty and dynamic design eloquently disguises its size and utilitarian practicality. Like an adult in a teenager's guise, CX-9 is a SUV like no other.

Its purposeful body stands on 18 inch wheels encased in Mazda's iconic RX-8-inspired fenders. CX-9 Classic buyers get body coloured door handles and front and rear bumpers, Nagare-inspired front and rear combination and fog lamps, green-tinted windscreen, side and rear windows, chrome exhaust extensions and a rear spoiler to complete the look.

CX-9 Luxury models get chrome door handles and a power sliding and tilt glass sun-roof and 20 inch wheels while the all-new range-topping Grand Touring adds xenon low-beam headlamps and a remote operated power tailgate.

Interior Features

CX-9 comes standard with a barrage of state-of-the-art interior functions to compliment its high-quality exterior package.

Rain-sensing wipers are standard across the range. These help to ensure a clear windscreen for maximum visibility. A sensor located at the top of the windscreen detects the amount of rainfall by measuring light refraction through water and if the wipers are switched to the AUTO position, they will automatically switch on and off when necessary. The sensitivity of the rain sensor can be adjusted by turning the switch on the wiper control stalk.

Another standard feature to improve visibility across the CX-9 range is the auto headlight on/off function. The amount of outside light is measured and when the headlight control stalk is turned to

the AUTO position, the headlights, tail lights and instrument panel illumination will turn on automatically at dusk and off again at dawn.

As with the current CX-9, a reversing camera is a standard feature. A new wider angle camera provides a wider view than the camera on the current CX-9 and reduces blind spots.

Incredibly, the camera itself is smaller than on the current CX-9 (reduced by 6.8mm and now sits more flush to rear of vehicle). New to CX-9's reversing camera are guidelines that present a rough estimate of distance to assist with tricky reverse parks. The camera is located in the rear tailgate and provides the driver with a view of the area directly behind the vehicle in order to assist when reversing or parking. It is automatically turned on when reverse gear is selected with the driver able to view the image through the vehicle's display screen.



Also standard across the CX-9 range is three-zone climate control air-conditioning, power windows, power door locks, illuminated front vanity mirrors, remote keyless entry, trip computer and the vehicle's audio and cruise control systems can be operated via the steering wheel.

The sound system in the CX-9 Classic is displayed, along with the reversing camera, through a high-quality 4.3 inch full colour LCD. An MP3 and WMA compatible 6-disc CD player accompanied by an AM/FM tuner and auxiliary jack for an MP3 player or iPod pumps out your favourite tunes through a 6-speaker sound package, specially designed for Mazda. The audio system is operated through the vehicle's audio panel.

Stepping up to the Luxury model buyers get leather seat trim, power front seat adjusters (8-way for driver and 4-way for passenger), two-stage heating front seats, a power-sliding and tilt glass sunroof and a Premium Bose® amplifier with 10 speakers. New to the facelift CX-9 Luxury model are heated exterior mirrors with 3-position memory and reverse tilt-down function that automatically move to a preset optimum position to assist with tricky reverse parks. Also, preferred positions can be stored for up to three drivers in conjunction with the seat memory function.

Buyers who opt for the Luxury model with Satellite Navigation get all the mod-cons in the Luxury model as well as a state-of-the-art Satellite Navigation system and audio system which is displayed (along with the standard-fit reversing camera) through a 7 inch full colour touch screen. This advanced system also brings to the user Bluetooth® hands-free and audio capability which allows the driver to operate their Bluetooth® equipped mobile phone and audio device through the car's audio system.

The range-topping Grand Touring model is equipped with everything you get in the Luxury model optioned with Satellite Navigation, plus xenon headlamps, smart keyless entry and engine start system and a power tailgate that can be operated remotely for those moments when hands are full of shopping bags.

Indirect illumination

The Luxury and Grand Touring models feature indirect blue illumination at night to lead passengers into a world of Zoom-Zoom. Classic CX-9 owners do not miss out, with the ignition key surround illuminated on entry.

