



# All-New Mazda3 Simultaneous Launch Event

This press kit can be downloaded from the

Mazda Motor UK press site

[www.mazda-press.co.uk](http://www.mazda-press.co.uk)

---

**1. Introduction: The all-new Mazda3**

**2. At a Glance: Mazda in the C segment**

**3. Technical specifications**

---

## 1. Introduction: The all-new Mazda3

If the global launch of the all-new Mazda3 hatchback could be described using only one word, connection would be that word. Because this car is destined to form a bond with owners around the world.

In the C segment, which represents around 25 per cent of the European passenger car market or some 3 million vehicles per year, this is no trivial matter. Virtually every carmaker on the market is competing for a piece of the pie. To survive here, you really need to offer something special.

The choice of locations for today's event is therefore no accident. The new Mazda3 is designed to deliver an insightful, spirited and stylish automotive experience – just like the cities hosting its launch. London, St. Petersburg and Istanbul: three pivotal European centres at divergent corners of a diverse continent. That's the sort of people this car is built for, and Mazda is convinced that its sophisticated charm and considerable wherewithal are going to make some positive connections.

Because what Mazda has done is taken its award-winning sports compact and all-time bestseller and redefined it, bringing together the best of Mazda technology and design to build a car that makes a connection and then consistently exceeds expectations.

The new Mazda3 is built to be better than the competition. But it's more than that. Mazda paid painstaking attention to those elements most fundamental to customers, like performance and packaging, build quality and comfort.

And from the broad, powerful stance to the boldly lean, rhythmical body shapes, the "KODO – Soul of Motion" design (see boxes) is indeed striking. Its dynamic expressions allude to an exhilarating experience behind the wheel, and the SKYACTIV Technology below its skin delivers across the board with lightweight engines, transmissions, body and chassis.

Get behind the wheel and the new Mazda3 does exactly what the driver commands, cornering with unflinching precision – no understeer, no correction necessary – and loyally delivering feedback in what is a genuinely fulfilling experience. Acceleration is just as linear, from zero to redline, thanks to highly efficient SKYACTIV powertrains combining extreme compression petrol and diesel engines with crisp, smooth six-speed automatic or manual transmissions.

But in spite of its remarkable performance, the new Mazda3 should manage some of the best fuel economy and CO<sub>2</sub> emissions in the segment. Sporty and loads of fun yet economical: That's Sustainable Zoom-Zoom for you, Mazda's ambitious approach to environmentally friendly cars that

compromise neither on driving pleasure, safety nor reliability. It's what produced i-stop – the world's fastest idle-stop system – and i-ELOOP, Mazda's state-of-the-art brake energy regeneration system. And Mazda Proactive Safety, a defence-in-depth approach utilising the i-ACTIVSENSE range of cutting-edge active safety technology to help prevent accidents in the first place, then protecting people and minimising damage should one happen nonetheless. In a nutshell, the new Mazda3 marks a new milestone on the Sustainable Zoom-Zoom roadmap.

This is also the model chosen for the launch of Mazda's freshly coherent next-generation interior. The forward-looking Zoom-Zoom layout features cockpit and passenger zones designed to promote enjoyable stress-free driving and a reassuringly relaxed atmosphere for passengers, yet still connect occupants with one another. Inside the compact-looking cabin exterior is a wealth of room that is best or near best-in-class in most respects. An unrestrictedly tasteful space, everything is located for the best – and safest – operation possible. Like the Active Driving Display, for example, a head-up display that puts the most vital information directly in the driver's forward line of view, or the rotary commander, redesigned to enable effortless blind operation of infotainment features.

Speaking of connections, the new Mazda3 also marks the debut of the company's new mobile connectivity concept, making it one of the first in the segment to go online. For Mazda, it's about making cars more attractive in every way, including doors that open with silky smoothness and panel gaps reduced to a minimum. If the first look arouses the senses, this meticulous focus on detail will keep you coming back.

