



mazda



mazda 6

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Mazda6

Press Information

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MAZDA6

STUNNING FROM THE START

1. At a Glance

- New Mazda6 is the second 'second-generation Zoom-Zoom' vehicle to reach Australia after the Mazda2. An evolved Zoom-Zoom, new Mazda6 exemplifies Mazda's Stylish, Insightful and Spirited brand attributes.
- New Mazda6 makes significant advances in quality and refinement while maintaining its strong reputation for spirited driving, practicality and value.
- New Mazda6 offers the practicality and real-world performance of a large car without the fuel consumption or environmental impact.
- Sedan, hatch and wagon body styles are larger in every dimension inside and out.
- All Mazda6s are powered by a new MZR 2.5-litre S-VT four-cylinder engine which has 125kW @ 6000rpm and 226Nm @ 4000rpm (up 3kW and 19Nm).
- New Mazda6 Limited accelerates from 0 to 100km/h in 8.0s with six-speed manual (0.9s faster).
- Fuel economy improved 4.5 percent to an impressive 8.4L/100km, despite dimensional and performance increases. CO₂ emissions are lower.
- An improved six-speed manual transmission or re-engineered five-speed automatic is packaged on selected models. Luxury and Luxury Sport automatic models also feature steering wheel mounted paddle shift control.
- New Mazda6 builds on its true driver's car reputation with a more rigid chassis, linear electric steering, and re-engineered suspension.
- New Mazda6 is priced from \$27,990 for the Limited Sedan – \$2000 less than the outgoing model. Top of the range Luxury Sports hatch (auto) is \$42,990.
- Safety is standard; driver and passenger front SRS airbags, side and curtain SRS airbags, active head restraints, DSC, TCS, ABS, EBD and EBA on all models.
- CF-Net evolves the Human-Machine Interface and reduces distractions by integrating more of the commonly used functions in steering wheel controls.
- The driving position has been refined. There is more shoulder room and legroom in the rear. The wagon's Karakuri seat fold now integrates Karakuri tonneau cover.

- New Mazda6 replaces the original that launched in September 2002 and has been the top-selling import in its class ever since. Almost 70,000 first-generation Mazda6s have been sold in Australia

2. Overview

- **Seven Mazda6 models across three body styles priced from \$27,990**
- **Outstanding levels of safety, equipment, space and dynamism**
- **More practical, more refined, more powerful, more economical, better value**

The new Mazda6 is the second of Mazda's second-generation Zoom-Zoom vehicles, and will again set the benchmarks the competition will be measured against.

The new Mazda6 makes significant advances in refinement and quality without sacrificing its unrivalled reputation as a practical driver's car that is great value for money.

The second-generation Mazda6 has grown in all tangible physical and performance measures, and is packed with more equipment than the model it replaces.

Yet the cost of entry to the Mazda6 range has actually dropped \$2000 to \$27,990 for the Limited sedan with six-speed manual transmission.

Mazda will offer three body styles in Australia in a combination of four model grades:

- Mazda6 sedan Limited, Classic, Luxury
- Mazda6 hatch Classic, Luxury, Luxury Sports
- Mazda6 wagon Classic

All models are longer, wider, taller, and ride on a longer wheelbase which enhances the Mazda6's dynamic abilities. On the inside, the new Mazda6 is roomier and more inviting.

All models feature the smooth and refined MZR 2.5-litre, four-cylinder S-VT engine which produces 125kW @ 6000rpm and 226Nm @ 4000rpm, up 3kW and 19Nm on the outgoing engine. Fuel consumption of 8.4 l/100km (combined cycle) for the sedan (manual) is 4.5 percent less than the less-powerful outgoing model.

An improved six-speed manual transmission is available on Limited sedan, Classic sedan and hatch and Luxury Sports hatch. A five-speed automatic is available on Limited sedan, Classic sedan, hatch and wagon, Luxury sedan and hatch and Luxury Sports hatch.

Luxury sedan and hatch and Luxury Sports hatch automatic models also feature steering wheel mounted paddle shift control.

All Mazda6 models come with class-leading levels of active and passive safety standard. This includes driver and passenger front SRS airbags, side and curtain SRS airbags for all rows, active front head restraints, collapsible pedals and front seatbelt pretensioners.

Active safety is also class-leading. Dynamic Stability Control, a Traction Control System and antilock brakes (ABS) with Electronic Brake-force Distribution and Emergency Brake Assist are standard on all models.

Mazda expects the Mazda6 to become the fourth model in Mazda's current range to achieve five stars in NCAP crash testing alongside the Mazda2, CX-7 and CX-9.

Mazda CF-Net revolutionises the Human-Machine Interface by combining a lot of secondary controls into the one simple-to-use steering wheel-mounted interface.

** fuel consumption of Mazda6 Limited sedan with six-speed manual transmission*

A sleek sports body kit with front and rear aero bumpers, rear spoiler, sports grille, and eye-catching 18 inch alloy wheels enhance the sporty appeal of the Luxury Sports hatch

Mazda6 Available in Four Flavours

The second-generation Mazda6 will be offered in four equipment grades: Limited, Classic, Luxury and Luxury Sports. All Mazda6 models are extremely well-equipped and among the best-in-class on value for money.

The Limited sedan rides on 16 inch tyres and boasts body-coloured power door mirrors, air-conditioning, cruise control, keyless entry, tilt/telescopic steering wheel, CD/MP3 audio system with four speakers and an auxiliary jack, front and rear power windows, six airbags, Dynamic Stability Control (DSC), traction control, brake assist and active front head restraints.

The Classic is available in all body styles and builds on Limited's already strong equipment levels with 17 inch alloy wheels, fog lamps, dual-zone climate control, leather-wrapped steering wheel, lumbar adjustment in the front seats, trip computer, 6-disc in-dash CD player with six speakers and steering wheel-mounted audio controls.

The Luxury sedan and hatch add leather trim, Xenon headlamps, power sunroof, blackout instrument cluster, leather-wrapped gear knob, paddle shift gear control, electric front seats – 8-way power with 3-position memory on the driver's seat and 4-way on the passenger's – and a premium Bose[®] 240 watt sound system.

The flagship Mazda6 Luxury Sports hatch ensures refined performance with a full leather interior, electric sunroof, electrically-adjustable front seats, a premium Bose[®] sound system, dual-zone climate control and Xenon headlamps. It also gets a full sports body kit – 18 inch alloy wheels, aero bumper, side skirts and rear spoiler – to visually position it at the pinnacle of the new Mazda6 range.

Sales

Mazda expects the second-generation to build on the incredible foundations laid by the revolutionary first-generation model, which launched in Australia in September 2002.

The first-generation Mazda6 spearheaded an incredible 247 percent growth in the medium car segment from 2001 to 2007. Almost 70,000 first-generation Mazda6s were bought by Australians in six years, making it one of the most successful medium-size cars in modern Australian history.

To date Mazda has sold over 1.3 million first-generation Mazda6/Atenza models worldwide and it has won 130 awards across the globe.