Climate-Control performance

To ensure comfortable air-conditioning throughout the cabin, the refined CX-9 has independent left/right temperature control for front-seat occupants and a newly adopted fully automatic air-conditioner for rear passengers. The control panel for the rear air conditioner newly incorporates an LCD and the controls are push-buttons, which are easier to use than the dials in the current CX-9. If the front air-conditioner is turned on while the rear air-conditioner is off, the rear air conditioner automatically starts emitting air at the same temperature as that on the driver's side in the front. Also, certain functions of the rear air-conditioner can be controlled from the front. The controls for the front air-conditioner have a revised layout that makes them easier to use. Also, the switches for mode selection with the front air conditioner and for control of the blower speed and air temperature with the rear air conditioner are seesaw switches, which are easier to use than the dials in the current CX-9.

Seat heaters

The seat heaters in the refined CX-9 have a newly adopted thermistor-type temperature-control system. The new control system allows two (low and high) temperature settings and works with such high precision that the extent of temperature fluctuation does not exceed $\pm 1^\circ$ with either setting.

Front seat adjustment

With each of the front power seats, the knob for adjustment of lumbar support has been moved from the side of the seatback to the seat-side cover. The new knob position allows the user to reach the knob without bending or twisting out of the normal seated position. Also, the method for programming a seat position into memory has been simplified: In the current CX-9, the "SET" button and number button must be pressed simultaneously; in the refined CX-9, they can be pressed sequentially (the "SET" button then a number button). Plus, the user needs only to press a number button to put the seat back in a memorised position.

9. SAFETY: ACTIVE & PASSIVE

- Unrivalled suite of active safety protocols
- Remains the first and only medium SUV with Roll Stability Control (RSC)
- ABS, DSC, TSC, RSC, EBD and EBA integrated for maximum control

State-of-the art safety to protect your precious cargo

To enable occupants to enjoy a Zoom-Zoom experience with peace of mind, Mazda CX-9 offers state-of-the-art active and passive safety technology that makes it one of the safest vehicles in its class.

Safety remains one of the key values in the CX-9. The enhanced safety features that offer Zoom-Zoom fun driving are provided for both the driver and passengers.

Active safety features that realise excellent vehicle control include Antilock Braking System (ABS), Traction Control System (TCS) and Dynamic Stability Control (DSC) as standard equipment, together with Roll Stability Control (RSC) adopted to reduce the danger of roll-over accidents.

Passive safety features include a vehicle body structure that protects the cabin from collision impact, as well as front, side, and curtain airbags, and front seat belt pretensioners and load limiters are all standard equipment.

The Mazda CX-9 comes with a three-point (lap-sash) seatbelt in all seven seating positions.

Roll Stability Control (RSC)

The Mazda CX-9 takes active safety to new levels in Australia, pioneering the standard fitment of RSC in the Medium SUV segment.

Compared to standard vehicles, SUVs with their higher vehicle heights (and higher centre of gravity) can be more susceptible to lateral forces in extreme manoeuvres. Mazda actively seeks to combat this potential roll-over risk by fitting RSC to all CX-9s on sale in Australia.

RSC, combined with the excellent driver vision inherent in the SUV command driving position, ensures enjoyable driving in safety and comfort.

The vehicle's roll movement is measured based on signals from the roll rate sensor which detects roll angle) and the wheel speed sensor which measures tyre rise. The brakes and/or engine torque

are then controlled to affect a roll moment in the opposite direction. As a result, the vehicle is far more likely to regain an even footing in all but the most extreme situations.

Dynamic Stability Control (DSC)

DSC, standard equipment in all CX-9 models, prevents lateral slip by controlling engine torque and brake force, providing greater vehicle safety through optimum vehicle control.

Active Safety: Seamlessly Integrated

ABS, DSC with TSC and RSC all provide a high level of safety in all aspects of driving including acceleration, turning and braking.

When the vehicle accelerates, the TCS controls torque transmission to prevent tyre spin. While the vehicle is turning, the DSC prevents lateral slip, and the RSC reduces the risk of roll-over. During braking, the ABS prevents wheel lock and assures manoeuvrability even in emergency situations.

Obtaining a high level of safety in all aspects of driving from acceleration and turning to braking provides enjoyable driving in safety and comfort.

