



For immediate release

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The all-new Mazda CX-5 | Discover More

- The all-new Mazda CX-5 delivers new levels of sophistication, style and driver involvement.
- Priced from £23,695 to £33,195 it builds on the success of the award-winning first generation.
- On sale from the 30th June, the ten-model UK line-up features SE-L Nav and Sport Nav trim levels.

Building on the extraordinary success of the outgoing CX-5, a car that introduced Mazda's SKYACTIV technology and KODO: Soul of Motion design philosophy, the all-new Mazda CX-5 has been designed to bring a new dimension of driving pleasure to SUV customers.

Launched in 2012, the original Mazda CX-5 changed perceptions in the compact SUV segment with its award-winning combination of style, driving dynamics and efficiency. Winning acclaim from customers and media alike, global sales of over 1.5 million mean it now accounts for roughly 25 per cent of Mazda's global sales volume with more than 32,000 current-generation CX-5s having been sold in the UK.

Now with enhancements across the board, an all-new interior and a fully-revised body structure the all-new Mazda CX-5 raises the bar even higher, delivering new levels of style, refinement and driving pleasure. Designed under the concept of 'Refined Toughness' the second-generation CX-5 features a powerful evolution of Mazda's front-end design, while sleeker sides and a lower roofline underscore its solid stance and elegant proportions. Inside, Mazda's human-centric development ethos delivers an interior that merges meticulous cockpit ergonomics with a sophisticated, high-quality and spacious cabin environment.

A product of Mazda's 'Jinba Ittai' car-and-driver as one philosophy, the all-new Mazda CX-5 delivers new levels of driver engagement and comfort. With particular attention paid to reducing noise and vibration within the cabin, the all-new CX-5 provides unmistakably premium levels of comfort and refinement, while at the same time improving on the class-leading handling precision and driver involvement of the outgoing car. With 15 per cent stiffer torsional body rigidity than the outgoing model, refinements to the steering, suspension and brakes, plus the introduction of G-Vectoring Control (GVC) the all-new Mazda CX-5 is more comfortable, refined and responsive than ever.

Available in two highly-specified trim levels, the ten model UK range starts at just £23,695. Both Mazda's SKYACTIV-MT six-speed manual and SKYACTIV-Drive six-speed automatic transmissions feature in the range, as does the latest generation of Mazda's intelligent i-ACTIV all-wheel drive (AWD) system.

Powered by a familiar range of SKYACTIV engines, the 2.0-litre 165ps SKYACTIV-G petrol engine is available in SE-L Nav and Sport Nav trim and is offered exclusively with front-wheel drive and Mazda's six-speed SKYACTIV-MT manual gearbox.

Making up the bulk of the range, the popular 2.2-litre 150ps SKYACTIV-D diesel is available with front-wheel drive and all-wheel drive transmissions, plus comes with a choice of SKYACTIV-MT or SKYACTIV-Drive gearbox. Sitting at the top of the range, the flagship 2.2-litre 175ps SKYACTIV-D comes exclusively in Sport Nav trim and is equipped with Mazda's i-ACTIV AWD, and like the lower output diesel, it can be matched to either automatic or manual transmission.

Across both outputs the SKYACTIV-D diesel engines have been enhanced with the introduction of Mazda's noise reducing Natural Sound Smoother technology, which entails the fitting of a dynamic damper within the pin securing the piston to the connecting rod to reduce start-up and idle reverberation. In addition Transient Control sharpens throttle responsiveness by more precise control of engine torque with optimised turbo pressure and finer adjustment of fuel injection.

All models feature a generous standard equipment tally that includes LED headlights, auto power-folding door mirrors, dual-zone climate control, DAB radio and a 7" colour touch-screen display with Mazda's integrated navigation. Sport Nav cars add to this with a host of premium highlights including a reversing camera, 8-way power adjustable driver's seat and smart keyless entry, plus heated front seats and steering wheel. Offered in a Mazda for the first time, Sport Nav models also feature a power lift tailgate, plus a new head-up display (HUD) that projects directly onto the windscreen and features Traffic Sign Recognition.