Mazda expects to sell 1,100 Mazda6s per month. Of this, the sedan is expected to account for 40 percent, the hatch for 50 percent and the wagon 10 percent.

Mazda expects that of those sales, 70 percent will be automatic models initially, settling to 80 percent over the life of the car.

3. Pricing

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/Models/Current%20models/Mazda6/Prices.aspx>

<u>Bodystyle</u>	<u>transmission</u>	<u>price</u>
SEDAN		
Mazda6 Limited	6m	\$27,990
Mazda6 Limited	5a	\$29,990
Mazda6 Classic	6m	\$31,990
Mazda6 Classic	5a	\$33,990
Mazda6 Luxury	5a	\$40,990
HATCH		
Mazda6 Classic	6m	\$32,990
Mazda6 Classic	5a	\$34,990
Mazda6 Luxury	5a	\$41,990
Mazda6 Luxury Sports	6m	\$40,990
Mazda6 Luxury Sports	5a	\$42,990
WAGON		
Mazda6 Classic	5a	\$35,490

4. Exterior Design

- **Exterior possesses strong emotional appeal inspired by Japanese aesthetics**
- **Three distinct body styles (sedan, hatchback and wagon) for every taste**
- **Fresh interior with greatly improved quality look and feel**

The new Mazda6 is designed to express the Zoom-Zoom spirit in a more radical, progressive form. Bold and sporty-looking, and executed with exquisite build quality based on Japanese aesthetics, it elicits levels of emotional appeal usually associated with premium cars. This combination gives it a sophisticated and cool appearance that is uniquely Mazda.

Japanese Aesthetics and the new Mazda6

In creating the new Mazda6, Chief Designer Youichi Sato* – whose résumé includes the MX-5, RX-7 and RX-Evolv (concept for RX-8) – incorporated design attributes from Japanese aesthetics as a way to give the car a look that is immediately recognisable as a Mazda, yet clearly distinguishable from other Japanese and European cars.

Three key design motifs were used to realise this:

- YUGEN – ‘ethereality’ that is reminiscent of the gracefulness of nature
- RIN – ‘dignity’ of form that communicates calm determination and strength
- SEICHI – ‘exquisiteness’ expressed through precise craftsmanship and quality

The Mazda6’s dynamism is created by the contrast between the ethereality of YUGEN and the dignity of RIN, and formed with the spirit of SEICHI. This bold incorporation of Japanese aesthetics in designing the new Mazda6 has delivered an exotic, avant-garde styling that elicits emotional appeal in all who see it.

** (For more on Youichi Sato see attached A-Z booklet.)*

Exterior Design Theme – Bold and Exquisite

The new Mazda6 is sportier and more aggressive than the athletic first-generation model, with bold wheel arches, short overhangs and a dynamic front end.

A smooth, rounded bonnet interrupted by sharp lines at the sides formed by prominent and sporty-looking quarter panels creates a sense of tension and dynamism. A new front bumper design has new headlamps with a modern, next-generation design, a large lower air intake and vertical-type fog lights. Added to this is a new interpretation of the five-point grille to give the Mazda6 a strong face.

Seen from the side, the new Mazda6 is characterised by side-body lines that flow towards the rear of the car in a series of expressive changes that create patterns of light and shadow. The new rear end is richly sculptured with large, wrap-around rear lamps and a license plate integrated into the bumper for a premium look.

External dimensions

The new Mazda6 sedan is longer (4,735mm, +65mm), wider (1,795mm, +15mm), taller (1,440mm, +5mm) and has a longer wheelbase (2,725mm, +50mm) than the outgoing sedan. Despite these increases, the new Mazda6 sedan retains a sporty four-door silhouette that clearly defies the usual sedan ‘three-box’ design.

The new Mazda6 hatchback’s coupe-like profile employs the same dimensions as the sedan. Its roofline is sleeker than the sedan’s and falls away more gradually to the rear.

The Mazda6 wagon is the longest model (4,765mm, +75mm), and it is wider (1,795mm, +15mm) and only slightly higher (1,490mm with roof rails, +10mm) than the previous model. It has a more prominent kick-up beltline and a sleek glass area with body side surfaces that flow into the tailgate.

New 16, 17 and 18 inch wheels are introduced with striking three-dimensional spoke designs. The 18 inch wheel has robust-looking spokes and large cooling openings for a sense of high performance.

The new Mazda6 will now offer customers 11 exterior colours to choose from, including one all-new colour called Lilac Silver Metallic.

Luxury Sports – the Mazda6 pinnacle model

The new Mazda6 Luxury Sports hatch has even more emotional appeal and sportiness. It has a unique design for the front end with a special flying-wing front grille, larger integrated side skirts and unique rear bumper, all of which are more integrated than before for a highly sculptured look.

The rear spoiler is sharp and sporty-looking, and 18 inch alloy wheels and special metallic-look rear combination lamps add a touch of sophistication.

When combined with the new Mazda6's improved build quality, this second-generation sports appearance package is truly sporty and aggressive with a more integrated look than ever before.

5. Interior Design

- **Refined, spacious cabin with more leg, head and shoulder room**
- **Optimised cockpit design for enhanced driving enjoyment**
- **Large tailgate and boot opening width, with new automatic Karakuri tonneau cover for the wagon**

Mazda's interior designers continued the 'bold and exquisite' theme of the exterior. Here the new Mazda6 is sporty and sophisticated with a completely new look that brings a dramatic improvement in quality that's vital to providing an 'exclusive experience.'

For the sporty aspect, the designers created a snug, cockpit-like driving environment with a relaxed driving position, clear instruments and intuitive controls to support it.

The design of the dashboard and door trim builds an exquisite contrast of grace and sharp, mechanical dignity to yield a space where the driver and passengers travel in pleasure, comfort and calmness, helped by the way the fascia top curves away from the occupants and seems to float above the structure beneath.

Richly curved surfaces create depth by casting controlled shadows to convey a sense of dignity and high quality feel. New textured paint, sophisticated materials and controlled glossiness add to the air of craftsmanship, along with the micro-fine accuracy with which the components fit together.

The Three Design Pillars of Mazda6

Owners will form a *Kizuna* 'emotional bond' with the new Mazda6 for many reasons. These include a heightened sense of quality, ride comfort and quietness, as well as top-level environmental and safety performance.

Adding to this is the refined, high-quality build that is part of the craftsman's spirit of hospitality, creating a comfortable space and equipment levels which support driver confidence.

Tsukurikomi (inbuilt quality) is one of the three pillars of Mazda's distinctive craftsmanship. In line with this, the feeling of quality is greatly enhanced for all textures and the seats on Luxury and Luxury Sports models are upholstered with high-grade leather.

The second, "functional beauty" requirement for Mazda craftsmanship is served by such measures as optimising the driving position by setting the steering wheel angle at 21 degrees, a more upright position than on the previous model, to give the driver greater comfort and a better sense of unity with the vehicle.

