



mazda



Mazda2
MAY 2010

zoom-zoom

MAZDA2

MAY 2010

Table of Contents

			Page
1	At a glance	New Mazda2 highlights	3
2	Overview	Safer, more stylish and better value	5
3	Marketing	Same audience, new campaign	10
4	Pricing	Buying power increases	11
5	Design	Exterior and interior	12
6	Powertrain	Spirited yet frugal 1.5-litre engine	19
7	Chassis	Lightweight yet safe	20
8	Driving dynamics	A sporty, superior ride	22
9	Interior quality and comfort	A comfortable, functional place to be	24
10	Safety	Optimised safety - DSC now standard	28
11	Environment	Production techniques and economy	31
12	Body colours	Eight colours per body style	32
13	Specifications and equipment		33

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A Message from the Program Manager

I became Program Manager for the Thailand-produced New Mazda2 in 2006. When I first set eyes on the current model during its development, I thought it looked so great, I couldn't contain my excitement.

The current Mazda2 has earned worldwide acclaim for its sporty and stylish design. Recognition of its excellence is reflected in numerous awards including 2008 World Car of the Year.

As New Mazda2 Program Manager, I was thrilled about taking charge of the development of such a wonderfully designed car. But at the same time, I was uneasy because I knew that carrying forward such a successful car was going to be extremely difficult.



“The New Mazda2 perfectly encapsulates Mazda’s Zoom-Zoom approach to carmaking — an approach that’s about individuality, not about being average.”

In developing the New Mazda2, I considered it vital to clearly define attributes we should change and attributes we should keep unchanged. So I found out what customers were saying in markets around the world. Attributes I decided to keep unchanged were the basic exterior-design theme and Zoom-Zoom dynamic performance. And attributes I chose to change (in the sense of evolving and refining them) were the front face (for consistency with the new Mazda family identity) and refinements in braking and suspension.

I aimed for the New Mazda2 to be enjoyable in day-to-day life, not just in terms of driving pleasure but also in terms of the enjoyment that comes from owning such a great car. Within its compact dimensions, the New Mazda2 perfectly encapsulates Mazda’s Zoom-Zoom approach to carmaking — an approach that’s about individuality, not about being average.

I believe those motorists who appreciate its styling and the driving pleasure it offers will experience a kind of satisfaction that no competing car can deliver. I’m confident that people who value individuality and style will be drawn to this great product.

Ryoichi Kishimoto
New Mazda2 Program Manager

1. *ATA GLANCE*

Range

- New Mazda2 hatch available in three variants: Neo, Maxx and Genki. MLP for Neo (5MT) is \$16,500, Maxx (5MT) is \$19,090 and Genki (5MT) is \$20,940
- Taking into account the addition of new standard equipment and price points, the value equation on New Mazda2 is even stronger with Mazda2 Neo (5MT) \$1,005 less than the outgoing equivalent model, Maxx (5MT) \$1,085 less and Genki (5MT) \$1,030 less
- Following extensive market research Mazda adds an all-new Maxx sedan to New Mazda2 range
- Australian-bound New Mazda2s now manufactured in Mazda's state-of-the-art AutoAlliance Thailand (AAT) passenger car plant
- Launched in September 2007 the current Mazda2 was the first example of Mazda's second-generation Zoom-Zoom product
- The current Mazda2 has been awarded numerous prestigious awards including World Car of the Year in 2008
- Carried over to the New Mazda2 is Mazda's spirited and economical 1.5-litre MZR engine developing 76kW at 6,000rpm and 135Nm at 4,000rpm
- Revised suspension package realises better ride comfort
- New Mazda2 available in eight body colours per body style. Six are mica/metallic – a no cost option at Mazda

Safety

- Dynamic Stability Control (DSC) with Traction Control System (TCS) now standard across the entire New Mazda2 range at no extra cost, adding to an already long list of standard safety equipment including ABS, EBD, EBA, six SRS airbags (Maxx and Genki), intrusion minimising brake pedal and whiplash-minimising front seats
- New Mazda2 Maxx models now get side and curtain airbags as standard
- Mazda2's impressive stopping power now even better thanks to refinements to the master cylinder reducing pedal play

Design

- New Mazda2 boasts exterior design upgrades incorporating Mazda's signature five-point grille
- The front bumper on Mazda2 exerts a more three-dimensional contoured look which complements the larger lower grille and newly-designed fog-lamp bezels
- Mazda2 Genki gets its own unique look with black fin in top sports grille, unique fog-lamp bezels and the addition of fog-lamps
- New cloth seat trim on the New Mazda2 range: two unique designs
- Mazda2 amongst the style leaders in the Light car segment where design is one of the main reasons for purchase

Sales

- Over 1 million first and second-generation Mazda2s sold worldwide (470,000 of those second-generation)
- Over 36,000 current Mazda2s sold in Australia since its introduction in 2007
- Launch of current Mazda2 increased Australian sales by 170 per cent
- Current Mazda2 sold in over 80 countries around the world
- Some of the awards for current Mazda2 include:

Australia

- Carsales Network People's Choice, Best Light Car, 2008-2009
- Drive.com.au - Best Small Car Under \$20,000, 2007-2008
- Australia's Best Small Car, 2008

International

- World Car of the Year, 2008
- RJC (Automotive Researchers' and Journalists' Conference of Japan), Car of the Year, 2007–2008
- South Africa's Car of the Year, 2008
- Design Car of the Year, Japan, 2007
- New Zealand Car of the Year, 2007

2. OVERVIEW

New Mazda2: Safer, more stylish and even better value

- **Dynamic Stability Control (DSC) with Traction Control System (TCS) now standard**
- **New Mazda2 Maxx models now get side and curtain airbags as standard**
- **New sedan added to the range**
- **New Mazda2 further evolves current the model's 'Dynamic and Exquisite' design theme with new expressive five-point grille**
- **Current Mazda2 appeals to younger buyer, increasing Mazda2 sales by 170 per cent**
- **Mazda2 World Car of the Year in 2008**

Safer, even more stylish and offering outstanding value, the New Mazda2 is now available in a five-door hatch and, for the first time, a four-door sedan. This is the first time Mazda has offered a sedan in the Light segment since the hugely popular Mazda 121 'bubble' was launched in November 1990.

The current Mazda2 hit Australian shores in September 2007 as the first example of Mazda's second-generation Zoom-Zoom product. A dramatic step away from its boxier predecessor, the expressive and impressive Mazda2 opened Mazda up to a new and much younger group of buyers.

Since then Mazda2's stylish exterior, sprightly performance and Zoom-Zoom handling has increased Australian Mazda2 sales by 170 per cent. And in true testimony to the success of this car, in 2008 Mazda2 was crowned World Car of the Year.