Enlarged glass area in door mirrors

Newly designed door mirrors with a larger glass area than those on the current CX-9 give the driver better rearward visibility. Specifically, an optimised shape for the mirror housing and layout for the internal mechanism permit the housing to be shallower at the inboard and outboard sides, meaning that the glass surface is 7mm bigger from top to bottom and 22mm bigger from side to side. Also, an optimised shape between the mirror housing and the base makes the glass less likely to get raindrops on it. The door mirrors on Luxury and Grand Touring models have a newly adopted memory function that works in conjunction with the seat memory; by operating the seat-memory switches, the driver can set and recall seat positions and corresponding glass angles at the same time. The door mirrors also have a reversing function that causes the glass to tilt downward when the driver starts reversing the vehicle. The glass tilts downward by 5° by default for reversing, but the driver can adjust the tilt angle and the angle of movement in the left-right direction to achieve optimal rearward visibility for safety. The driver can turn the reversing function on and off.

Wider angle reversing camera

As with the current CX-9, a reversing camera is a standard feature. A new wider angle camera provides a wider view than the camera on the current CX-9 and reduces blind spots. More information on the CX-9's reversing camera can be found in the Features section of this press kit.

Passive Safety

- Three-point seatbelts and airbags for all rows on all models
- Collapsible steering column and pedals reduce injury
- Front Active front head restraints now standard across the range

The Mazda CX-9 offers high levels of occupant safety through the use of latest technology and innovative development of existing ideas. The result is a vehicle that offers five-star safety protection on all models in its range.

Airbags for all occupants

Front and side airbags for the front occupants and curtain airbags for all three rows of occupants are standard equipment. The curtain airbags protect occupants in the first through third-row seats.

Seat belts save lives

Seat belt pretensioners and load limiters are standard equipment for the front seating positions. In the early stages of a collision, the seat belt pretensioners, which operate together with the airbags, automatically retract to suppress forward movement of the occupants.

When a certain amount of load is applied to the seat belts, the load limiters operate to steadily feed slack back into the retracted seat belts and reduce injury to the chest area.

All seat belts are the three point lap/sash type. The second-row seats are equipped with ALR-ELR (Automatic Locking Retractor – Emergency Locking Retractor) function for the outboard seat positions while the centre seat features the ELR function only. Both third-row seats feature the ALR-ELR type seat belts.

Three-point lap/sash and shoulder seat belts on all seats provides enhanced safety for all passengers, and allow for the secure installation of child-restraint systems.

Anti-whiplash front seats

Now standard across the entire CX-9 range are Front Active head restraints. The front seats employ a neck shock moderation function to reduce neck injuries during rear impact collisions. The mechanism accelerates the restraint of the neck in the initial stages of a rear impact while settling back the upper part of the body in the latter stages to restrain the relative movement of the head and chest and thereby reduce neck deformation.

Injury Minimising Steering Column and Pedals

Injury to the driver from the steering wheel in a frontal collision is reduced by a steering wheel shaft with impact absorbing structures in two locations.

If the collision energy is input from the front of the vehicle during a collision, the intermediate shaft collapses to absorb the collision energy. Also, if the driver's body contacts the steering wheel, the steering shaft dislocates from the instrument panel and the inner shaft collapses to absorb impact energy.

Injury to the driver's legs is reduced by a brake pedal which is designed to collapse in a frontal collision. The guide bracket and pedal connection area separates to prevent the pedal from thrusting into the cabin. This reduces injury to the lower leg area of the driver.

10. SUSPENSION & RIDE COMFORT

- Rigid structure provides great occupant protection and dynamic handling foundation
- Fully-independent suspension ensures CX-9 combines supple ride and sharp handling
- 18 inch tyres standard on Classic, 20 inch tyres on Luxury and Grand Touring - the biggest ever for Mazda
- Improved ride and comfort achieved through suspension calibration

During development of the chassis, Mazda's engineers were guided by a best-practice philosophy



that ensured the CX-9 was built to be as strong and safe as possible. The achievement of this not only realises impressive occupant safety, it is the foundation the CX-9's dynamic abilities are built on.

In front, the perimeter frame mounted to the monocoque through six rubber isolators supports the power train, the engine-speed-sensing rack-and-pinion power steering, and

a low friction strut-type suspension system using coil springs.

For the Mazda CX-9 to wear the Mazda Winged-M symbol, it had to be more than just 'another' crossover SUV. It had to be a true Mazda, embodying the company's trademark "Soul of a Sports Car." And so engineers determined that the CX-9 had to have independent suspension on all four corners.