And to promote the third pillar, "customer delight", a heartbeat effect around the centre display is an example of the interface between the car and the driver, along with Action Illumination in which the selected switch lights up when activated and then fades down.

Sporty Look and Spatial Efficiency

New Mazda6 inherits all the functionality of the previous model's packaging, while raising practicality to a new level with creatively-designed equipment unique to Mazda. Various innovations blend sporty, emotion-pleasing styling with a comfortable interior and practical luggage space.

Mazda's designers aimed to achieve a cabin with sporty proportions, while making the interior roomier than the previous model. The line from front windscreen to roof remains smooth but the header section is shifted rearward to eradicate any feeling of oppressiveness that front-seat occupants might feel.

The new Mazda6 is longer, wider and higher; with a longer wheelbase than the outgoing model for more room on the inside and a more practical boot. It accomplishes this despite having an even sportier and emotionally appealing exterior design.

The body is slightly wider so keeping the same spacing between the driver and passenger seats as before, creates more shoulder room. Knee room for the rear passengers is increased by 13mm for a spacious rear seat.

Its longer wheelbase and increased vehicle length translates into 20mm more rear leg room (from 927mm to 947mm). An increase in overall width means 9mm more shoulder room (from 1,421mm to 1,430mm) and one of the widest boot and tailgate openings in this segment that ensures ease-of-use when loading the luggage compartment and does not compromise the sporty exterior form.

The new Mazda6 has a completely new luggage compartment design, with one of the segment's widest rear openings – 1,066mm (for the wagon version). Even more importantly, for the first 700mm from the opening inward, Mazda6's boot is one of the widest in this segment, at 1,146mm. This means that loading heavy suitcases requires less effort because they can be stowed close to the tailgate/boot opening, not further toward the rear seats.

The boot volume with all seats up is between 510 litres (hatchback) and 519 litres (wagon/sedan).

Karakuri Convenience Evolves

The new Mazda6 inherits the acclaimed Karakuri rear seat-folding system debuted on the first-generation Mazda6. Simply pulling a latch in the boot side trim panel automatically folds the 60/40 rear seats down (hatchback and wagon) with no need for troublesome opening of the rear doors or removing the head restraints.

The Mazda6 now features an integrated Karakuri tonneau cover that automatically moves up and down with the tailgate (for the wagon). With the rear seats down, the new Mazda6 has a load floor length 45mm longer for the wagon (1,926mm). The hatchback load floor is 39mm longer (1,879mm) and this model has a VDA cargo volume floor-to-ceiling of 1,702litres. With the seats up, the luggage compartment has a capacity of 519 litres.

The new Mazda6 has plenty of convenient storage compartments and an expanded list of equipment that make it practical and easy-to-use on a daily basis. For small item storage there is a large 8.4 litre glove box, a large centre console box with cup holders in front, cup holders in the fold-out centre arm rest in the rear and front door trim pockets that can hold a drink bottle and documents.

Enhanced Comfort and Ease-of-Use

Mazda6's cockpit is vital to realising the designer's key target of providing an 'exclusive experience' by being comfortable and easy-to-use, and instilling a feeling of on-road confidence.

Driver visibility is improved. Mazda engineers achieved a forward-upward visibility that is one of the segment's best, despite the car's sporty roofline, by moving the contours of the headlining rearward. This gives a feeling of openness and allows the driver to see traffic lights, for example, without having to lean forward. In addition, new door mirror shapes

and newly-designed rear head restraints make it easier to see rearward, the high-mounted central brake lamp is now moved to the boot lid.

A new steering wheel angle is introduced (reduced from 23deg to 21deg) which makes the wheel more vertical and moves the top of the steering wheel towards the driver like a sports car. This makes steering easier and more efficient, as the driver moves his shoulders less when turning and the arms are better positioned when gripping the top and bottom of the steering wheel.

The Mazda6 steering wheel has a three-spoke, steel-look design, along with buttons and switches. And of course, the steering wheel is tilt and telescope adjustable.

The gear shift lever's position is inspired by Mazda's sports car models and is now placed 32mm higher and 22mm closer to the driver than before, allowing for easier gear selection. Added to this is a sliding centre armrest (all models except Limited) that allows drivers of all sizes to find the perfect resting position. The driver's seat has the same slide adjustment (260mm) and height adjustment (58mm) as the outgoing model, with stepless adjustment.

As the main driver interface with the car, the new instrument cluster contributes to the Mazda6's 'sporty and emotional' appeal. The blackout metres (Luxury and Luxury Sports) have aluminium-look ring surrounds, new amber-red illumination circled by indirect blue lighting, white needles and characters with optimised spacing and size to be easily read and which give the cockpit a look of quality and precision.

New CF-Net Technology Keeps the Driver in Touch

Mazda's new CF-Net (Cross Functional Network) features a combination of switches on the steering wheel, which provide integrated control of audio, air conditioning and trip computer systems through simple, smooth operation and a centralised display at the top of the instrument panel to minimise movement of the driver's line of sight.

6. Quality, Refinement & Class

- **Exquisite craftsmanship and eye for detail delivers ‘exclusive experience’**
- **Ambience and refinement of an expensive luxury car**
- **NVH improvements reduce cabin noise, seat comfort improved**

From the moment the original Mazda6 appeared in showrooms, it set the standard in sporty design combined with a large, comfortable interior. The new Mazda6 takes this concept to the next level and adds high levels of quality and refinement.

New Levels of Craftsmanship and Quality

The new Mazda6’s exterior and interior are made with the highest levels of quality ever seen on a Mazda and provide the type of ‘exclusive experience’ normally associated with premium brands.

On the outside, body panel gaps were optimised and designers employed refined body surfacing to make the new Mazda6 look like it was forged from a single block of metal.

An exquisite eye for quality detailing here includes:

- minimal gap between the bonnet and quarter panels, which is designed to hide the bonnet panel when seen from the side for a clean and sculptured look,
- stainless steel sash around the window area,
- windscreen washers built into the front cowl for a neat, integrated look.

On the inside, the ‘exclusive experience’ begins with exquisitely crafted detailing like a gear shift lever that feels similar to a precision instrument, easy-to-use audio controls, the refined feel of the air-conditioning control dial, and careful selection of materials and surfaces that are appealing to the touch.

Details of improved interior quality here include:

- high quality leathers and fabrics for seats, pillars and headliner,
- a premium-feel dimpled finish for the centre console,
- a sliding centre armrest made of quality materials with detailed stitching,
- decorative panels and door switch trim with tight tolerances for a neat, clean look.

The Mazda6 also delivers significant improvements in perceived quality and functional beauty. Everything has been made more appealing and user-friendly. Refined shapes are employed for instruments, dials and buttons that are easy to operate and designed to communicate solidity, which contributes to the ‘exclusive experience’.

Enhanced Seat Comfort

The front seats are more comfortable and have a newly-designed frame. They have optimised cushion contours and firmness, with seatbacks that supply good lumbar support for long distance comfort, and optimised side panels for good support during sporty driving.