The New Mazda2 further evolves the current model's 'Dynamic and Exquisite' design theme through the addition of a more expressive five-point grille – the signature element of Mazda's 'Family Face'. This more dynamic front face is complemented by exterior and interior design and safety upgrades. Not to mention an all-new variant.

Produced in Mazda's state-of-the-art AutoAlliance Thailand (AAT) passenger car plant in, the Australian New Mazda2 five-door hatch is available in three grades: Neo, Maxx and Genki. And for the first time ever, an all-new four-door sedan version of the New Mazda2 is being offered in Maxx grade boasting Mazda's chic styling and the practicality of an additional 200-litres of boot space (450-litres total).

With an MLP of just \$16,500, New Mazda2 Neo hatch now gets Dynamic Stability Control (DSC) with Traction Control System (TSC) as standard equipment. Even with the addition of this new potentially life-saving technology New Mazda2 Neo is actually \$1005 less than its out-going equivalent model.

Better still, in recognition of New Mazda2 range, the Mazda2 Neo is available with a National Driveaway Price of just \$16,990.

Other standard features include an Anti-lock Braking System (ABS) with Electronic Brake-force Distribution (EBD) and Emergency Brake Assist (EBA), remote locking, driver's seat height adjustment, front (driver and passenger) SRS airbags, a centre rear headrest and an AUX jack that enables any MP3 player (including iPod®) to be played through the car's stereo.

Air-conditioning, power windows and mirrors, 15-inch steel wheels and an MP3 compatible CD player with four speakers are also part of the package.

Priced from \$19,090 New Mazda2 Maxx is available in both hatch and sedan and adds alloy wheels, side (front) and curtain (front and rear) airbags, six-disc CD player; steering wheel mounted audio controls and a rear spoiler (hatch only). Taking into account this array of new equipment New Mazda2 Maxx is \$1,085 less than its equivalent outgoing hatch variant.

The range-topping Genki is priced from \$20,940 and adds 16-inch alloys, leather-trimmed steering wheel, a sports body kit and fog-lamps. That's \$1,030 less than the equivalent outgoing model.

For the New Mazda2 designers have incorporated Mazda's signature expressive five-point grille in-keeping with other Mazda family members. This new front styling is a more dynamic feature of the visual movement in the front face and overall body of each model. The fog-lamp bezels in the front bumper have also been re-designed.

While the front end of the all-new Mazda2 Maxx sedan is exactly the same as its hatch equivalent, the rear design is distinctively different.

Although based on the rear design of the hatchback, it incorporates the wedge-shaped profile and creates a more grown-up character in contrast to the energetic, sporty character of its hatch sibling. The range-topping New Mazda2 Genki has its own distinctive look thanks to black panel inserts in its top sports grille and a unique fog lamp bezel design and of course the addition of the fog lamps themselves.

Mazda2's prominent front fenders have a lot of sports car in them. Not surprising given it was designed by Ikuo Maeda – the man responsible for the RX-8 and whose father designed the original RX-7. A true testimony to his abilities Ikuo Maeda is now Mazda Motor Corporation's General Manager of Design.

These front fenders and the steeply sloping shoulder line are just two elements that ensure the Mazda2 looks like an athlete in the starting blocks – it looks like it's moving even when it's standing still.

This aggressive look also brings practical benefits. Driver visibility is enhanced at the front and down through a lower beltline and the low positioning of the side mirrors. This results in increased safety when driving on narrow roads and turning at junctions, where pedestrians could cross the road.

The New Mazda2 is available in a choice of eight colours per body style. Six of which are mica/metallic, which is a no cost option at Mazda and is a saving of up to \$395 on some competitor models.

Inside, the New Mazda2 cabin is designed to be a space that communicates movement. Unlike interiors with flat surfaces, the architecture selected combines confidence-inspiring solidity with strong visual movement.

By emphasising the horizontal plane, a subjectively large spatial feel is achieved. The contrast between silver accents and an otherwise dark background, along with many round elements, add sportiness and individuality to the cockpit.

The cabin layout also aids driving enjoyment with the gearbox shift lever integrated into the centre console and mounted close to the driver to promote shifting ease.

While most of the interior design elements are carried over from the current Mazda, the New Mazda2 adds new seat trim.

Neo gets a hard-wearing grey cloth with black keynote for contrast, while Maxx and Genki gets a higher-quality black trim complete with red and grey highlights and a black keynote for that sportier look.

Mazda2's overall shape is very aerodynamic boasting a drag co-efficient (Cd) of just 0.32 for the hatch and 0.30 for the sedan, ultimately benefiting both fuel economy and wind noise.

New Mazda2 benefits from a reduction of wind and road noise significantly reduced with the launch of the current Mazda2 in 2007. Similarly, Mazda2 is a significant 2.3 decibels lower than the first-generation model.

All New Mazda2 models comply with the strict Euro Stage IV emission regulations and are powered by a 1.5-litre engine that features Sequential Valve Timing (S-VT) to boost cylinder charging efficiency and Tumble Swirl Control Valves in the intake manifold that optimise the air/fuel ratio to promote combustion stability.

Thanks to engine technology, impressive aerodynamics and Mazda’s lightweight strategy New Mazda2 manual models use an average of just 6.4L/100km on the ADR 81/02 cycle, while automatic models use 6.8L/100km.

Like with all Mazdas, New Mazda2 sports a responsive and dynamic handling package making it a fun car to drive. A lower centre of gravity and carefully weighted electric power steering, with just 2.7 turns lock-to-lock, ensures the driver great steering feedback from the front wheels.

This agile handling coupled with refinements in braking and suspension, and the New Mazda2 sits among the leaders its class when it comes to driving fun.

The New Mazda2, like the rest of the Mazda passenger and SUV range, comes with a three year/unlimited kilometre warranty.

Mazda Australia expects to sell approximately 1,100 New Mazda2s each month with 60% of those being Neo, 30% Maxx and 10% Genki.