## [KODO Box/es](#)

### **KODO: A short, thriving history**

Mazda has always aimed to build cars with emotion. Over the years, the company has continually evolved its very own expression of functional magnetism, cementing its sports car tradition with models like the Cosmo Sport, RX-7 and MX-5.

These are the roots of the Zoom-Zoom generation, which brought a consistently athletic look to the entire Mazda line-up in 2002 starting with the first Mazda6. In the years to follow, Mazda models began taking on character lines representing water, shifting sands, molten lava and other forms of movement found in nature.

The "KODO – Soul of Motion" design theme for Mazda's new generation is a "natural" progression of these developments. Faster, stronger and more poignant, KODO adds a structured, dynamic sense of motion. Inspired by the power and beauty of the animals – how a cheetah, for example, uses its entire body as a spring to set vast power into motion with remarkable dexterity and grace – KODO is brimming with emotion. It's like a snapshot of the moment when pent-up energy is released: The tension about to erupt as potential energy turns kinetic. Stirred by this vision, designers have set out to create automobiles that are genuinely moving – emotionally as well as physically.

## **KODO models to date**

First unveiled in 2010 on the Mazda Shinari concept, a four-door coupe, and then a year later on the Mazda Minagi, a crossover SUV concept, KODO was introduced to mass-production in 2012 with the Minagi-based Mazda CX-5. Exceptionally popular ever since, Mazda's first compact SUV marked a new era for the company: A new generation of vehicles featuring KODO along with the company's convention-defying range of SKYACTIV Technology.

Like the Minagi, the Mazda Takeri concept, which adapted the Shinari to the packaging of a mid-sized sedan, signalled what would follow. In this case the all-new Mazda6, a stunning interpretation of KODO's essence launched at the beginning of 2013.

And now Mazda has taken these award-winning automobiles and adapted their designs to the sporty compact packaging of the new Mazda3. With its sophisticated performance-evoking styling and rhythmical balance, the newest KODO rendering aims to immediately inspire the onlooker and stimulate positive action.

## **KODO's central elements**

Clearly setting Mazda apart from the conventional, KODO allows designers enough room to give each model its own individual personality while retaining an expression that is distinctively Mazda. This characteristic sense of vitality and agility is personified in several core design features.

**Signature wing grille:** Mazda's bold new-generation family face stretches from underneath the grille through the headlights and into the distinguishing **character lines** flowing down the side of the body, expressing movement even when at a standstill.

**Solid, powerful stance:** KODO imparts the built-up force of a predator preparing to pounce or a sprinter at the starting blocks. This posture is shaped by a crouched rear-leaning cabin with sharply slanting A-pillars, large wheels with boldly flared fenders, a wider track and a longer wheelbase with smaller overhangs.

**Headlight signature:** Like the latest Mazda6, the "eyes" of the new Mazda3 seem to glare ahead with a fearless sense of purpose. The headlamps feature LEDs and light-guiding rings that extend out the sides of the quarter panels. Together with **tail light signature**, they exude strength, speed and stability.

**Sculpted body shapes:** The impressions of KODO's harmonious forms and textures change with the light and viewing angle, the result of countless minute adjustments to the body surfaces by Mazda's modelling specialists. Complementing the reflective effects are **specially-crafted colours** like Soul Red Metallic for an electrifying expression of beauty that never stops inspiring.

### **KODO's functional design**

All new Mazdas share the compellingly unique consistency of the KODO design elements, and with it the sporty, dignified appeal obligatory for the Mazda brand. And the forms are functional, too, as the following examples illustrate.

**Aerodynamics:** The KODO shapes are expertly crafted for minimal resistance. Therefore, all new-generation Mazdas offer top-class drag coefficients, which of course help boost fuel economy.

**Ergonomics & interior comfort:** The wide, powerful stance and long wheelbase allowed designers to build a bigger cabin despite its compact external look. So they could improve the pedal arrangement, for example, and optimise the overall cockpit layout. That makes driving easier as well as more fun, while the generous interior enhances passenger comfort.

**Safety:** The rear-leaning cabin and slanting A-pillars give the driver a better field of view, making these vehicles safer, too.