The back seats have optimised cushion thickness for just the right amount of give for a comfortable fit for all types of occupants.

A new heating, ventilation and air-conditioning (HVAC) system has separate temperature controls for the driver and front passenger (all models except Limited). The heat exchanger is 20 percent bigger, compressor capacity is up 55cc to 175cc and airflow resistance is reduced by 40 percent. This translates into a measured airflow increase of approximately 10 percent and a 1dB reduction in blower noise.

Quieter than Ever Before

The new Mazda6 is not only more comfortable and easier to use; it is quieter than ever before (-2.5 dB to 67.5 dB at 60km/h on a rough road). NVH engineers improved the sound-absorbing properties of exterior panels, the mechanical parts and the interior trim. They also expanded the areas and shapes of sound-absorbing materials in the engine compartment and used *Thinsulate™* Acoustic* in the roof headlining for superior sound absorption, all of which lowered cabin noise considerably.

Wind noise has been reduced by optimising the shapes of the A-pillars, the door mirror shapes, and tightening the peripheral sealing of the doors – with shapes that also help reduce the changes in noise levels as speed increases.

Road noise has been greatly reduced by employing several new measures to lower the body shell's acoustic sensitivity and reduce road noise transmission via the suspension.

These measures include:

- new instrument cowl panel, new dash panel and roof reinforcements to lower vibration transmission into the cabin,
- a revised centre floor structure with thicker damping material to reduce sound radiation from below,
- improved wheel tilt resistance for reduced vibration transmission from the road,
- dual mode dynamic dampers on front suspension upper arms for reduced lateral tipping and vibration,
- dynamic dampers on rear knuckles for reduced road vibration transmission.

This results in some of the lowest road noise measurements in the class on all road surfaces whether smooth or rough.

**Thinsulate™ is a registered trademark of 3M Company.*

Engine NVH Reduced

Development of the new MZR 2.5-litre petrol engine was carefully monitored to ensure that NVH levels did not increase in line with performance. In fact, on top of being more powerful and more economical, the new engine is also quieter and has less vibration. (See Powertrain section for more)

New Audio Lighting System

A new 'Action Illumination' system with blue lighting greatly enhances the feeling of quality of the front compartment at night. When turning the audio power switch, the audio buttons illuminate to maximum brightness, and then dim to their usual brightness. When power is switched off, the illumination is maximized in brightness and then the lights fade gradually.

The switches also give intuitive feedback when pressed directly (either from the steering wheel or at the instrument panel) for CD fast forward/reverse, CD track up/down, radio seek and power on/off. When one of these mode buttons is pushed, the blue light along the inner edge of the button flashes for confirmation.

When UP operation is pressed, the upper half of the panel flashes, when DOWN is pressed the bottom half of the panel flashes. When in fast forward mode, the right half of the panel flashes, and in reverse, the left half flashes. When 'mute' is selected, all of the lights flash.

7. Powertrain

- **MZR 2.5-litre four-cylinder steps up in real-world performance**
- **0-100km/h in 8.0 seconds – 0.9s faster. Improved fuel economy**
- **Six-speed manual and five-speed automatic transmission**

The second-generation Mazda6's engine line-up features a new MZR 2.5-litre petrol engine with high torque for strong acceleration, smooth power development and cultivated high-speed cruising.

New MZR 2.5-litre Petrol Engine

The Mazda6 engine is a new MZR 2.5-litre petrol derived from the former model's 2.3-litre power unit. Though it has a larger bore and stroke, it is engineered with a smaller bore pitch and an unchanged block height, which gives it the same compact size and low weight as the 2.3-litre it replaces.

This newly-developed engine produces 125kW (+3kW) of power at 6,000rpm and maximum torque of 226Nm (+19Nm) at 4,000 rpm – about 10 percent more torque than its predecessor.

As significant as these gains appear on paper, they transform the real-world performance of the Mazda6 even more than anticipated. A vast amount of torque is available just above idle, giving the Mazda6 more low-rpm urge than ever before. The smooth-revving nature of the engine and its ability to spin out to 6500rpm makes it an energetic performer in high revs as well.

The new Mazda6 sedan accelerates from zero to 100km/h in 8.0 seconds in six-speed manual guise, almost a second faster than the comparable outgoing model (8.9s).

Engine NVH Reduced

Development of the new MZR 2.5-litre petrol engine was carefully monitored to ensure that NVH levels did not increase in line with performance. In fact, on top of being more powerful and more economical, the new engine is also quieter and has less vibration.

It has a high-rigidity block made from a new casting process that improves strength, and is fitted with high-strength; thin cylinder liners that help reduce noise produced by the increased combustion load.

Engineers employed lightweight pistons and connecting rods, which reduce secondary inertial forces (cutting noise and vibration) to some of the lowest in the segment. They combined these with a dual-mass damper and a flexible flywheel to suppress combustion noise during acceleration. The flywheel has a flexible joint between the crankshaft and the flywheel that lowers the resonance (and the engine noise associated with it) in the 2,000–5,000rpm range where the engine typically operates.

These factors contribute to smooth, quiet power delivery and cultivated driving fun.

This new engine is also highly efficient. It uses sequential-valve timing (S-VT) to adjust the timing of valve opening and closing for optimised operation at all engine speeds.

High power and torque are realised by improved flow characteristics in the intake ports. This is achieved by making the diameters larger and optimising the shapes of the intake manifold and head ports, by optimising the position and shape of the swirl control valve and by introducing a variable intake system (VIS) which maximises torque at all engine speeds.

Exhaust resistance has also been reduced by optimising efficiency in the exhaust manifold, which optimises engine output even further. Low noise operation was realised by increasing the length of the pipe within the main silencer, which limits the exhaust noise level at low engine speeds.

More power, more fun, less fuel

The combination of these new components and technologies results in a new petrol engine that is more powerful and fun to drive than the previous 2.3-litre engine. With this engine, the sedan (manual) sprints from 0-100km/h in just 8.0 seconds, has a top speed of 211km/h and uses only 8.4 litres/100km on the combined cycle – 0.6 litres/100km less than the previous 2.3-litre, a 4.5 percent improvement.

By comparison, the Mazda6's rivals Toyota, Honda, Subaru and Ford use between 9.1 and 9.5 litres/100km.

The Mazda6 is even more convincing when compared against Australia's traditional rear-drive family cars, which consume between 12-15 litres per 100km in the real world. This equates to an extra \$30 a week in fuel alone.

Fuel economy	New man/auto	old man/auto
Mazda6 sedan	8.4 / 8.7	8.8 / 8.9
Mazda6 hatch	8.6 / 8.8	8.8 / 8.9
Mazda6 wagon	- / 8.9	- / 8.9

Manual Transmissions – Optimised Position & Performance

The new Mazda6 retains the six-speed manual transmissions from the previous model. Shift effort for the manual transmission has been reduced by Mazda6's higher-positioned shift lever. The lever assembly's base plate is also more rigid and hard stoppers have been introduced for a quality shift feel.