Other highlights include two new optional paint colours: Soul Red Crystal Metallic and Machine Grey Metallic. Both colours use Mazda's unique three-layer TAKUMINURI painting technology, and compared to previous CX-5's Soul Red Metallic paint, Soul Red Crystal increases brightness by approximately 20 per cent and depth by 50 per cent.

Commenting on the all-new Mazda CX-5 Jeremy Thomson, Managing Director of Mazda Motors UK said, "the CX-5 will go down as a landmark car in Mazda's history, not only did it introduce SKYACTIV technology and KODO: Soul of Motion design, it also showcased how Mazda could make an SUV that was stylish, great to drive and capable of luring customers from premium badged rivals. And today the all-new Mazda CX-5 takes this to the next stage, elevating exterior design, cabin quality and refinement to new levels of sophistication, whilst at the same time ensuring Mazda's love of driving is even more apparent in the handling."

Adding, "I'm sure the all-new Mazda CX-5 will carry on winning over British SUV buyers, especially as increased equipment levels and superb residual values mean it continues to represent great value for retail and fleet customers alike."

The all-new Mazda CX-5 goes on sale in the UK on the 30th June.

- Ends -

Key Features

Interior

Displays

The new 7-inch centre display is the first in a Mazda to adopt optical bonding to join the Liquid Crystal Display and touch panel – this suppresses reflections and presents a clearer image. The legibility of all displays has been optimised for quicker and easier reading, while the Multi-Information Display mounted within the right-hand dial of the driver's instrument binnacle features a new 4.6" colour TFT LCD screen, with related information grouped for quick and easy recognition.

Seats

Both the front and rear seats have been extensively revised to offer occupants better core body support, improved fatigue relief and greater comfort. Sport Nav versions of the all-new Mazda CX-5 feature 8-way adjustable power seats with two preset memory function. They allow for the automatic height adjustment of the Active Driving Display -Mazda's head-up display- in conjunction with the seat position, when switching drivers. This new memory preset can also be matched to the smart keyless entry key fob.

Steering wheel

The all-new CX-5 features a new-generation steering wheel design. This top-class leather wheel has a tactile feel, a smarter shape and a smaller centre pad. While the outer diameter of the wheel has not changed, the satin metallic decorations applied to the lower spokes are narrowed to give it a sleeker look. On Sport Nav models, the new wheel is now equipped with a heated rim, which automatically turns off after 30 minutes. The functions of the current steering switches, which were arranged in three vertical rows in the spoke areas, are now integrated and concentrated into one row.

Active Driving Display

A first for Mazda, the all-new Mazda CX-5 features a windscreen projected colour Active Driving Display. Standard on Sport Nav models, this head-up display features Traffic Sign Recognition and presents information directly onto the windscreen within the driver's line of sight, for quicker and easier reading of data. The displayed information is divided into upper and lower zones. Driving information, including navigation turn-by-turn direction, and routing and speed limit information, is displayed in the upper section. Vehicle status, including current speed and advanced safety equipment status, is displayed in the lower section.

Storage Space

The console box beneath the centre arm rest has a larger capacity, and is now fitted with a groove to accommodate the power cord of devices attached to the USB port, power outlet and twin AUX mini-jack connection hub located within it. The glove box is shaped to accommodate a 10" tablet, and has been flock-lined for greater convenience and quality. The capacity of both front and rear door pockets has been increased, and their bases lined with a non-slip finish.

Driving Position

Building on the commanding driving position and excellent pedal layout already offered by the current model, the driving position of the all-new Mazda CX-5 not only features a new seat design, but has also been further improved through several key measures: raising of the floor console brings the gearlever higher and closer to the steering wheel (60 mm on the automatic or 40 mm on the manual) for improved driver comfort. Also, setting the centre console and door arm rests to near identical heights provides the driver with a more balanced and comfortable seating space.

Exterior

Powered tailgate

Making its first appearance on a Mazda, a power-operated tailgate is standard on Sport Nav models. Opened and closed, smoothly and quietly, by a lightweight, compact, spindle damper system, the open/close switch is located both on the tailgate itself and inside the cabin. It can also be operated via the smart keyless entry button; the degree of tailgate opening can be set seamlessly, whilst touch sensors prevent items becoming trapped during closure.