While SUV's are not usually renowned for their responsive handling and ride comfort, the CX-9 is different. The suspension system has been tuned to provide excellent handling performance across a varied range of road conditions.

The front suspension employs MacPherson struts with lateral force control springs and ball type strut bearings for a smooth steering feel and driving comfort. The front cross member has been rubber mounted at six points (three on either side) in order to provide sharp and linear steering. This also helps to reduce NVH.

The rear suspension adopts the multi-link suspension system that has been proven in several other Mazda vehicles such as RX-8, MX-5, Mazda6 and CX-7. The link layout has been optimised for the CX-9 to improve the control of wheel alignment.

The multilink rear suspension consists of one trailing arm and two lateral locating members per side. To minimise cargo-compartment intrusion and permit a wider load space, the rear coil spring is positioned between the lower lateral member and the unibody.

The frame is four-point rubber mounted (two on either side) as per the Mazda6 providing the perfect balance between softness and firmness. Another way in which the rear suspension has been optimised for CX-9 is that the trailing arms have been raised to improve stability during braking.



A damper is located as close as possible to each rear wheel to provide excellent motion control with minimal friction. Anti-roll bars at each end maximise agility and control during assertive driving.

Twenty inch, V-rated, low-profile tyres (245/50 R20) are standard equipment on the Luxury and Grand Touring models while the CX-9 Classic rides on 245/60 R18 tyres.

Improved Ride Comfort

Mazda revised the internal structure of the suspension dampers to combine a milder, refined ride with superior handling. Mazda reduced the piston-port diameter in the front suspension dampers to achieve stronger damping during high-speed piston movement and concomitantly better damping of unsprung vibration. Also reduced was the valve rigidity to achieve lower levels of damping during slow and medium-speed piston movement, thereby suppressing inputs from the road surface for a milder ride.

11. CHASSIS & BODY SAFETY

- MAIDAS body structure guards all occupants
- High levels of high-strength and ultra-high-strength steel assist body rigidity

CX-9 is a five-star safety performer

Mazda's advanced engineering provides CX-9 a monocoque chassis that is among the safest in the medium SUV segment.

During development of the chassis, Mazda's engineers were guided by a best-practice philosophy that ensured the CX-9 was built to be as strong and safe as possible. The achievement of this not only makes the CX-9 as safe for occupants as possible; it is the foundation the CX-9's dynamic abilities are built on.

The CX-9 incorporates the Mazda Advanced Impact Distribution and Absorption System (MAIDAS) body structure. The MAIDAS body prevents cabin deformation by effectively distributing and absorbing impact in accidents to the entire vehicle body, reducing injury to occupants.

More than a dozen structural members in the floor and roof pillars made of high-tensile steel, while multiple steel reinforcements in the roof and a triple-H-shaped floor structure help absorb side-impact energy.

In addition to increasing the number of weld locations on the front side members and sub-frame, the CX-9 utilises a sub-frame extension to increase energy absorption at the initial stages of a crash.

The B-pillars are securely anchored to members in the floor and rocker areas with increased cross-section for all load-bearing members. The rear frame rails are positioned higher and configured as straight as possible for added rigidity.

Moreover, impact is smoothly directed to the underframe by the joints connecting the front side members to the sub-frame. The joints restrict the front side member from rising and prevent the sub-frame from bending downward.

In addition, the sub-frame has been designed to prevent the vehicle from running up the on-coming vehicle in a head-on collision, reducing damage to the on-coming vehicle.

Even in the unlikely event of a frontal collision, cabin deformation is suppressed and occupant injury is reduced by a frame structure that effectively absorbs and distributes impact.

Reducing the severity of side impacts

Cabin deformation is reduced even on impacts to the side of the vehicle by strengthening of the Triple-H structure as follows:

- Addition of roof reinforcements
- Use of high tensile steel on the central pillars
- Increase of door-to-body overlap by lowering the door impact bar positions to reduce penetration of a door into the cabin
- Impact absorption through the use of multiple cross members under the floor

These added measures are designed to control cabin deformation in side impacts and to reduce injury to passengers. Moreover, impact absorbing door pads are effectively distributed in the front doors, rear doors and the door trim to alleviate crash impact on passengers.