Transmission - hatch		Transmission - sedan		Body Style	
auto	65%	auto	75%	hatch	80%
manual	35%	manual	25%	sedan	20%

Model-By-Model

Mazda2 is powered by Mazda's MZR 1.5-litre engine:

- 4 cylinder in-line 16 valve DOHC S-VT
- 76kW @ 6,000rpm and 135Nm @ 4,000rpm
- Choice of 5-speed manual or 4-speed automatic
- 6.4L/100km (5MT) and 152g/100km
- 6.8L/100km (4AT) and 162g/100km
- Runs on regular unleaded (91 RON)
- Meets Euro Stage IV emission regulations

Mazda2 Neo (hatch) – MLP \$16,500

- Air-conditioning, power windows and mirrors
- 15-inch steel wheels
- Single-disc CD player (MP3 compatible) with four speakers and AM/FM tuner
- 3.5mm AUX input (for portable MP3 player) and 12-volt power outlet
- Glove box with magazine rack
- Revised black and grey interior seat trim
- Anti-lock Braking System (ABS) with Electronic Brake-force Distribution (EBD) and Emergency Brake Assist (EBA), front (driver and passenger) SRS airbags, remote locking, driver's seat height adjustment
- Dynamic Stability Control (DSC) with Traction Control System (TSC)
- Body-coloured front and rear bumpers

Mazda2 Maxx (sedan and hatch) – MLP \$19,090 adds:

- Alloy wheels
- In-dash 6-disc CD player with wheel-mounted audio controls
- Unique high-grade cloth trim
- Side (front) and curtain (front and rear) SRS airbags (total six)
- Rear roof spoiler (hatch only), body-coloured door handles

Mazda2 Genki (hatch) – MLP \$20,940 adds:

- 16-inch alloy wheels
- Leather-wrapped gear shift knob (manual only) and steering-wheel
- Body kit comprising aero bumper and side skirts
- Newly-designed front fog lamps

3. MARKETING

- **Current Mazda2 appeals to younger buyer, increasing Mazda2 sales by 170 per cent**
- **Average age of Mazda2 buyer down nine years since launch of current model**
- **Mazda2 has strong appeal amongst female buyers**
- **New Mazda2 marketing campaign: 'All the best things in one place'**

The current Mazda2 hit Australian shores in September 2007 as the first example of Mazda's second-generation Zoom-Zoom product. A dramatic step away from its boxier predecessor, the expressive and impressive Mazda2 opened Mazda up to a new and much younger group of buyers.

Since then Mazda2's stylish exterior, sprightly performance and Zoom-Zoom handling has increased Australian Mazda2 sales by 170 per cent. And in true testimony to the success of this car, in 2008 Mazda2 was crowned World Car of the Year.

Since the current Mazda2 was launched back in 2007, the average age of Mazda2 buyers has reduced from 52 years old in 2006, to 43 years old in 2009. This was achieved by attracting incremental sales growth amongst young females in addition to retaining Mazda2's existing buyer profile from its predecessor.

The strategy for the New Mazda2 was to continue this trend by ensuring strong appeal amongst female 20-34 year old buyers, especially those for whom style and driving enjoyment are important. Mazda's aim is to also ensure that the 'young at heart' also find the Mazda2 communications appealing with the four-door sedan attracting an older audience.

The campaign focus for the New Mazda2 is 'All the best things in one place.' The Mazda2 buyer leads a busy and social lifestyle and Mazda has focussed the campaign on demonstrating how the New Mazda2 is the perfect car to help them get about town and enjoy everything that fills their life.

4. PRICING

Already known for its excellent packaging and value for money, the New Mazda2 brings with it an even stronger value equation. Taking into account the addition of new standard equipment and price points New Mazda2 Neo hatch (5MT) is \$1005 less than the outgoing equivalent model, Maxx is \$1085 less and Genki is \$1030 less.

All prices listed are Manufacturer List Prices (MLPs):

Hatch

Neo	(5MT)	\$16,500
Neo	(4AT)	\$18,150
Maxx	(5MT)	\$19,090
Maxx	(4AT)	\$20,740
Genki	(5MT)	\$20,940
Genki	(4AT)	\$22,590

Sedan

Maxx	(5MT)	\$19,090
Maxx	(4AT)	\$20,740

Safety Pack Option (Neo)

Adds side (front) and curtain

(front and rear) SRS airbags \$ 400

In recognition of New Mazda2 range, the Mazda2 Neo is available with a National Driveaway Price of just \$16,990.

5. DESIGN

- **Current Mazda2's 'Exquisite' and 'Dynamic' design theme evolved through the addition of a unique five-point grille**
- **New Mazda2 among the style leaders in a class where buyers are driven largely by design**

The current Mazda2 has earned high acclaim worldwide for its sporty and stylish design. With the New Mazda2 range, designers carried forward the 'Exquisite' and 'Dynamic' design theme, blending the new Mazda family face with the current Mazda2's compact body, while refreshing the design in line with contemporary trends.

Refinement in Beautiful Balance

The principles that inspired the designers of the current Mazda2 were 'Exquisite' and 'Dynamic'. Their main goal was to create the impression of athletic movement despite the car's compact dimensions. 'Exquisite' stands for forms with a carefully designed, subtle beauty, as well as dynamism.

Also important was the balance between the exterior design, a cabin laid out for maximum spatial functionality and the use of forms that appear simple and precise. By using extremely short overhangs and other stylistic details, the designers were also able to emphasise the compactness of the vehicle.

Mazda Family Face

Standing in front of the New Mazda2, the first thing one will notice is that Mazda's signature 'Family Face' has been incorporated. The unique five-point grille is now a more dynamic feature of the visual movement in the front face and overall body of the Mazda2.



2007 Mazda2



2010 Mazda2

The upper grille now also forms part of the same moulding as the front bumper to create smooth, continuous contours for greater refinement. At the bottom of the bumper, a more three-dimensionally contoured look complements the larger lower grille and newly shaped fog-lamp bezels.

Visual movement is generated by light and shadow at the top and bottom of the bumper blends with visual movement created by the character lines on the body sides to give a dynamic look that contributes to the car's overall impression of movement.

The Mazda symbol in the upper grille is bigger than on the previous model to give a good balance with the increased dimensions of the lower grille. This both emphasises the Mazda brand identity and also helps to realise a stronger-looking face.

In addition, to help make the great-looking body lines possible, the gaps between body surfaces are tight and consistent and there are no unsightly glimpses of engine components.

A Look for Every Occasion



Neo



Maxx



Genki

The Maxx and Neo models have the same front end design; however a rear spoiler, alloy wheels and body-coloured door handles gives Maxx its own individual flair.

The range-topping Genki offers an even more dynamic front end thanks to different shaped fog lamp bezels, fog-lamps and side skirts. The upper grille on Genki features a fin-type bar with a glossy black coating and a large Mazda symbol.

The flowing form of the fog-lamp bezels accentuated with bold silver lines blends with the body side character lines, giving an impression of dynamic, sporty movement.

The front bumper is lower at the bottom corners, and together with the side skirts creates a lower visual centre of gravity and stronger impression of stability.