A balance between smoothness and stiffness is realised by tuning the control cable and the stoppers, while a newly-optimised counterweight inertia moment makes operating feel precise and light. Shifting at high speeds is also improved by making the fifth and sixth gear synchronisers larger, resulting in 15 percent less shift effort compared to the outgoing model's manual transmission.

Five-speed Activematic Transmission

A five-speed Activematic transmission is available on all models. The system has Active Adaptive Shift (AAS) which includes a slope-control function that selects gears according to the upward or downward slope of the road, and it is able to evaluate both the curviness of the road and driver's intentions, to deliver a linear and lively shift feel in all gears and on all kinds of roads.

The Luxury Sport automatic includes paddle shifters on the steering wheel so the driver's hands need never leave the wheel during enthusiastic drives.

8. Chassis

- **Increased dimensions bring space improvements**
- **Increased body shell stiffness for improved handling and crash safety**
- **Re-engineered suspension and braking improvements**
- **Electric steering improves steering feel and reduces fuel consumption**
- **Mazda6 now even more of a true driver's car**

Mazda6's newly-developed chassis systems are where two key values of the new model come together. First of all, they translate engine power to the road in a way that is 'emotional and sporty', meaning that the Mazda6 is a real driver's car.

Secondly, the chassis also delivers one-with-the-car handling with superior ride comfort and steering attributes for a truly 'exclusive experience' behind the wheel. These are both key factors in ensuring that the Mazda6 will continue to be one of the best in its segment.

Oneness between Mazda6 and driver

The development theme for the Mazda6's dynamics was "Driving performance that creates oneness between the car and driver". This was realised by driving dynamics, steering, handling, and brake performance that respond accurately to driver intentions.

Also, the further enhanced high-quality ride and quietness provide a sense of security in accordance with the feeling of oneness between the car and the driver. This solid sense of security created by the confident, predictable handling is central to the Zoom-Zoom evolution concept embodied in the new Mazda6.

High Body Rigidity

The second-generation Mazda6 has a body shell that is much stiffer than the outgoing model's, with local reinforcements to specific body parts for improved dynamic performance and safety. Flexural rigidity is way up compared to the outgoing model (+32 percent for the sedan, +45 percent for the hatchback, +33 percent for the wagon).

Torsional rigidity has also been improved 14 percent for the sedan, 30 percent for the hatchback and 25 percent for the wagon.

As was the case with the third-generation MX-5 and the new Mazda2, engineers increased the use of high-tensile and ultra-high-tensile steels – by 7 percent (from 42 percent to 49 percent) – over the outgoing Mazda6, for superior strength and impact resistance, without a commensurate increase in weight.

Mazda Wins Battle of the Bulge Despite Dimensional & Equipment Increase

Mazda's Gram Strategy, which strictly controlled the weight of the new MX-5 Roadster and Mazda2 light car, was employed to save weight on the new Mazda6. If Mazda had not paid close attention to weight in all areas of the Mazda6, its kerb weight would have ballooned out. Instead, Mazda kept the kerb weight increase to 50-85kg depending on model – a great result given the major increases in size, safety and equipment on the new Mazda6.

This weight increase is even less of a concern given the new Mazda6 is faster than the model it replaces, and more economical. Less fuel burned means less CO₂ emissions, which means the new Mazda6 is also more environmentally friendly, as well.

** For specific examples of Mazda6's weight-saving regimen see the attached A-Z booklet.*

Front Suspension – New Six-Point Mounting System

The new Mazda6 employs a high-mount double wishbone front suspension, similar to that of the outgoing model, with some major improvements. It now has six (rather than four) perimeter frame mounting points, the two new mounts connecting the perimeter frame and the body near the lower arm mountings.

This system is better at dispersing suspension inputs, provides better support rigidity, absorbs small vibrations more effectively and increases the perimeter frame's rigidity as well. The front damper characteristics were changed to provide a strong one-with-the-car feeling to enhance even further the Kizuna 'emotional connection' with the driver.

Engineers were able to improve steering feel even further by changing the lower arm of the front suspension from a double-pivot to a single-pivot type. All of these measures result in improved handling, steering, ride comfort and less road noise transmission.

Rear Suspension – Revised Trailing Arm Bushes and Upright Dampers

For the new model, Mazda's E-type multilink rear suspension underwent significant changes. The rear dampers adopt a more upright layout which provides linear, delay-free vehicle movement and a feeling of stability, even when the car is subjected to sudden disturbances from the road surface or side winds.

Also, the trailing-arm bushes have been relocated 25mm higher and their diameter increased from 60mm to 70mm to better control rear lift during braking and achieve more linear toe-angle changes during rebound to enhance stability. Ample longitudinal compliance improves stability without sacrificing ride comfort or road-noise suppression.

Rack-Drive Electric Power Assist Steering

In developing the steering system for the new Mazda6, engineers focused on evolving the steering precision of the outgoing model, while ensuring superior straight line stability, optimal assist at low speeds and control at high speeds. These goals were achieved by introducing a highly efficient rack-drive electric power assist steering system, replacing the hydraulic power assist system of the outgoing model.

More than 140 steering calibrations were trialled before engineers chose the one that best suited Mazda's reputation as a true driver's car. Also, to give a more natural steering feel, special attention was paid to reduce the inertia level. Similar to the Mazda RX-8, the motor is mounted on the steering rack and has further evolved with a brushless motor.

The electric power assist steering not only reduces load on the engine – thus reducing fuel consumption by 2 percent – it also provides a steering feel that is firmer and more resistant to external disturbances. This enhancement also sharpens the Mazda6's responses with a quick-fire 2.87 turns lock-to-lock and a compact 11.0m turning circle (models with 16 and 17 inch wheels).

Advanced Braking System

The new Mazda6 braking system ensures that the car decelerates in a way that is responsive and linear for a feeling of reassurance and control. Braking feel has been enhanced and effectiveness increased to give greater deceleration for less pedal travel.

To achieve this, the ventilated front disc brakes are 16mm larger (299mm) and have 57mm single piston callipers. The rear discs remain 280mm in diameter with 34.9mm diameter single piston callipers.

These form the basis of four-wheel ABS, EBA, DSC and TCS. As a result, the braking distance (in Mazda testing on a dry surface, from 100 km/h) is 39.0 metres.

9. Aerodynamics

- **Obsessive attention-to-detail improves aerodynamics on all models**
- **Drag coefficient of 0.27 now best-in-class**
- **The Horseshoe Effect – innovative solution to competing goals**

Mazda6's sporty exterior design is a paragon of aerodynamic performance and efficiency. At an early stage of development, engineers evaluated a design model using an aerodynamic prediction programme to identify points of the exterior that could be improved. With this tool, they created an 'aerodynamic-improvement model' so they could visualise the shapes. They then conducted a numerical-simulation analysis on both the design model and the aerodynamic-improvement model to visualise airflow differences.