By maximum overlap between the doors and the chassis, Mazda's engineers aimed to minimise side-impact intrusion. Added energy absorbing material on front and rear door trim diminishes the transfer of impact loads to occupants.

Rear impact structure meets toughest regulations in the world

Safety is enhanced even with impacts to the rear by a special frame structure that meets the 80 km/h rear offset impact standards which were implemented in the U.S. in September 2006. In more recent times Mazda CX-9 has received the U.S. government's National Highway Traffic Safety Administration (NHTSA) highest possible ratings in frontal and side impact crashes – *five stars*. In addition, the CX-9 has received four-star rollover resistance ratings. With five stars to back it up, it comes as no surprise that Mazda's advanced engineering provides CX-9 with one of the safest unibodies on the market. Furthermore by placing the fuel tank in the centre of the vehicle where it is less likely to receive impact, damage to the fuel tank in a collision is reduced.

Deformation to the cabin is suppressed and injury to occupants minimised by a frame structure that employs high-tensile strength steel in the straight, rear side members and numerous crossmembers which absorb and distribute impact.

12. NOISE, VIBRATION & HARSHNESS

- Reduced NVH levels a core focus during development
- More noise-suppressing foam than any other Mazda
- Tyre and suspension focus reduces road noise penetration significantly

NVH performance is a major factor in determining the level of prestige in a vehicle. The CX-9 achieves excellent cabin quietness as a result of the following measures:

- Eliminating noise penetration to the cabin
- Reducing the transmission of vibration by reinforcing body rigidity
- Reduction of road noise

A quiet cabin with less noise and vibration allows family and friends to enjoy conversation, or to listen to one's favourite music over the high quality audio system.

Sound penetrating the cabin from the vehicle body is reduced by the application of foam-filler material in appropriate locations. Foam-filler material is used in major noise penetration pathways in 22 locations, more than any previous Mazda.

Acoustical foam filler applied to internal cavities block noise transmission from underbody into cabin areas. A highly rigid damping sheet sits in the floor pan to eliminate resonance and to block road noise.

Road noise occurs as a result of vibration transmitted from the tyres to the wheels, wheels to the suspension, and then to the vehicle body. In the CX-9, vibration transmitted to the body is reduced by the optimisation of the wheel structure, improvement of the suspension rigidity and the high body rigidity.

After analysing and optimising the wheel structure, vibration from the wheels to the suspension has been reduced.

The rigidity of the suspension has been enhanced in the strut and knuckle connection area on the struts, and together with the optimisation of the rear sub-frame thickness, both improved quietness and handling have been achieved.

The high body rigidity previously mentioned suppresses the occurrence of road noise to the entire vehicle body. In addition, to minimise audible road noise, mode control panels are employed in the floor which have dual convex lobes that vibrate at the same frequency but in opposite phases when resonating with noise from the tyres.

13. BODY COLOURS

Six colour choices, one new

Mazda Australia does not charge extra for Mica or Metallic paint colours. The newest colour to the CX-9 range is Dolphin Grey.



Crystal White Pearl (Mica)



Aluminium (Metallic)



Dolphin Grey (Mica)



Copper Red (Mica)



Stormy Blue (Mica)



Sparkling Black (Mica)

14. ENVIRONMENT

Recyclability and Corporate Efficiency

Mazda's *Sustainable Zoom-Zoom* focuses heavily on the recyclability of every component of every Mazda vehicle.

Recycling, Reducing environmental material and ISO 14001

The vehicles of the current Mazda line-up are approximately 95 percent recyclable at the end of their life. Since 2005, Mazda has used a unique 'bumper to bumper recycling technology' that takes material from damaged bumpers and makes new bumpers out of it. The Mazda CX-9 was designed using this, and has easily recyclable polypropylene (PP) in the bumpers, the instrument panel and cabin trim.

The Mazda CX-9 is also built with very few substances that pollute the environment when discarded. It uses no lead in the fuel tank, wire harness and in its electro-undercoating; and it has no hexavalent chromium or cadmium in any components.

Mazda CX-9 is also produced in an environmentally-friendly facility in Japan. Mazda has been an industry leader in this, and was ISO 14001 (environment management standard) certified over ten years ago.