Side Profile

The visual movements created by the body's silhouette, the body's contours, and the patterns of light on the body create dynamic, multifaceted expressions not typically seen on a light car. The result is an impression of energy. In addition the body's wedge-shape profile conveys a sense of forward motion. The energy exuded by the body styling is characterised by rhythmical visual movement between the surfaces and lines. A character line that links the front fender arch to the body shoulder (a ridge that starts under the A-pillar and runs to the bottom of the C-pillar) on each side is a key feature of the Mazda2 design.

Mazda2's prominent front fenders have a lot of sports car in them. Not surprising given it was designed by Ikuo Maeda – the man responsible for the RX-8 and whose father designed the original RX-7. Testimony to his abilities, Ikuo Maeda is now Mazda Motor Corporation's General Manager of Design.

The body also gives a sense of stability because of the accentuated front fenders and ample contours in the rear fenders and nearby surfaces. This combination of dynamism and stability is another key characteristic of the design.

This aggressive look also brings practical benefits. Driver visibility is enhanced at the front and down through a lower beltline and the low positioning of the side mirrors. This results in increased safety when driving on narrow roads and turning at junctions, where pedestrians could cross the road.

All-New Sedan

When designing the all-new Mazda2 sedan Mazda aimed for an ambience more refined than that of the sporty hatchback. But blending the pronounced wedge lines of the hatchback into the sedan design was a major challenge because simply extending the character lines rearward resulted in the rear end being too high, preventing the body from having a cohesive



sedan profile. So the C-pillar features a forward and downward curve at the bottom of the leading edge to give an impression of sturdy support for inputs from the rear wheel. Also, the trailing edge has a taut downward curve toward the boot lid to maintain the unity essential in a sedan design. And at the back, the details of the rear combination lamps are designed to express a different kind of refinement from that of the hatchback's rear combination lamps.

Three Wheel Designs in Two Sizes: 15 and 16-inch

Each of the three models in the New Mazda2 range boasts its own unique wheel design, all communicating a strong sense of sportiness and nimbleness. The entry level Neo model gets eight-spoke 15-inch steel wheels, Maxx adds alloys and the sportier Mazda2 Genki gets 16-inch alloys with ten slim spokes paired together.



Neo



Maxx



Genki

Superior Quietness, Enhanced Aerodynamics

Given its role as a personal smart B-car, the Mazda2 must enable comfortable day-to-day driving and riding by offering a cabin environment that's quiet and not marred by undue vibration. Road and wind noise are limited by a wide range of measures, including damping control panels and enhanced sound-absorption materials.

Superior aerodynamic characteristics (Cd is just 0.30 for the sedan and 0.32 for the hatchback) are achieved through the use of aerodynamic prediction software, aerodynamic simulation software, and other virtual-reality development tools from the beginning of the development program. Wind-tunnel tests jointly conducted by our designers and aerodynamicists then enabled us to refine the body shape in ways that minimised the Cd *and* reflected the design theme.

Body Colours: A Choice of Eight per Body Style

The New Mazda2 range comes in a choice of eight colours per body style including six mica/metallic colours such. Icy Blue Metallic and Sparkling Gold Mica are exclusive to the sedan while Spirited Green and Passion Orange Mica are exclusive to the hatch.

See page 32 for colour chart.

Interior Design

Quality and Refinement: A Space That Communicates Movement

Whereas most cabins of cars in the light segment have monotonous design treatments with flat surfaces, New Mazda2's cabin is strikingly different thanks to contoured forms that combine reassuring thickness with strong visual movement. Particular attention was paid to optimising the position and shape of the A-pillars. Combined with a beltline that slopes forward to an extremely low front end, this enables excellent forward visibility. Also, a uniquely unobstructed view through the side windows gives a feeling of openness. The instrument panel conveys a sense of solidity, but its shape prevents it from looking heavy and making occupants feel constrained.



Controls are all concentrated in the central area: the instrument panel's left- and right-hand portions, where there are no controls, curve forward (away from occupants) to emphasise the effect of perspective.

These innovations create an impression of airiness that stops the cabin feeling cramped. All interior parts are shaped to look and feel substantial in a way that promotes peace of mind.

Notably, the centre stack has a visual volume that conveys strength and the door trim looks and feels solid and well made. Consequently, the cabin does not look or feel cheap in the way that many other light car cabins can. The sense of refinement is further heightened by illumination for the shift pattern (with automatic transmission); by a metallic black coating on the audio control bezel; and by a silver-coloured coating on the parking-brake button, front and rear inner door handles, manual- and automatic-transmission shift knobs, manual-transmission boot ring and steering-wheel switch bezel (availability depending on grade).

White Speedometer and Silver Accents Create Striking Contrasts

Even though New Mazda2 does without flashy colours and strongly luminous surfaces in the interior, a very contemporary ambience is created by the contrast between silver accents (in the area of the outer air-vents, the steering wheel, the speakers, the gearshift, the cupholder, the stereo, the speedometer and the door panels - depending on model) and the dark keynote colour of the cockpit. Other fresh accents are created by the white speedometer and a repetition of 'rounded' elements. Circular forms are used for the four air-vents, the instruments, centre stack display and the controls for the heating and air-conditioning. These forms have become a true Mazda design signature and are reminiscent of those used in the Mazda3, Mazda6 and the MX-5.



New Mazda2's carried over three-spoke steering wheel, with audio controls in the left spoke (Maxx and Genki), also present visual parallels to the wheel of the famous MX-5 roadster.

All interior elements communicate high precision and craftsmanship. Also the seats are slim and, with their vertical fabric bands and discreetly patterned materials, help to give the cabin a general impression of airiness and friendliness.

New Interior Trim

The sporty image conveyed by the slim seat shapes is complemented by two all-new types of seat fabric. On Neo its grey with a black keynote colour. While Maxx and Genki models boast a higher grade black fabric with grey and red highlights for a sportier look and feel, again, with a black keynote colour.

6. POWERTRAIN

- **Spirited yet frugal 1.5-litre MZR engine carried over to the new model**
- **More efficient thanks to Sequential Valve Timing and Tumble Swirl Control Valves**

A Powertrain for Lively Performance with High Fuel Efficiency

Like its predecessor the New Mazda2 is powered by Mazda's 1.5-litre inline-four-cylinder, DOHC, 16-valve engine that delivers capable performance with maximum output of 76kW at 6,000rpm and maximum torque of 135Nm at 4,000rpm.

And thanks to refinements in the New Mazda2's engine, torque is now delivered more consistently across the more commonly used rev range.

Available in carry over manual and automatic transmissions New Mazda2's 1.5-litre MZR engine operates with Sequential Valve Timing (S-VT) which provides variable valve timing for the intake valves and optimised timing of the exhaust valves.

The intake manifold is made of plastic and 'breathes' through intake runners, making robust torque available at low engine speeds. The intake manifold also has integrated tumble swirl control valves that ensure high combustion stability, even during slow driving, and together with the exhaust-gas recirculation, improve fuel consumption and emissions.