KODO models are more than simply attractive: They walk the walk, perfectly balancing conflicting forces. Unique? Absolutely. Just like their convention-defying SKYACTIV Technology.

## 2. At a Glance: Mazda in the C segment

SKYACTIV Technology meets “KODO – Soul of Motion” design, custom-fit for the compact class in the all-new Mazda3 five-door hatchback.

-Smashes conventional expectations for the ultra-competitive C-segment, which makes up around one-quarter of European passenger car sales.

-More *Jinba Ittai* rider-and-horse-as-one than ever for Mazda’s all-time top seller.

-Sustainable Zoom-Zoom at its best: more fun, more economical and safer.

-Always online with the debut of Mazda’s new mobile connectivity concept.

-Slated to go on sale in Europe in fall.

### Exterior design

KODO, Mazda’s bold design theme for a new generation, takes the sporty compact look one step further on the new Mazda3, putting more heat into the hatchback.

-The lower, wider KODO stance conveys strength, as does the rear-leaning cabin and raked profile rising towards the rear.

-The extended wheelbase and reduced front and rear overhangs say performance, enhancing safety and stability while at the same time offering more cabin and engine room.

-Exceptional build quality with doors that open with astonishing ease and minimal gaps between them and the body panels.

-The signature wing grille, a KODO trademark and Mazda’s new family face, flows into the forceful character lines in a look of pent-up energy.

-Sleek headlamps, which glint forward like a wildcat stalking its prey, feature a cleanly-structured lighting signature with LEDs and a light-guiding ring.

-Available in a choice of nine body colours including Soul Red Metallic (“emotion”) as well as the all-new Titanium Flash Mica (“sophistication”) and Deep Crystal Blue Mica (“speed”).

-Comes with 16 or 18-inch wheels.

## **Interior design & comfort**

Mazda is introducing its all-new interior on the new Mazda3, splitting the cabin into two “zones” demarcated by the centre console: the secure, purpose-built cockpit and the relaxed, open passenger environment.

-A centre-focused driver space designed for maximum ergonomics and minimum stress, with all vital driving-related instruments positioned to allow effortless operation and prevent fatigue, including:

- the Active Driving Display, a head-up display which projects the most crucial driving information into the driver’s forward field of view (as one of the first models in the C segment)

- pedals positioned symmetrically for better access

- a lower steering wheel

- improved driver’s seat adjustment possibilities

-Rear-leaning cabin improves visibility and the driver’s overall field of view, with the A-pillars moved back 100mm relative to the current model.

-Interior bigger than before in most ways, with best-in-class shoulder room and top comfort overall.

-Redesigned seats, which feature stiffer vibration-suppressing seatbacks, offer superior comfort even on longer journeys with superb hold and a natural seating position.

-The combination of the refined black keynote colour and sophisticated contrasts, all in top-quality finishing, produces a stylish, emotional interior perfectly suited to a sporty compact.



-A choice\* of black leather with red stitching, either alone or in combination with off-white leather and white, grey and red stitching (or fabric upholstery in black).

-Larger boot – 350 litres with rear seats up – than the current hatchback and an assortment of convenient cabin stowage options designed for access with as little eye movement as possible.

\* Availability depends on equipment level and market

## Connectivity & equipment

Made for people in the modern world of today, the new Mazda3 offers a remarkable combination of advanced information, entertainment and connectivity, with safety and convenience as the top priorities.

-Two zones of operation – one for safe driving and the other for infotainment – reflect the subdivided cabin approach; both share a revolutionary user-friendly and above all safe to use human-machine interface (HMI):

- driving-related controls and information laid out to support fast and accurate responses with no wasted movements and no wasted energy

- Active Driving Display\* shows the three most essential pieces of real-time driving data directly in the driver's forward field of view; other driving information appears in the completely redesigned instrument cluster\*

- communications and entertainment-related information shown on the 7-inch WVGA touchscreen display\* located above the centre stack

- redeveloped rotary commander\* on the centre console enables blind operation of infotainment functions