15. SPECIFICATION

		CX-9 Classic	CX-9 Luxury	CX-9 Grand Touring
Powertrain				
Engine type		3.7 litre V6 24 valve DOHC S-VT		
Engine capacity	cc	3,726		
Bore and stroke	mm	95.5 x 86.7		
Compression ratio		10.3 : 1		
Maximum power		204 kW @ 6,250 rpm		
Maximum torque		367 Nm @ 4,250 rpm		
Throttle control		Electronic (drive-by-wire)		
Fuel system		Electronic port injection		
Fuel tank capacity	litres	76		
Recommended fuel		Regular unleaded (91RON)		
Fuel consumption*1	combined	12.2 litres per 100km		
Emissions standard		Euro stage IV		
Fuel economy	l/100km	12.2		
CO ₂ emission rating	g/100km	291		
Activematic (Auto) transmission		6-speed		
Gear ratio	1st	4.148		
	2nd	2.37		
	3rd	1.555		
	4th	1.154		
	5th	0.859		
	6th	0.685		
	reverse	3.393		
	final drive	3.464		
Performance				
0-100km/h*	secs	8.5		
Top speed	Km/h	181		

*As tested by *Wheels* magazine

		CX-9 Classic	CX-9 Luxury	CX-9 Grand Touring
Chassis				
All-Wheel Drive (AWD) system		Active Torque Split (ATS)		
Brake type	front	Ventilated disc		
	rear	Ventilated disc		
Brake diameter	front	320 mm		
	rear	325 mm		
Steering type		Hydraulic power assist steering		
Suspension	front	MacPherson strut		
	rear	Multi-link		
Turning circle	kerb to kerb	11.4 m		
Tyre size		245/60R18 104H	245/50R20 102V	
Wheel size		18 x 7.5 J	20 x 7.5 J	
Wheel type		Alloy		
Wheel type (spare)		Temporary (195/80R17)		
Dimensions				
Ground clearance	laden	147 mm		
Overall height		1,728 mm		
Overall length		5,099 mm		
Overall width		1,936 mm		
Track	front	1,654 mm		
	rear	1,644 mm		
Wheelbase		2,875 mm		
Cargo room	volume (VDA)	267 litres		
	volume (VDA)*4	928 litres		
Kerb weight		2,036 kg	2080 kg	2,097 kg
Towing capacity*5	braked	2,000 kg		
	unbraked	750 kg		

16. EQUIPMENT

		CX-9 Classic	CX-9 Luxury	CX-9 Grand Touring
Exterior				
Aerial printed into rear glass		X	X	X
Door handles (chrome)		-	X	X
Exhaust extensions (chrome)		X	X	X
Fog-lamps (front)		X	X	X
Front and rear bumpers (body coloured)		X	X	X
Green tinted windscreen, side and rear windows		X	X	X
Headlamps (Halogen)		X	X	-
Headlamps (Xenon low beam)		-	-	X
Metallic/Mica paint		X	X	X
Mudflaps (front and rear)		X	X	X
Power mirrors (body coloured)		X	X	X
Power mirrors (heated with 3-position memory and reverse tilt-down function)		-	X	X
Power sliding and tilt glass sun-roof		-	X	X
Power windows		X	X	X
Rear spoiler		X	X	X
Remote operated power tailgate (open/close)		-	-	X
Roof rack mounting points		X	X	X
Interior				
Air-conditioning (three-zone climate control with independent rear control)		X	X	X
Ambient temperature display		X	X	X
Blackout instrument cluster		X	X	X
Bluetooth® (hands-free compatible)		-	Sat Nav opt	X
Cargo area tie-down hooks		X	X	X
Cargo area 12 volt power outlet		X	X	X
Cargo area underfloor storage box		X	X	X
Centre armrest console		X	X	X
Critical function warning lights/chimes		X	X	X
Cruise control		X	X	X