This engine also has an electronically controlled throttle that translates pedal input quickly and precisely.

When developing the current Mazda2 engineers worked hard to reduce internal frictional loss. The measures undertaken include changes to the piston rings and lands, fine-tuning the piston skirts, optimising the piston pin offsets and redesigning the oil passages. All of which are carried over to the new model.

New Mazda2's in manual guise use an average of just 6.4L/100km on the ADR 81/02 cycle, while New Mazda2s with an automatic transmission average 6.8L/100km.

Mazda2's four-speed automatic transmission is known for the kind of direct, linear performance feel that's essential for Zoom-Zoom driving enjoyment. The five-speed manual transmission is well regarded for its smooth operation and refined shift feel.

7. CHASSIS

- **Weight of body shell reduced by 22kg**
- **Greater crash resistance from use of high-tensile steel**
- **Survival cell significantly strengthened**

The chassis for the current Mazda2 is based on what was an all-new architecture that underscores the company's extensive experience with engineering small vehicles. This architecture, and body structure reinforcements and weight saving techniques applied to the current Mazda2 are all carry over to the new model.

With a new state-of-the-art chassis as a foundation, Mazda engineers sought to provide outstanding handling for a car of this class, combined with high stability even on freeways and a harmonious ride quality. The low weight and high rigidity of the body shell played an important role in optimising handling and comfort. For handling, Mazda focused on manoeuvrability and agility on city streets, on steering that is spontaneous and linear, on achieving high grip on curving country roads and well-tempered reactions during fast lane-changing on the freeway.

A lightweight strategy

When the current Mazda2 was launched back in 2007, engineers managed to reduce vehicle weight by as much as 60kg in Australian specification. This was seen as the most efficient way to lower fuel consumption and CO₂ emissions over the first-generation model. At a very early stage in development, a special team began looking for the best diet plan using advanced computer aided design or CAD technologies. After that, the engineers tested the ideas in drivable prototypes and examined the effects they had on the dynamic qualities of the car.

Use of Ultra High-Tensile Steel Has Several Positive Effects

Thanks to the optimised structure of its body shell and an increased use of new kinds of steel, the Mazda2 is not only significantly lighter, but also improved when it comes to safety, body shell rigidity and NVH performance – all attributes that normally add weight to a car. Through smaller dimensions alone, the weight of the body shell would have been cut by only 4kg to 233kg. Measures taken to increase rigidity and crash resistance would have quickly raised it again to 244kg.

Up to 20 Per cent Stiffer for Torsional Rigidity

The use of high and ultra high-tensile steel contributed first and foremost to a reduction in body shell weight. For example, the B-pillars are made of 980 MPa-grade steel sheet (MPa = measurement of tensile strength). They act as central support columns and extend in the form of a 'roll-over bar' into the roof. Despite stronger joint reinforcements in the area of the door openings and the tailgate, the use of high-tensile steel with reduced thickness resulted in a weight saving of 6kg. At the same time, torsional rigidity was increased. By employing additional spot welds and adding new weld-bonded joints in the tailgate opening of the Mazda2, it is 20 per cent stiffer than the square-edged hatch opening of the first-generation Mazda2. Mazda weight specialists were able to save an impressive 13kg using weight optimising measures in the suspension. These included making the rear trailing arms shorter and the front lower arms lighter. This reduction in unsprung weight promotes better handling and ride comfort, as well as enhanced fuel economy. But Mazda engineers did not stop there. They also eliminated the underfloor catalyst. For the intake system, Mazda engineers modified the intake duct design to the top of the radiator shroud. This new intake system eliminated the resonator and a baffle, which also saved valuable weight, as did fitting a smaller radiator and fan for the cooling system.

Shortened Wiring Harness Saved 2.9kg

The Mazda2 calorie-cutting team even found ways to reduce weight in the vehicle electrical system: a shorter wiring harness saved a total of 2.9kg. What sounds like sorcery is in fact the result of an insightful placement of large units and power-supply parts. The bonnet also contributed to a weight saving of exactly 0.69kg, with a smaller striker assembly and slightly thinner hinges. Even the audio speakers mounted in the doors were engineered to be lightweight: by changing the magnets from a ferrite type to neodymium, and making the frame and protective cover a single-piece plastic moulding, a total weight saving of 1kg was achieved.

8. DRIVING DYNAMICS

- **Mazda2 known for its brisk handling and superior ride**
- **Revised rear suspension realises an even more comfortable ride**
- **Electronic Power Assist Steering is linear and direct**
- **Standard Dynamic Stability Control (DSC) with Traction Control System (TCS) joins Mazda2's superior safety and improved braking package**

Brisk Handling and a Stable, Quiet Ride

Carried over from the current Mazda2, the New Mazda2 features a well-regarded suspension system with MacPherson struts at the front and a torsion-beam axle at the rear. Ample chassis rigidity ensures accurate handling of inputs to the suspension system, thereby enhancing the driver's ability to confidently control the car in accordance with his or her intentions. Notwithstanding Mazda's comprehensive weight-saving efforts, remarkably high rigidity for the suspension mountings was achieved.

Suspension upgrades

On the New Mazda2 the monotube rear dampers on the current Mazda2 have been replaced with twin-tube dampers, which work with less internal friction. The twin-tube dampers help realise greater ride comfort even on the coarse road surfaces. Carried-forward, twin-tube dampers in the front suspension are newly-tuned for better roadholding and more superior ride.

Specialised tuning

The suspension set-up on Neo and Maxx (standard) models is tuned differently to that of the sportier, range-topping Mazda2 Genki (sport).

While the two packages have the same springs, they do have different damper settings. Compared with the standard suspension's front dampers, the sport suspension's front dampers have 10 per cent weaker extension damping for better roadholding and 10 per cent stronger compression damping at low piston speeds for higher roll stiffness.

Its rear dampers have 30 per cent stronger compression damping at all piston speeds. And its stabilisers are 59 per cent stiffer for higher overall roll stiffness.

Like the current Mazda2 the suspension system on the New Mazda2 is about 13kg lighter than that of the first-generation Mazda2, promoting ride quality by reducing unsprung weight. It also aids fuel economy.

Electronic Power Assist Steering (EPAS)

Carried over from the current Mazda2, New Mazda2 has an Electronic Power Assist Steering (EPAS) system that promotes a linear and direct response from the front wheels, supporting the Mazda goal of oneness between driver and car. This system provides very high levels of power assistance when the vehicle is being driven at very low speeds, which is especially handy when manoeuvring in tight spots and parking. With only 2.7 turns lock-to-lock, the steering system is very direct. Together with a small turning circle of only 9.8 metres, this makes the New Mazda2 an ideal urban vehicle.