- certain features also support voice command\*

-Mazda introduces its brand-new mobile connectivity concept\* on the new Mazda3:

- functions together with a smartphone, building on existing Bluetooth®, email, SMS and navigation features

- safely brings a large collection of free mobile content into the car including Aha™, a cloud-based service with more than 30,000 stations including radio, podcasts, audio books, personalised location-based services, and Facebook and Twitter audio feeds

- includes Mazda's own vehicle apps, supporting drivers with e.g. Eco-display status information, maintenance reminders and warning guidance

-Other infotainment highlights include:

- Bose® 9-speaker premium sound system\* designed exclusively for the new Mazda3, featuring Bose® Centerpoint® 2 surround sound technology

- SMS, MMS and email display and readout functions in combination with a connected smartphone

- new navigation system offers more accurate route calculations, expanded destination search features, three years of free updates and support for up to 18 audio and 26 text languages

-Comprehensive parking assist system\* featuring an audio warning signal along with front and rear warning zones with visual display.

\* Availability depends on equipment level and market

## Powertrains

The convention-defyingly advanced SKYACTIV powertrains available for the new Mazda3 include lightweight SKYACTIV-D diesel and SKYACTIV-G petrol engines along with innovative automatic and manual transmissions. i-stop, the world's fastest idle-stop system, is standard equipment, and Mazda's unique i-ELOOP brake energy regeneration system is also available.

**SKYACTIV-G** direct injection petrol engines feature:

-a 14:1 compression ratio (world's highest in a mass-production model\*)

-a fuel-saving 4-2-1 exhaust system, multi-hole injectors for enhanced fuel spray, special piston cavities, dual sequential valve timing and more to overcome the downsides to high compression.

There is a choice of three petrol powerplants:

The brand new and exceptionally frugal **SKYACTIV-G 1.5**:

Output:

-74kW / 100PS at 6,000rpm & 150Nm at 4,000rpm

Emissions class: Euro 5

Standard and high-power versions of the **SKYACTIV-G 2.0**:

Output:

-Standard power: 88kW / 120PS at 6,000rpm & 210Nm at 4,000rpm

-High power: 121kW / 165PS at 6,000rpm & 210Nm at 4,000rpm

Emissions class: Euro 5

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

-a 14:1 compression ratio (world's lowest\*)

-a variable twin turbocharger

-a balance shaft to offset vibrations

Output:

-110kW / 150PS at 4,500rpm & 380Nm at 1,800rpm

Emissions class: Euro 6

\* Available as of June 2013

**SKYACTIV-Drive** six-speed automatic transmission features:

- full-range direct drive including a full-range lock-up clutch
- a transmission computer linked to the engine computer for faster, smoother shifting
- a kickdown switch to help prevent unwanted downshifts (or hasten one when desired)

**SKYACTIV-MT** six-speed manual features:

- the light, crisp shifting of the Mazda MX-5 roadster
- more efficient packaging
- better fuel economy than ever

Both SKYACTIV transmissions are available in standard (up to 270Nm) and large versions (up to 460Nm).

## **Chassis & body**

From steering, braking and aerodynamics to safety and NVH, the lightweight SKYACTIV-Chassis and SKYACTIV-Body deliver pretty much the best Europe's C segment has to offer. Drivers will relish the outstanding linear handling and precise control, while passengers bask in the surprisingly quiet interior and advanced ride comfort.

### **SKYACTIV-Chassis**

- Responds more faithfully than ever to driver input, with neutral steering through curves, a smooth, predictable pitch and roll, harmonious linear responsiveness diminishing the need for steering correction, and none of the understeer typical to FF layouts.

- Perfectly balanced suspension boosts comfort, agility and high-speed stability.

- The lighter yet stiffer suspension features enhanced geometry and dampers to better absorb road influences – but without compromising on handling.