The aerodynamic team then began working with exterior designers to revise the design model to deliver improved airflow. At the end of the process, wind-tunnel testing fine-tuned the shapes of body parts to achieve the maximum aerodynamic performance.

Following plenty of simulation, wind tunnel testing (almost 40 sessions and more than 300 hours) and numerous hurdles, the engineers persevered and conducted a thorough analysis for improvement.

Coefficient of Drag Improved – lowest in class

The results of their work give the new Mazda6 one of the lowest Cd figures of just 0.27 for the sedan and hatchback (down from 0.30), 0.28 for the wagon (down from 0.32). Equally importantly, it reduced the coefficient of lift, thus improving the Mazda6's purchase on terra firma.

Locations on the upper body optimised for lowering wind drag include:

- the shape of the A-pillar, door mirror, C-pillar,
- making the rear lamps 'edge type,'
- placement of the boot-deck rear edge (sedan),
- shape of the liftgate top surface (hatchback, wagon),
- shape of the front bumper corners,
- making the side sill protrude more to suppress side turbulence.

Coefficient of Lift Improved

In addition to giving the new Mazda6 a low Cd, Mazda reduced the Coefficient of Lift (Cl), which is essential for high-speed stability. Mazda specifically targeted benchmarks well beyond the current Mazda6 to ensure improved handling stability for drivers using high-speed roads in Europe.

In pursuit of the aerodynamic performance necessary for superior handling stability, Mazda used aerodynamic simulations from an early stage of the development programme.

For a low Cl, Mazda focused mainly on smoothing the airflow over parts at the front of the upper body and parts under the floor. With regard to underfloor parts, high-speed handling tests were conducted on German autobahns and, with input from aerodynamics engineers, the underfloor aerodynamics optimised in light of the suspension settings. Notably, the aforementioned horseshoe-shape tyre deflectors help the car stick to the road in a way that the driver can feel. The low Cl helps to realise high-speed handling stability that's among the best in the class.

Features used to limit drag under the car and to reduce lift include:

- a radiator and engine under-cover,
- introducing all-new 'horse-shoe' shaped front tyre deflectors,
- optimising the shape of the bottom edge of the front mud guards,
- introducing a centre floor undercover,
- fitting rear covers and rear tyre deflectors,
- optimise the shape of the bottom of the rear bumper.

The resulting high-speed handling stability is among the best in the class. Even in demanding driving conditions (for example, the significant vehicle-speed changes and road-surface undulations encountered on autobahns) it allows Zoom-Zoom driving enjoyment whereby the driver can confidently control the car with just one hand on the steering wheel.

Aero improvements bring economy benefits

This aerodynamic performance level enhances the driving performance at high speeds while improving the fuel economy and reducing CO₂ emissions.

The Horseshoe Effect

One of the aerodynamic highlights of the new Mazda6 is the horseshoe-shaped tyre deflector which solved a very difficult issue of balancing out aerodynamics and brake cooling. With the early stage tyre deflectors (board type), it was difficult to bring in air to reach the brakes.

Mazda went back to the wind tunnel to re-evaluate windflow and experiment with a number of different shaped wind deflectors. Engineers eventually arrived at horseshoe-shape tyre deflectors, which was further refined to minimise potential for impact with the kerb while parking or for collecting snow... until the current shape and position was achieved.

Horseshoe-shaped front tyre deflectors are not only effective in reducing air resistance and improving stability at high speeds, but improve brake cooling as well. Rear tyre deflectors often used on sports cars smooth the airflow behind the vehicle.

10. Safety

- **Safety starts with a responsive, agile vehicle and ideal driving position**
- **Six airbags, active head restraints, DSC, TCS, ABS, EBD, EBA standard**
- **Increased chassis rigidity, optimised load paths improve occupant protection**

Improving running, turning and stopping achieves stress-free driving performance that gives the driver predictable control of the vehicle, so every Mazda6 driver will remain in a safe frame of mind.

New Mazda6 comes with a state-of-the-art active safety portfolio which includes larger disc brakes, ABS, DSC, TCS and EBA.

Passive safety starts with Mazda's stiff and strong Triple-H body shell and builds upon it with six SRS airbags – front driver and passenger, front-side airbags and curtain airbags for both rows – active front head restraints.

Mazda6's First Active Headrests

Each front seat has an active headrest, which mitigates the physical load borne by the occupant's neck in a rear impact.

Quick restraint of the head is vital to minimise neck injuries in a rear impact. However, simply placing the headrest further forward of the conventional position could detract from comfort. Active headrests overcome this by combining neck protection with comfort.

In a rear impact, the force pushing the occupant rearward into the seatback is used to instantaneously shift the headrest forward so it supports the head, thereby preventing excessive rearward inclination of the neck and substantially reducing the physical load borne by the neck.

To prevent the headrest from moving forward and causing discomfort during normal driving, Mazda analysed the forces applied to the seatback during a rear impact and during normal driving and reflected the results in the active headrests' design.

New Front Perimeter Frame Extension

Safety engineers used the latest impact simulation technologies to optimise the layout and shapes of the body shell's front side members, perimeter frame and cabin structure to achieve improved crash safety.

In the engine compartment structure, engineers introduced a new front perimeter frame extension and extended the joints between the front side members of the perimeter frame, for a 10 percent improvement in impact-absorption compared to the previous model. They also introduced two new tunnel side members beneath the front passenger compartment and made extensive reinforcements to the underbody members and the side sills.

Improved Side and Rear Impact Resistance

An improvement in side impact resistance was achieved by strengthening Mazda's triple-H body structure. The layout and shapes for the B-pillars and roof reinforcements were optimised, and a new cross member added below the front seats.

Impact-absorbing pads in the doors and cabin trim mitigate the impact of any occupant contact.

At the rear, the new Mazda6 has side members now made of high-tensile steel, which have a larger cross-sectional area and are straighter. The entire rear end body structure is designed to disperse impact energy into the underbody members and into the side sills, which more effectively protects the fuel system.

These structural features ensure the level of fuel-system protection required by legislation in a 50km/h rear impact. They also satisfy Mazda's stricter requirements for safety in 80km/h offset rear impact.

Crushable Pedals

To help protect the driver from leg injuries in a frontal impact, the brake and clutch pedal each have a structure that prevents them from being pushed into the cabin by movement of the engine. In a frontal impact, the brake-pedal bracket disengages, thereby freeing the pedal and limiting the extent of its movement toward the driver.

With the clutch pedal, a bracket mounted on the instrument panel causes the pedal to pivot toward the dashboard, thereby limiting the extent of its movement toward the driver.

The front seatbelts each have a pretensioner and a load limiter for further occupant protection. In the initial stage of a frontal impact, the pretensioner quickly tightens the belt to increase occupant restraint and limit the occupant's forward movement. Then, the load limiter mitigates the risk of injuries by loosening the belt in a controlled manner to alleviate its impact on the occupant's chest.