Even Better Stopping Power

Carried over from the current Mazda2 the braking system on the New Mazda2 includes an Anti-lock Braking System (ABS), Electronic Brake-force Distribution (EBD), as well as Electronic Brake Assist (EBA) and ventilated front disc brakes.

The front 14-inch ventilated discs and rear eight-inch leading/trailing drum brakes achieve some of the best braking performance in its class — braking performance that's characterised by superior effectiveness, minimal pedal play, a reassuring feeling of pedal firmness, and superior fade resistance.

With the New Mazda2 the braking system was improved thanks to refinements in the master cylinder to reduce pedal play. In terms of both pedal strokes and pedal force, the New Mazda2's pedal feel is the best in the class and offers one of the shortest pedal strokes.

Also, Dynamic Stability Control (DSC) with Traction Control System (TSC) is now standard on all new models. New Mazda2 is one of the few Light cars in Australia to offer this potentially life-saving technology as standard.

9. INTERIOR PACKAGING AND COMFORT

- **Excellent packaging ensures a roomy interior feel**
- **All-new sedan offers 450-litres of boot space**
- **NVH performance one of the best in the segment**

A unique feature of the current Mazda2 is that even though it might seem compact on the outside, inside it seems spacious to its occupants. And like its predecessor, New Mazda2 does not disappoint.

High functionality and user friendliness were at the top of the priority list for interior designers of the current Mazda2. The relatively long wheelbase (for a car in this class) of 2,490mm (hatch and sedan) and placing the wheels as close to the corners as possible and clever packaging, make Mazda2's interior a roomy place to be.

In addition to all this interior space, the all-new Mazda2 sedan takes rear storage up a notch offering additional 200-litres of boot space (450-litres).

As a result of its spacious interior, Mazda2's maximum head room (1,004mm front, 959 mm rear) is one of the best in its class, as is its shoulder room (1,340mm front, 1,300mm rear). Front legroom is 1,068 mm and the 883 mm (hatch) of legroom in the rear offers lots of space to stretch your legs. And although the current Mazda2's height is 65mm less than the first-generation model, the car's slightly thinner roof liner thickness and a lower hip point ensure ample head room.

Whether the driver is 1.85 metres or 1.50 metres tall – Mazda2 offers just the right seating position for every stature. The driver's seat has fore/aft slide adjustability of 250mm (first-generation was 210mm) and the driver's seatback can be adjusted to an angle of up to 104° (68° in the rear-most position). This adjustment can be made applying 20 per cent less effort than before.

The driver's seat is height adjustable over a range of 55mm. A ratchet-type lever allows seamless adjustment of the seat, while a steering wheel height adjustment range of 50mm makes it easy for drivers to find an ergonomically correct position.

The gear shift lever is positioned closer to the driver making it easy to reach and operate. The parking brake lever is also placed closer to the driver.

Front seats have ample surface areas that effectively distribute pressure, and they provide plenty of side support during cornering manoeuvres.

Practical Storage Compartments

Mazda2's cabin design meets the increasing demands for practical storage compartments, especially from younger customers. Storage includes a glove box with an open magazine rack which makes retrieving frequently used items such as a road atlas easy. The seven litre glove box can hold up to six CDs and car documents.



The centre console between the front seats has a cupholder and storage tray behind it for items as large as a handbag. Added to this is a 12-volt socket to power or charge electronic devices. Next to the power socket is a separate AUX jack that allows users to connect digital devices such as an MP3 player like an iPod® to the vehicle's audio system.

The front door pockets have a design that allows storage of a 500ml bottle and an A4 atlas. Across the dashboard area are two storage pockets for small items like coins, packs of gum or keys. Behind the driver's sun visor there is room for maps or other documents.

The all-new Mazda2 sedan also has rear-door bottle holders (one on each rear door, each big enough for a 500ml bottle).

Ample Boot Storage

The all-new Mazda2 sedan offers 450-litres (VDA) of load volume in the boot, while its hatchback sibling offers 250-litres (VDA). In the hatch, folding the rear seatbacks down increases the load length from 674mm to 1,321mm and creates a load volume (to the roof, VDA) of 787 litres. Also in the hatch, with rear seats upright, the load space can hold items as big as a large suitcase or a baby buggy. In comparison to the first-generation Mazda2 the boot threshold is a bit higher to ensure greater body shell rigidity. The boot opening remains nevertheless very practical for daily usage.

Luggage is easy to load and unload thanks to a low boot floor and one of the widest boot-lid openings in the class, making the boot outstandingly user-friendly for typical shopping trips and short vacations. The boot lid has link-type hinges designed to not intrude into the boot space when the lid is closed.

Also, the split rear seatback (with boot-through opening in the sedan) allows long luggage items to be carried even while a passenger occupies one of the rear seats.

Dual Door Seals and Stiffer Doors Lower Wind Noise

When the current model Mazda2 was introduced back in 2007, Mazda was able to significantly decrease cabin noise intrusion making it a comfortable place to travel. Needless to say these strikingly low levels of cabin noise will also be experienced when driving the New Mazda2. For example, in the all-new Mazda2 sedan only 68.1 dB of road noise reaches occupants' ears when travelling at 60 km/h. This is amongst the lowest in the light segment.

Cabin noise was also significantly reduced on the current model Mazda2, especially at engine speeds above 4,000rpm. And wind noise generated at 128 km/h was just 68.5 dB, also among the lowest in its class. Two technical measures contribute to this result. An unbroken seal around each door opening which, together with all-around seals on the doors themselves, give the Mazda2 a complete dual sealing system. Plus, stiffer door panels that resist the effects of aerodynamic suction that can occur on the highway due to negative pressure outside the doors. As a result, the outer skins of the door deform 33 per cent less than the doors of the first-generation Mazda2.

And last but not least, the transmission of tyre noise was reduced over the first-generation model by 1.4 dB in the front seats and 1.7 dB in the rear seats.

An Excellent View to All Sides

Two numbers that say it all: the belt line slopes towards the front of the car and is 40mm lower than the first-generation Mazda2, and at the base of the A-pillar, the belt line height from the drivers hip point is one of the smallest in the class at only 354mm. Combining the low belt line with a significantly lower positioning of the door mirrors, means the driver enjoys improved visibility diagonally to the front and downwards. This results in increased safety when driving on narrow roads, turning at junctions and in city traffic driving where pedestrians could cross the road. And it makes parking much easier. The car's agility in city traffic is enhanced by its small turning circle of only 9.8 metres and its front upward vision angle of 18.9°, which makes it easier to see traffic lights and road signs.