- Reworked electric power assisted steering system:

  - utilises a lower 14:1 gear ratio, increasing agility while requiring less effort from the driver

  - is smaller, lighter and more energy efficient than its predecessor

- A retuned brake booster, reduced pedal play and smaller cylinders amplify brake control and responsiveness:

  - stopping distances among the top of the class

  - superb hold on wet roads together with new high-grip tyres

  - also help save fuel by reducing motion resistance

### **SKYACTIV-Body**

- Lighter yet stronger than the current Mazda3:

  - overall weight reduced by expanding the proportion of high-tensile steels, thoroughly reviewing more than 300 body components and adopting lightweight SKYACTIV powertrains

  - body rigidity increased by some 30 per cent

  - dual brace structure added to suppress body deformation when cornering

-Among the best aerodynamics of any hatchback (drag coefficient of 0.275), which helps boost fuel economy and road stability thanks e.g. to:

- the new active air shutter\*, which closes the lower front grille when the engine does not require air cooling

- new underbody covers and tyre deflectors, which streamline air flow underneath the vehicle

- special turbulence-suppressing spoilers

-The SKYACTIV-Body's structure delivers exceptional crash safety by effectively absorbing impact energy and dispersing it away from the cabin using a multi-load path methodology along with a system of straight and continuous structures.

-One of the quietest interiors in the C segment, featuring:

- new lightweight sound-absorbing materials that block noise paths into the cabin

- vibration and noise-suppressing enhancements ranging from stiffer powertrains and softer dampers to improved engine intake and exhaust systems

\* Availability depends on model

## **SAFETY**

The new Mazda3 combines an arsenal of high-tech active safety technology with its innovative occupant and pedestrian-focused passive safety concept. Like preceding SKYACTIV models, Mazda expects the maximum safety ratings for its new compact from Euro NCAP and others.

### **Active safety**

- Forward Obstruction Warning (FOW)\*** keeps track of preceding vehicles at 15-200km/h, issuing a warning sound and visual alert should the new Mazda3 get too close.

- Smart Brake Support (SBS)\*** pre-fills the brakes should FOW issue a warning, braking automatically if the system detects an imminent rear-end impact.

- Smart City Brake Support (SCBS)\*** is Mazda's low-speed autonomous emergency braking system, complementing SBS at speeds of 4-30 km/h, particularly during city driving.

-**Mazda Radar Cruise Control (MRCC)**\* adjusts the throttle and applies brake pressure to maintain a safe distance from preceding vehicles at speeds up to 200 km/h.

-**Rear Vehicle Monitoring (RVM)**\* warns of vehicles approaching from behind in adjacent lanes and the blind spots.

-**Lane Departure Warning System (LDWS)**\* monitors lane markings at 65km/h and up, alerting the driver of unintended lane changes.

-**Distance Recognition Support System (DRSS)**\* calculates and displays the proximity and catch-up time to preceding vehicles at 30-200km/h.

-**Emergency Stop Signal (ESS)**\* rapidly blinks the four-way hazard lights to warn ensuing motorists during heavy braking from 50km/h and up.

-**High Beam Control (HBC)**\* automatically changes between high and low beams to avoid impairing other motorists.

-**Adaptive Front-lighting System (AFS)**\* turns the headlamps to follow curves.

-**Hill Launch Assist (HLA)**\* controls the brakes to prevent unwanted rolling during hill starts.

-Standard **ABS** with **EBD** (Electronic Brakeforce Distribution) and brake assist (**EBA**), **DSC** (Dynamic Stability Control) and **TCS** (Traction Control System).

\* Availability depends on equipment level and market



## **Passive safety**

-The highly-rigid yet lightweight SKYACTIV-Body is more secure on all sides thanks to stronger materials, straight, continuous members and reinforced joints.

-Larger front-end crumple zones help absorb energy, channelling it around and away from the cabin along multi-load paths.

-The reinforced side sills help prevent the front wheel from intruding into the cabin during a small overlap frontal impact.

-A solid uninterrupted cage structure minimises cabin deformation and injury potential during a side impact by controlling the flow of impact energy.

-Trim and other interior components optimised (e.g. by adding new shock-absorbing materials) to reduce the potential for injury to occupants.