Dimensions

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zoom-zoom

The all-new Mazda CX-5 is 10mm longer and 35mm lower than its predecessor but retains the same 2,700mm wheelbase. With both the front and rear tracks slightly wider than before and the wheels placed as close as possible to outer edges of the bodysell, the latest CX-5 has a powerful stance on the road. Aerodynamically, the latest CX-5's all-new body has resulted in a drag coefficient that has been lowered by some 6% over that of the outgoing model. Boot volume has marginally also increased from 503 to 506-litres, while the use of a 9 mm thinner boot floor board has increased the under-floor storage volume.

Soul Red Crystal Metallic paint

By raising the brightness level over the hugely popular Soul Red Metallic by approximately 20 per cent and increasing the depth by some 50 per cent, Mazda's new Soul Red Crystal paint finish achieves stunning levels of transparency to highlight the beauty and quality of KODO design's dynamic body shapes. Soul Red Crystal continues to use three coats -a reflective layer, a translucent layer and a clear top coat- but represents a major advance in Mazda's TAKUMINURI painting technology. The end result is precisely controlled reflections which produce more vivid highlights and even deeper shadows. The all-new Mazda CX-5 can also be specified in a choice of seven further colours – Machine Grey Metallic, Sonic Silver Metallic, Eternal Blue Mica, Deep Crystal Blue Mica, Jet Black Mica, Snowflake White Pearlescent and Arctic White.

Body and chassis

With approximately 3 per cent more ultra-high-tensile steel used in the body compared to the outgoing model, the SKYACTIV-BODY of the all-new Mazda CX-5 is 15 per cent more rigid. While the basic structure of the platform is carried over, more than 50 per cent of the parts have been changed or redesigned. Detailed changes to suspension and chassis deliver improvements in ride, handling and refinement, ensuring that the human-centred development of Mazda's Jinba Ittai car-and-driver as one philosophy is more apparent than ever in the driving dynamics of the all-new Mazda CX-5.

G-Vectoring Control (GVC)

Like the 2017 Mazda3 and the recently updated Mazda2, CX-3 and Mazda6, the all-new Mazda CX-5 benefits from the introduction of the first of Mazda's new SKYACTIV-VEHICLE DYNAMICS range of technologies – G-Vectoring Control (GVC). Utilising integrated control of the engine, transmission and chassis to enhance the connection between car and driver, GVC varies engine torque to optimise vehicle dynamics. By monitoring steering and throttle position when entering a corner under power, GVC momentarily reduces the amount of torque delivered to the front wheels, thereby transferring a fraction more weight onto the front axle. This increases front tyre grip, which allows the front wheels to turn more precisely.

Intelligent All-Wheel Drive system

Matched to the 150ps and 175ps SKYACTIV-D diesel engine, Mazda's intelligent AWD system uses 27 sensor signals to monitor road conditions and driver intentions, instantly determining how power should be split between the front and rear wheels. The Active Torque Control coupling sends the right amount of torque to the right place at exactly the right time, maximising front and rear grip by precisely calculating how much grip is required at each wheel, even when road conditions are constantly changing. This intuitive set-up also delivers superb fuel efficiency by ensuring that the all-new CX-5 doesn't unnecessarily transmit torque to the rear wheels when conditions don't demand it. With a focus on fuel efficiency, under most normal driving conditions torque split to the rear wheels can vary from as little as 1 per cent to 50 per cent.

Styling

Launched in 2012 the Mazda CX-5 was a landmark car for Mazda, not only did it mark the debut of Mazda's SKYACTIV technology, it was also the first production car to feature Mazda's now range wide KODO: Soul of Motion design philosophy.

Praised at launch for its sharp looks and dynamic proportions, a mid-life update in 2015 updated the looks ensuring that throughout its life the first-generation remained a benchmark for style in the compact SUV sector.