10. SAFETY

- **Dynamic Stability Control (DSC) with Traction Control System (TSC) now standard across the range**
- **Mazda2 Maxx now gets front and side curtain SRS airbags as standard**
- **Mazda's MAIDAS 'Triple H' structure offers superior cabin safety**

Active Safety

Mazda's active safety measures start with enhanced all-round visibility, plus excellent handling and steering performance. Dynamic Stability Control (DSC) system with Traction Control System (TSC) is now a standard feature across the New Mazda2 range. This potentially life-saving technology suppresses oversteer and understeer while cornering.

Braking is at or near the top of its class, complemented in all grades by Anti-lock brakes (ABS), Electronic Brake-Force Distribution (EBD) and Electronic Brake Assist (EBA).

With the New Mazda2 the braking system was improved thanks to refinements in the master cylinder to reduce pedal play. In terms of both pedal strokes and pedal force, the New Mazda2's pedal feel is the best in the class and offers one of the shortest pedal strokes.

Passive Safety

Other safety features include front seatbelts with pretensioners and load limiters, and a six SRS airbag system consisting of dual front, and side and curtain airbags (standard on Maxx and Genki models and by way of an affordable \$400 option on Neo). To further minimise the risk of lower-leg injuries for the driver, the brake pedal has a structure that suppresses rearward pedal movement.

Collision Safety

For the New Mazda2, the structural elements including the straight rear side members, materials including high-tensile steel, and the shock-absorbing pads and ribs in the cabin were carried forward from its predecessor, resulting in the same level of impact safety.

For the all-new Mazda2 Maxx sedan, it was given the same type of reinforced underbody structure as the hatchback to ensure that the fuel tank is well protected from rear-impact forces and that the cabin resists deformation.

Three-way Load Path Keeps Body Deformation Away From Occupants

Mazda2's passive safety package is based on a body shell developed using the highly capable Mazda Advanced Impact Distribution and Absorption System (MAIDAS), which is able to disperse impact energy through the body shell along exactly defined load paths. In order to better absorb the energy from a frontal crash, the front side chassis members are straighter and have a larger cross-section. An ultra-high strength structure in the front bumper and a straight main underbody load path provide effective occupant protection.

During an offset crash, a three-way load path deflects impact energy away from the feet and lower legs of the front occupants. And the brake pedal is designed to collapse down and away from the driver's feet.

Two Impact Beams in the Front Doors Provide Side Protection

During a side impact, B-pillars made of 980 MPa-grade steel, specially strengthened side sills and floor pan cross members provide effective occupant protection. In the front doors there are two side impact beams, which help protect occupants from injury, while a single beam in each rear door limits intrusion. Additional protection from injury is provided by shock-absorbing pads in the door trims, pillars and roof side rails. In case of a rear impact, the back seat passengers and the fuel tank (located below the cabin floor and directly in front of the rear axle) are given increased protection by a large rear bumper beam and new side members, which are also straighter than the old model and are made of 590 MPa grade steel.

Pedestrian safety is also optimised by the special design of the bonnet, fenders and windscreen wipers.

Ultra High-tensile Steel

The use of ultra high-tensile steel materials provides a solution to the seemingly contradictory goal of providing low weight and high crash resistance. By using higher tensile steel, the thickness of the steel sheeting can be reduced, while still retaining the desired body shell strength and structural characteristics.

This saves weight and costs, while simultaneously increasing safety levels for the occupants. For the body shell of the Mazda2, high-tensile and ultra high-tensile steels with strengths of 440, 590, 780 and 980 MPa (mega-Pascal) are used. Varying degrees of strength are obtained through specific chemical and baking processes. Especially strong kinds of steel are used for the A- and B-pillars and the front door sills. Together with an increased number of spot welds – especially in the door openings and the side walls of the boot – this gives the Mazda2 a survival cell that truly deserves the name.

Five Star ANCAP Crash Rating

Proving the high safety performance of the Mazda2. The current Mazda2 has achieved a five-star ANCAP crash rating*. This rating carries forward to the new model.

*Awarded to Mazda2 models with front and side curtain SRS airbags

11. ENVIRONMENT

- **AAT uses environmentally friendly Mazda-developed Three Layer Wet Paint system**
- **Impressive fuel economy and lightweight body friendly to the environment**

Besides making the interior surfaces nice to touch and providing the best ergonomics, the creators of the New Mazda2 also were keen to make sure the cabin does not release unhealthy substances into the air.

Meanwhile Mazda's new state-of-the-art AutoAlliance Thailand (AAT) passenger car plant uses the Mazda-developed Three Layer Wet Paint system, an environmentally-friendly system which dramatically reduces volatile organic compound (VOC) and CO₂ emissions, and improves vehicle painting quality.

Not forgetting of course the fuel economy yielded by the Mazda's low weight and running resistance combines with the low exhaust emissions of its Euro Stage IV compliant engine to save resources, suppress CO₂ emissions, and help cut air pollution for operation that imposes only a modest burden on the environment.

12. BODY COLOURS

- Choice of eight colours per body style, six of which are mica/metallic
- Mica/metallic paint is a no cost option at Mazda – a saving of up to \$395 on some competitor models



Black (Mica)



Highlight Silver (Metallic)



Metropolitan Gray (Mica)



Cool White



Aurora Blue (Metallic)



True Red



Spirited Green (Metallic) **Unique to Hatch**



Passion Orange (Mica) **Unique to Hatch**



Icy Blue (Metallic) **Unique to Sedan**



Sparkling Gold (Mica) **Unique to Sedan**

13. SPECIFICATIONS & EQUIPMENT

	Neo Hatch	Maxx Hatch	Genki Hatch	Maxx Sedan
Powertrain				
Engine type	1.5 litre in-line 4 cylinder 16 valve DOHC S-VT			
Engine capacity	1,498 cc			
Bore and stroke	78.0 mm x 78.4 mm			
Compression ratio	10.0 : 1			
Maximum power	76 kW @ 6,000 rpm			
Maximum torque	135 Nm @ 4,000 rpm			
Throttle control	Electronic (drive-by-wire)			
Fuel system	Electronic fuel injection			
Fuel tank capacity	42 litres			
Recommended fuel	Regular unleaded (91RON)			
Fuel consumption* [†]	man (combined)	6.4 litres per 100 km		
	auto (combined)	6.8 litres per 100 km		
Emissions standard	Euro stage IV			
Manual transmission	5-speed			
Automatic transmission	4-speed			
Gear ratio	1st - man/auto	3.416 / 2.816		
	2nd	1.842 / 1.553		
	3rd	1.290 / 1.000		
	4th	0.972 / 0.695		
	5th	0.775 / -		
	reverse	3.214 / 2.279		
	final drive	4.105 / 4.147		
Chassis				
Brake type	front	Ventilated disc		
	rear	Drum		
Steering type	Electric power assist steering			
Steering wheel turns	lock to lock	2.7		
Suspension	front	MacPherson strut		
	rear	Torsion beam		
Turning circle	kerb to kerb	9.8 m		