-Front seat cushion frame, seatback structure and headrests redesigned to prevent injuries; rear seats reinforced to stop luggage intrusion into the cabin.

-Standard front, side and curtain airbags along with front seatbelt pretensioners and load limiters.

-A bonnet and front bumper designed to better protect pedestrians, especially from blows to the head and legs.

### 3. Technical specifications: the all-new Mazda3 hatchback

(for Europe, excluding Russia)

#### Dimensions (preliminary)

Body type		Monocoque
Doors		4 + liftgate
Seating capacity		5
Drag coefficient*	$c_d$	0.275
Cross-sectional area	$m^2$	2.258
<b>Exterior</b>		
Overall length with / without number plate holder	mm	4,465 / 4,460
Overall width	mm	1,795
Overall width (mirror to mirror)	mm	2,053
Overall height without shark fin antenna	mm	1,450
Wheelbase	mm	2,700
Overhang front with / without number plate holder	mm	930 / 925
Overhang rear	mm	835
Track front	mm	1,555
Track rear	mm	1,560
Ground clearance between the axles	mm	155
<b>Interior</b>		
Front headroom	mm	981
Rear headroom	mm	955
Front shoulder room	mm	1,452
Rear shoulder room	mm	1,382
Front hip room	mm	1,411
Rear hip room	mm	1,360

Front legroom	mm	1,073
Rear legroom	mm	909
Rear knee clearance	mm	16
<b>Boot</b>		
Volume to tonneau cover with rear seats up (VDA)**	l	350
Volume to roof with rear seats folded down (VDA)**	l	1,250
Height floor to tonneau cover**	mm	500
Load floor length to 2 <sup>nd</sup> row	mm	885
Load floor length to 1 <sup>st</sup> row	mm	1,612
Width between rear wheel wells	mm	1,022
Width at floor	mm	1,261
Boot opening threshold, distance from ground	mm	701
Liftgate opening width / height	mm	1,020 / 785**

\* With active air shutter

\*\* With tire repair kit (including sub-trunk)

### Engine (preliminary)

		<b>SKYACTIV-G 1.5</b>	<b>SKYACTIV-G 2.0 Standard Power</b>	<b>SKYACTIV-G 2.0 High Power with i-ELOOP</b>	<b>SKYACTIV-D 2.2</b>
<b>Engines</b>					
Engine type		I4 DOHC 16 valves	I4 DOHC 16 valves	I4 DOHC 16 valves	I4 DOHC 16 valves
Displacement	cm <sup>3</sup>	1,496	1,998	1998	2184
Bore x stroke	mm	74.5x85.8	83.5x91.2	83.5x91.2	86.0x94.0
Camshaft drive		Timing chain	Timing chain	Timing chain	Timing chain
Fuel injection system		Direct injection	Direct injection	Direct injection	Direct injection
Compression ratio		14.0:1	14.0:1	14.0:1	14.0:1

Emission control system		Three-way catalyst	Three-way catalyst	Three-way catalyst	Oxidation catalyst & DPF
Max. power	kW(PS)/rpm	74(100)/6,000	88(120)/6,000	121(165)/6,000	110(150)/4,500
Max. torque	Nm/rpm	150/4,000	210/4,000	210/4,000	380/1,800
Fuel type		95 RON	95 RON	95 RON	CN 51 (diesel)
Fuel tank capacity	l	51	51	51	51
Engine oil capacity	l	3.9	4.0	4.0	4.8
Battery		Q-85	Q-85	Q-85	T-110
Transmission		6MT	6MT/6AT	6MT	6MT/6AT

#### SKYACTIV-MT transmission (preliminary)

	SKYACTIV-G 1.5	SKYACTIV-G 2.0 Standard Power	SKYACTIV-G 2.0 High Power with i-ELOOP	SKYACTIV-D 2.2
Transmission type	6-speed manual	6-speed manual	6-speed manual	6-speed manual
Powertrain	FWD	FWD	FWD	FWD
<b>Gear ratios</b>				
1 <sup>st</sup>	3.700	3.700	3.363	3.357
2 <sup>nd</sup>	1.947	1.947	1.947	1.826
3 <sup>rd</sup>	1.300	1.300	1.300	1.565
4 <sup>th</sup>	1.029	1.029	1.029	1.085
5 <sup>th</sup>	0.837	0.837	0.837	0.854
6 <sup>th</sup>	0.680	0.680	0.680	0.711
Reverse	3.724	3.724	3.385	4.091
Final drive ratio	4.105	3.619	4.388	3.619 / 2.814