ISOFIX Seat Anchors

Each rear outside seat has ISOFIX child safety seat anchors and top tethers and the cabin features impact-absorbing trim on the pillars and roof side rails to help mitigate head injuries during a serious collision.

Pedestrian Protection

An energy-absorbing space between the bonnet and the engine, and structures for impact energy absorption in the cowl grille and fender brackets mitigate the chance of serious head injuries. And the new Mazda6 uses energy-absorption foam in front of the front bumper beam and plastic reinforcements at the bottom of the front bumper, which help lower the chance of leg injuries.

11. Environmental Initiatives

Recyclability Exceeding 90 percent

A typical end-of-life vehicle is 80 percent recyclable by weight. Most of the recovered materials are metals, predominantly steel and aluminium. The other 20 percent of the vehicle, consisting mainly of plastics and glass, is dumped in landfills as shredder dust.

Mazda has achieved recyclability exceeding 90 percent through the following initiatives:

- Conducting research into vehicle designs and dismantling technologies that facilitate removal of reusable parts and materials
- Standardising our use of plastics (the main component by weight of shredder dust) on easy-to-recycle types

Bioplastics Development

In association with businesses, academia, and government agencies in Hiroshima Prefecture, Mazda has become the first carmaker to develop plant-sourced, extrusion-mouldable bioplastics that have good enough appearance, strength, and heat resistance to be used for cabin parts.

Reduced Use of Environmentally Harmful Chemicals

Mazda takes an aggressive approach to reducing its use of lead, hexavalent chromium, cadmium, mercury, and other chemicals that adversely affect the environment. Mazda has stopped using lead, cadmium, and mercury except for parts that are subject to exemptions until alternative technologies are established. Also, Mazda has stopped using hexavalent chromium for some parts and are developing alternative technologies for safety-critical parts and the nuts and bolts used in their assembly.

Reduced Use of Air-Conditioner Refrigerant

Mazda is working to reduce its use of chlorofluorocarbon substitutes that are recognised as greenhouse gases, and is developing air conditioners that use CO₂ and other refrigerants that have a minimal environmental impact.

Reduced Use of Volatile Organic Compounds in Cabins

Since 1999, we've offered our main vehicle models with an aldehyde-odour-removing filter that helps to maintain a comfortable cabin environment by removing odours and aldehydes from the air. In addition, Mazda has revised materials and adhesives for cabin parts in an effort to reduce VOC generation in the cabins of new vehicles.

In 2005, Mazda introduced a low-VOC body sealer and has since been developing VOC-reduction technologies aimed at compliance with a 2007 target set by the Japan Automobile Manufacturers' Association.

Reduced Use of VOCs in Painting Processes

In partnership with Nippon Paint, Mazda developed an electrodeposited undercoat that reduces VOC and CO₂ emissions. Electrode-position, whereby car bodies are submerged in a coating and have an electric current passed through them to apply the coating to them, is typically used for undercoat application since it applies the undercoat not only to outer surfaces but also to inner surfaces, thereby preventing corrosion from the inside. The new electrodeposited undercoat has a 50 percent lower VOC content than earlier types and can be used in smaller volumes, meaning lower VOC emissions.

Smaller volumes also mean lower CO₂ emissions during production of the undercoat. Specific advantages (relative to employment of earlier undercoat types) are as follows:

- An annual reduction of 32 tons in VOCs emitted during the undercoating process
- An annual reduction of 8.8 tons in CO₂ emitted during undercoat production
- A reduction of at least 10 percent in the volume of undercoat used
- Better corrosion resistance owing to uniform undercoat thickness on inner surfaces of car bodies

Also, Mazda led the motor industry by developing a Three Layer Wet Paint System, which combines the primer, base, and clear coats into a single application process. Mazda deployed this system at all plants in Japan, thereby greatly reducing VOC and CO₂ emissions.

12. Specifications

		Limited	Classic	Luxury	Luxury Sports
Bodystyles					
Sedan		man / auto	man / auto	auto only	-
Hatch		-	man / auto	auto only	man / auto
Wagon		-	auto only	-	-
Powertrain					
Engine type		2.5 litre in-line 4 cylinder 16 valve DOHC S-VT			
Engine capacity		2,488 cc			
Bore and stroke		89.0 mm x 100.0 mm			
Compression ratio		9.7 : 1			
Maximum power		125kW @ 6,000rpm			
Maximum torque		226Nm @ 4,000rpm			
Throttle control		Electronic (drive-by-wire)			
Fuel system		Multipoint electronic injection			
Fuel tank capacity		64 litres			
Recommended fuel		Premium unleaded (min. 95 RON)			
Rev limit fuel cut	manual	6500rpm			
	auto	6500rpm			
Fuel consumption*1	Manual (combined)	8.4 litres/100km	8.4-8.6 litres/100km	-	8.6 litres/100km
	auto (combined)	8.7 litres/100km	8.7-8.9 litres/100km	8.7-8.8 litres/100km	8.8 litres/100km
Emissions					
CO ₂ value		Sedan	Hatch	Wagon	
	manual	199g/km	204g/km	-	
	auto	206g/km	208g/km	211g/km	
Emissions standard		Euro stage IV			

Transmissions					
Manual Transmission		6-speed	6-speed	-	6-speed
Activematic (auto) transmission		5-speed	5-speed	5-speed	5-speed
Gear ratio - man/auto	1st	3.454/3.620	3.454/3.620	3.62	3.454/3.620
	2nd	1.842/1.925	1.842/1.925	1.925	1.842/1.925
	3rd	1.310/1.285	1.310/1.285	1.285	1.310/1.285
	4th	1.030/0.933	1.030/0.933	0.933	1.030/0.933
	5th	0.837/0.692	0.837/0.692	0.692	0.837/0.692
	6th	0.717/-	0.717/-	-	0.717/-
	Reverse	3.198/3.405	3.198/3.405	3.405	3.198/3.405
	Final drive	4.388/3.863	4.388/3.863	3.863	4.388/3.863
Performance					
Top speed (with limiter)		Sedan	Hatch	Wagon	
	manual	211km/h	211km/h	-	
	auto	208km/h	207km/h	203km/h	
0-100km/h	manual	8.0 seconds			
Chassis					
Brake type	front	Ventilated disc			
	rear	Solid disc			
Steering type		Electric power assist steering			
Suspension	front	Double wishbone			
	rear	Multi-link			
Turning circle	kerb to kerb	11.0 m	11.0 m	11.0 m	11.4 m
Tyre size		205/60 R16 92V	215/50 R17 91W	215/50 R17 91W	225/45 R18 91W
Wheel size		16 x 6.0 J	17 x 7.0 J	17 x 7.0 J	18 x 7.5 J
Wheel type		Steel	Alloy	Alloy	Alloy
Wheel type (spare)		Full size	Full size	Full size	Full size