	Neo Hatch	Maxx Hatch	Genki Hatch	Maxx Sedan
Tyre size	185/55 R15 82V	185/55 R15 82V	195/45 R16 80W	185/55 R15 82V
Wheel size	15 x 6.0 J	15 x 6.0 J	16 x 6.5 J	15 x 6.0 J
Wheel type	Steel	Alloy	Alloy	Alloy
Wheel type (spare)	Temporary			
Exterior				
Body kit comprising:	aero bumper (front)	-	✓	-
	rear roof spoiler	-	✓	-
	side skirts	-	✓	-
Door handles (body coloured)	-	✓	✓	✓
Fog-lamps (front)	-	-	✓	-
Front and rear bumpers (body coloured)	✓	✓	✓	✓
Front centre roof mounted aerial	✓	✓	✓	✓
Green-tinted windscreen, side and rear windows	✓	✓	✓	✓
Headlamps (Halogen)	✓	✓	✓	✓
Metallic/Mica paint	no cost opt	no cost opt	no cost opt	no cost opt
Mudflaps (front and rear)	✓	✓	-	✓
Power mirrors (body coloured)	✓	✓	✓	✓
Power windows	✓	✓	✓	✓
Interior				
12 volt power outlet	✓	✓	✓	✓
Air-conditioning	✓	✓	✓	✓
Cupholders	✓	✓	✓	✓
Digital clock	✓	✓	✓	✓
Door ajar warning light	✓	✓	✓	✓
Door map pockets (front)	✓	✓	✓	✓
Driver's left footrest	✓	✓	✓	✓
Glove box with magazine rack	✓	✓	✓	✓
Illuminated entry system with delayed fade	✓	✓	✓	✓
Instrument panel light dimmer	✓	✓	✓	✓
Interior illumination:	dome lamp	✓	✓	✓
	cargo room lamp	✓	✓	✓
Interior release for fuel filler door	✓	✓	✓	✓

		Neo Hatch	Maxx Hatch	Genki Hatch	Maxx Sedan
Leather-wrapped:	gear shift knob	-	-	manual only	-
	steering wheel	-	-	✓	-
Lights-left-on audible warning		✓	✓	✓	✓
Low fuel warning light		✓	✓	✓	✓
Passenger assist grip (front)		✓	✓	✓	✓
Rear console tray		✓	✓	✓	✓
Seat trim:	cloth	✓	✓	✓	✓
Seats (front) with:	adjustable head restraints	✓	✓	✓	✓
	height adjustment (driver)	✓	✓	✓	✓
	rake and slide adjustment	✓	✓	✓	✓
Seats (rear) with:	60/40 split fold backrest	✓	✓	✓	✓
	adjustable head restraints	✓	✓	✓	✓
Tachometer and electronic odometer/tripmeter		✓	✓	✓	✓
Tilt adjustable steering wheel		✓	✓	✓	✓
Vanity mirrors (front)		✓	✓	✓	✓
Ventilation pollen filter		✓	✓	✓	✓
Window demister (rear)		✓	✓	✓	✓
Wipers (front) 2-speed with intermittent function		✓	✓	✓	✓
Wiper (rear) with intermittent function		✓	✓	✓	-
Audio					
AM/FM tuner		✓	✓	✓	✓
Auxiliary input (3.5 mm MP3 player compatible)		✓	✓	✓	✓
CD player, single disc (MP3 compatible)		✓	-	-	-
CD player, in-dash 6-disc (MP3 compatible)		-	✓	✓	✓
Speakers, number of		4	4	4	4
Steering-wheel-mounted audio controls		-	✓	✓	✓
Safety					
Airbags SRS:	front (driver and passenger)	✓	✓	✓	✓
	side (front)	safety opt	✓	✓	✓
	curtain (front and rear)	safety opt	✓	✓	✓
Anti-lock Braking System (ABS)		✓	✓	✓	✓
Child restraint anchor points and childproof rear door locks		✓	✓	✓	✓

		Neo Hatch	Maxx Hatch	Genki Hatch	Maxx Sedan
Collapsible steering column		✓	✓	✓	✓
Dynamic Stability Control (DSC) - switchable on/off		✓	✓	✓	✓
Electronic Brake-force Distribution (EBD)		✓	✓	✓	✓
Emergency Brake Assist (EBA)		✓	✓	✓	✓
Engine immobiliser		✓	✓	✓	✓
High mount stop lamp		✓	✓	✓	✓
Intrusion-minimising brake pedal		✓	✓	✓	✓
Left-hand-side convex (wide angle) exterior mirror		✓	✓	✓	✓
One touch (up and down) power window (driver)		✓	✓	✓	✓
Remote central locking		✓	✓	✓	✓
Seat-belt warning audible and visual (front)		✓	✓	✓	✓
Seat-belts (front) with pretensioners, load-limiters and height adjustable shoulder anchorages		✓	✓	✓	✓
Seat-belts 3-point lap-sash (all seats)		✓	✓	✓	✓
Side impact door beams		✓	✓	✓	✓
Traction Control System (TCS)		✓	✓	✓	✓
'Triple H' safety construction with front and rear crumple zones		✓	✓	✓	✓
Whiplash-minimising front seats		✓	✓	✓	✓
Dimensions					
Ground clearance	laden	113 mm	113 mm	115 mm	113 mm
Overall height		1,485 mm	1,485 mm	1,478 mm	1,483 mm
Overall length		3,903 mm	3,903 mm	3,913 mm	4,244 mm
Overall width		1,695 mm	1,695 mm	1,695 mm	1,695 mm
Track	front	1,475 mm	1,475 mm	1,465 mm	1,475 mm
	rear	1,465 mm	1,465 mm	1,455 mm	1,465 mm
Wheelbase		2,490 mm	2,490 mm	2,490 mm	2,490 mm
Cargo room	volume (VDA)	250 litres	250 litres	250 litres	450 litres
	volume (VDA)*2	469 litres	469 litres	469 litres	-
Kerb weight	man	1,022 kg - 1,026 kg	1,024 kg	1,038 kg	1,040 kg
	auto	1,047 kg - 1,051 kg	1,048 kg	1,062 kg	1,062 kg
Towing capacity*3	braked	700 kg	700 kg	700 kg	700 kg
	unbraked	500 kg	500 kg	500 kg	500 kg