### SKYACTIV-Drive transmission (preliminary)

	SKYACTIV-G 2.0 Standard Power	SKYACTIV-D 2.2
Transmission type	6-speed automatic	6-speed automatic
Powertrain	FWD	FWD
<b>Gear ratios</b>		
1 <sup>st</sup>	3.552	3.487
2 <sup>nd</sup>	2.022	1.992
3 <sup>rd</sup>	1.452	1.449
4 <sup>th</sup>	1.000	1.000
5 <sup>th</sup>	0.708	0.707
6 <sup>th</sup>	0.599	0.600
Reverse	3.893	3.990
Final drive ratio	4.325	3.548

### Suspension and wheels (preliminary)

	SKYACTIV-G 1.5	SKYACTIV-G 2.0 Standard Power	SKYACTIV-G 2.0 High Power	SKYACTIV-D 2.2
<b>Suspension</b>				
Front suspension	MacPherson strut			
Rear suspension	Multi-link			
Stabilisers (front / rear)	22.2 / 17			
Damper type (front & rear)	Twin tube			
<b>Wheels &amp; tires</b>				
Wheel size	16X6.5J 18X7J			
Tire size	205/60 R16 215/45 R18			

### Steering & brakes (preliminary)

		SKYACTIV-G 1.5	SKYACTIV-G 2.0 Standard Power	SKYACTIV-G 2.0 High Power	SKYACTIV-D 2.2
<b>Steering</b>					
Steering type		Rack and pinion			
Power assist type		Electric power assist			
Steering gear ratio		14.1			
Steering wheel turns (lock to lock)		2.57			
Turning circle (kerb to kerb)	M	5.3			
Turning circle (wall to wall)	M	5.7			
<b>Brakes</b>					
Type front		Ventilated discs			
Type rear		Solid discs			
Diameter front	mm	280	295	295	295
Diameter rear	mm	265	265	265	265
Vacuum booster diameter	Inches	9	9	9	9
Scheduled maintenance		Every 20,000km / 12 months			

### Performance and Weights (preliminary)

		SKYACTIV-G 1.5	SKYACTIV-G 2.0 Standard Power		SKYACTIV-G 2.0 High Power with i- ELOOP	SKYACTIV-D 2.2	
Transmission		6MT	6MT	6AT	6MT	6MT	6AT
<b>Performance</b>							
Top speed	km/h	182	195	194	210	210	201
Acceleration (0-100km/h)*	s	10.8	8.9	10.4	8.2	8.1	9.7

Emissions rating		Euro 5	Euro 5	Euro 5	Euro 5	Euro 6	Euro 6
<b>Weight and payload</b>							
Min. kerb weight (without driver)	kg	1,190	1,205	1,240	1,220	1,320	1,330
Min. kerb weight **	kg	1,265	1,280	1,315	1,295	1,395	1,405
Max. permissible weight	kg	1,800	1,815	1,835	1,815	1,910	1,930
Max. payload	kg	610	610	595	595	590	600
Permissible front axle weight	kg	930	960	980	960	1,060	1,075
Permissible rear axle weight	kg	945	930	930	930	925	930
Permissible tow weight, trailer without brakes	kg	600	600	600	600	650	650
Permissible tow weight, trailer with brakes (12% slope)	kg	950	1,300	1,300	1,300	1,500	1,500
Permissible tow weight, trailer with brakes (8% slope)	kg	1,500	1,600	1,600	1,600	1,800	1,500
Max. roof load capacity	kg	75	75	75	75	75	75

\* Under Mazda test conditions

\*\* Including 75kg driver