13. Equipment

Exterior					
Aerial printed into rear glass		X	X	X	X
Body kit comprising:	aero bumper (front)	-	-	-	X
	aero bumper (rear)	-	-	-	X
	integrated side skirts	X	X	X	X
	rear spoiler	-	wagon	-	X
	sports grille	-	-	-	X
Exhaust extensions (chrome)		X	X	X	X
Fog-lamps (front)		-	X	X	X
Front and rear bumpers (body coloured)		X	X	X	X
Green tinted windscreen, side and rear windows		X	X	X	X
Headlamps (halogen)		X	X	-	-
Headlamps (xenon low beam) with auto-levelling and washer function		-	-	X	X
Mudflaps (rear)		X	X	X	-
Power mirrors (body coloured)		X	X	X	X
Power sliding glass sun-roof		-	-	X	X
Power windows		X	X	X	X
Roof rack mounting points		X	sedan & hatch	X	X
Roof rails		-	wagon	-	-
Interior					
Aluminum pedals and footrest		-	-	-	X
Air-conditioning		X	-	-	-
Air-conditioning (dual-zone climate control)		-	X	X	X
Ambient temperature display		X	X	X	X
Blackout instrument cluster		-	-	X	X
Cargo area parcel shelf cover		-	hatch	hatch	X

Interior Contd.					
Cargo area tonneau cover with 'Karakuri' up and down function		-	wagon	-	-
Cargo area tie-down hooks		-	hatch & wagon	hatch	X
Cargo net		-	wagon	-	-
Centre armrest console		X	-	-	-
Centre armrest console (sliding)		-	X	X	X
Cigarette lighter and ashtray		X	X	X	X
Critical function warning lights/chimes		X	X	X	X
Cruise control		X	X	X	X
Cupholders		X	X	X	X
Digital clock		X	X	X	X
Door courtesy lamps (front)		X	X	X	X
Door map pockets (front)		X	X	X	X
Driver's left footrest		X	X	X	X
Glasses storage compartment		X	X	X	X
Glove box (lockable and illuminated)		X	X	X	X
Illuminated entry system with delayed fade		X	X	X	X
Instrument panel light dimmer		X	X	X	X
Interior illumination:	cargo room lamp	X	X	X	X
	ignition key surround	X	X	X	X
	map reading spot lamps	X	X	X	X
	power windows switch (driver)	X	X	X	X
Interior release for fuel filler door		X	X	X	X
Leather-wrapped:	gear shift knob	-	-	X	X
	steering wheel	-	X	X	X
Lights-left-on audible warning		X	X	X	X
Low fuel warning light		X	X	X	X
Paddle shift gear control		-	-	X	auto only
Panel trim (comet)		-	X	black leather	black leather
Panel trim (zebra)		-	-	olive leather	olive leather
Passenger assist grips (front and rear)		X	X	X	X

Seat trim:	cloth	X	X	-	-
	leather*2	-	-	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	X
	height adjustment (driver)	X	X	X	X
	lumbar adjustment (driver)	-	X	X	X
	rake and slide adjustment	X	X	X	X
	seat back pocket (passenger)	X	X	X	X
Seats (rear) with:	adjustable head restraints	X	X	X	X
	centre fold down armrest	-	X	X	X
	60/40 split fold backrest	X	sedan	sedan	-
	60/40 split fold backrest (flat fold)	-	hatch & wagon	hatch	X
Tachometer and electronic odometer/tripmeter		X	X	X	X
Tilt and telescopic adjustable steering wheel		X	X	X	X
Trip computer (current and average fuel consumption, distance to empty, average vehicle speed and speed alert)		-	X	X	X
Vanity mirrors (driver and front passenger)		X	-	-	-
Vanity mirrors (driver and front passenger) with illumination		-	X	X	X
Ventilation pollen filter		X	X	X	X
Window demister (rear)		X	X	X	X

Interior Contd.					
Wipers (front) 2-speed with variable intermittent and vehicle speed sensing function		X	X	X	X
Wiper (rear) with intermittent function		-	hatch & wagon	hatch	X
Audio					
AM/FM tuner		X	X	X	X
Auxiliary input (3.5mm MP3 player compatible) and 12 volt power outlet		X	X	X	X
CD player, single disc (MP3 compatible)		X	-	-	-
CD player, in-dash 6-disc (MP3 compatible)		-	X	X	X
Premium Bose® 240 watt amplifier and speakers		-	-	X	X
Speakers, number of		4	6	8	8
Steering wheel mounted audio controls		-	X	X	X
Safety					
Active head restraints (front)		X	X	X	X
Airbags SRS:	front (driver and passenger)	X	X	X	X
	side (front)	X	X	X	X
	curtain (front and rear)	X	X	X	X
Anti-lock Braking System (ABS)		X	X	X	X
Child restraint anchor points		X	X	X	X
Childproof rear door locks		X	X	X	X
Day/night rear vision mirror		X	X	X	X
'Double lock' door deadlock function		X	X	X	X
Dynamic Stability Control (DSC)		X	X	X	X
Electronic Brake-force Distribution (EBD)		X	X	X	X
Emergency Brake Assist (EBA)		X	X	X	X
Engine immobiliser		X	X	X	X
High mount stop lamp		X	X	X	X
Intrusion-minimising brake and clutch pedals		X	X	X	X

Safety Contd.					
Left-hand-side convex (wide angle) exterior mirror		X	X	X	X
One touch (up and down) power window (driver)		X	X	X	X
Remote central locking (2 transmitters with retractable key)		X	X	X	X
Seat-belt warning audible and visual (front and rear)		X	X	X	X
Seat-belts (front) with pretensioners, load-limiters and height adjustable shoulder anchorages		X	X	X	X
Seat-belts 3-point lap-sash (all seats)		X	X	X	X
Side impact door beams		X	X	X	X
Traction Control System (TCS)		X	X	X	X
'Triple H' safety construction with front and rear crumple zones		X	X	X	X

14. Dimensions

Dimensions					
		Sedan	Hatch	Wagon	
Overall length		4,735 mm	4,735 mm	4,765 mm	
Overall width		1,795 mm	1,795 mm	1,795 mm	
Overall height		1,440 mm	1,440 mm	1,490 mm	
Wheelbase		2,725 mm	2,725 mm	2,725 mm	
Ground clearance	laden	122 mm	122 mm	122 mm	
Track	front	1,550 - 1,570 mm	1,550 mm	1,550 mm	
	rear	1,550 - 1,570 mm	1,550 mm	1,550 mm	
Cargo room	volume (VDA)	519 litres	510 litres	519 litres	
Kerb weight	man	1,407 - 1,417 kg	1,451 - 1,486 kg	-	
	auto	1,431 - 1,469 kg	1,478 - 1,513 kg	1,507 kg	
Towing capacity*3	braked	1,500 kg	1,500 kg	1,500 kg	
	unbraked	550 kg	550 kg	550 kg	

*1 Fuel consumption figures are based on ADR91/01 test results.

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

*3 Subject to State or Territory regulations.