Interior Continued				
		CX-9 Classic	CX-9 Luxury	CX-9 Grand Touring
Cupholders		X	X	X
Digital clock		X	X	X
Door map pockets (front)		X	X	X
Driver's left footrest		X	X	X
Glasses storage compartment		X	X	X
Glove box (lockable and illuminated)		X	X	X
Headlamps auto on/off function		X	X	X
Heating ducts to second and third row passengers		X	X	X
Illuminated entry system with delayed fade		X	X	X
Instrument panel light dimmer		X	X	X
Interior illumination:	cargo room lamp	X	X	X
	ignition key surround	X	X	-
	map reading spot lamps	X	X	X
	power window switches	X	X	X
Interior release for fuel filler door		X	X	X
Leather-wrapped:	gear shift knob	X	X	X
	steering wheel	X	X	X
Lights-left-on audible warning		X	X	X
Low fuel warning light		X	X	X
Passenger assist grips (front and rear)		X	X	X
Satellite navigation*2		-	Sat Nav opt	X
Seat trim:	cloth	X	-	-
	leather*3	-	X	X
Seats (front) with:	3-position memory function (driver)	-	X	X
	4-way power adjustment (passenger)	-	X	X
	8-way power adjustment (driver)	-	X	X
	adjustable head restraints	X	X	X
	heating function	-	X	X
	height adjustment (driver)	X	X	X
	lumbar adjustment (driver)	X	X	X
	rake and slide adjustment	X	X	X

Interior Continued				
		CX-9 Classic	CX-9 Luxury	CX-9 Grand Touring
	seat back pockets	X	X	X
	seat-base tilt adjustment (driver)	-	X	X
Seats (2nd row) with:	60/40 split fold backrest	X	X	X
	adjustable head restraints	X	X	X
	centre fold down armrest	X	X	X
	rake and slide adjustment	X	X	X
Seats (3rd row) with:	50/50 split fold backrest (flat fold)	X	X	X
	adjustable head restraints	X	X	X
Smart keyless entry and engine start		-	-	X
Tachometer and electronic odometer/tripmeter		X	X	X
Tilt and telescopic adjustable steering wheel		X	X	X
Trip computer (current and average fuel consumption, distance to empty and average vehicle speed)		X	X	X
Vanity mirrors (front) with illumination		X	X	X
Ventilation pollen filter		X	X	X
Window demister (rear)		X	X	X
Wipers (front) 2-speed with rain-sensing function		X	X	X
Wiper (rear) with intermittent function		X	X	X
Audio				
AM/FM tuner		X	X	X
Auxiliary input (3.5mm MP3 player compatible)		X	X	X
Bluetooth® audio (MP3 player compatible)		-	Sat Nav opt	X
CD player, single disc (MP3 compatible)		-	Sat Nav opt	X
CD player, in-dash 6-disc (MP3 compatible)		X	X*2	-
Premium Bose® 277 watt amplifier and speakers (including subwoofer)		-	X	X

Interior Continued				
		CX-9 Classic	CX-9 Luxury	CX-9 Grand Touring
Speakers, number of		6	10	10
Steering wheel mounted audio controls		X	X	X
Safety				
Active head restraints (front)		X	X	X
Airbags SRS:	front (driver and passenger)	X	X	X
	side (front)	X	X	X
	curtain (front and rear)	X	X	X
Anti-lock Braking System (ABS)		X	X	X
Child restraint anchor points and childproof rear door locks		X	X	X
Day/night rear vision mirror		X	X	X
'Dual stage' door unlocking function		X	X	X
Dynamic Stability Control (DSC)		X	X	X
Electronic Brake-force Distribution (EBD)		X	X	X
Emergency Brake Assist (EBA)		X	X	X
Engine immobiliser		X	X	X
High mount stop lamp		X	X	X
Intrusion-minimising brake pedal		X	X	X
Left-hand-side convex (wide angle) exterior mirror		X	X	X
One touch (up and down) power window (driver and passenger)		X	X	X
Remote central locking (2 transmitters)		X	X	X
Reversing camera		X	X	X
Roll Stability Control (RSC)		X	X	X
Seat-belts (front) with pretensioners, load-limiters and height adjustable shoulder anchorages		X	X	X
Seat-belts 3-point lap-sash (all seats)		X	X	X
Side impact door beams		X	X	X
Traction Control System (TCS)		X	X	X
'Triple H' safety construction with front and rear crumple zones		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 and road conditions and how the vehicle is driven.

*2 Satellite navigation is only available with a single disc CD player

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

*4 Measured with 3rd row seats folded

*5 Subject to State or Territory regulations.