Created under the concept of 'Refined Toughness', the all-new Mazda CX-5 takes this award-winning concept to the next level. Hinting at the future direction of Mazda's KODO design, the second-generation CX-5's mature physique, elegant form and fine fit and finish give it a refined modern look, yet at the same time it remains unmistakably a CX-5.

At 4,550mm long, 1,840mm wide and 1,680mm high, the all-new CX-5 is 10 mm longer and 35 mm lower than its predecessor. Wheelbase length remains 2,700 mm, but front and rear track is slightly wider than before, and with the tyres placed as near as possible to the outer corners of the bodysell, the new car has the sporty stance you'd expect of an SUV focused on delivering class-leading style and driver-focused dynamics.

The overall body structure has been revised with the A pillars repositioned some 35 mm further back and the relative positions of the front axle and A-pillars optimised. A single, powerful character line sweeping from the headlamps towards the rear tyres culminates at the back in a trapezoidal form which extends from the tailgate outwards towards the rear wheels.

Mazda has evolved the thinking behind the brand's front-end design: slender and lower-placed LED headlight clusters accentuate the low and wide expression of the CX-5's face, while the satin chrome signature wing emphasises width by extending outwards from beneath the grille to underscore the headlamps. Long and thin LED fog light bezels that further accentuate the sense of breadth inherent in the front of the all-new CX-5. The three-dimensional look of the Mazda badge and grille has also been strengthened by a new, three-sided pyramid design that features mesh that curves gently inwards to the centre of the grille, both strengthening the visual power of the badge and accentuating the depth of the air intake.

In profile, the all-new Mazda CX-5 is further distinguished by a slightly lower beltline, while the expansive side glazing area is emphasised by blacked out B and C pillars and a new slimmer door mirror design. SE-L Nav cars feature 17" alloy wheels while Sport Nav models have a new design of 19" Gunmetal alloy wheel.

In summary, the styling goal for the all-new CX-5 was to create a simple yet bold, mature and elegant form in which character line accents are minimised and the transitions between body surfaces are emphasised to create changes in light reflected off the body.

To maximise this effect, Mazda has developed the new Soul Red Crystal Metallic body colour. By raising the brightness level over the hugely popular Soul Red Metallic by approximately 20 per cent and increasing the depth by some 50 per cent, Mazda's new Soul Red Crystal paint finish achieves even more stunning levels of transparency to highlight the beauty and quality of KODO design's dynamic body shapes.

An £800 option across the range, Soul Red Crystal continues to use three coats - a reflective layer, a translucent layer and a clear top coat - but represents a major advance in Mazda's TAKUMINURI painting technology. To achieve a purer red, the translucent layer adopts a high-chroma pigment with an optimised particle size, creating a deeper hue and more vivid colouring. The reflective layer is thinner, and uses smaller, high-brightness aluminium flakes. It also contains light-absorbing flakes that intensify shaded areas, achieving a visual depth that previously required a second coat. The end result is precisely controlled reflections which produce more vivid highlights and even deeper shadows.

As well as the new Soul Red Crystal finish, the all-new Mazda CX-5 can be specified in a choice of seven further colours - Machine Grey Metallic, Sonic Silver Metallic, Eternal Blue Mica, Deep Crystal Blue Mica, Jet Black Mica, Snowflake White Pearlescent and Arctic White. Mica, Metallic and Pearlescent paint cost £560, while new Machine Grey Metallic shares the TAKUMINURI process and costs £680.

As an example of form following function, Mazda's design team ensured aerodynamics played an equally important part in the car's development. Mazda's aerodynamic 'ground line' concept aims to streamline air flow along the underbody, and establish a balance between the flow of air over and beneath the body as it converges at the rear of the vehicle. To this end, the front grille employs a duct shaped opening and strategically positioned aerodynamic parts have been added, plus on SKYACTIV-G 2.0 petrol models an active air shutter keeps the lower front grille closed whenever possible. As a result of these measures, the all-new CX-5's drag coefficient has been lowered by some 6 per cent over that of the outgoing model.

Interior

Like the completely new body, the totally redeveloped cabin of the all-new Mazda CX-5 represents a significant step forward for Mazda's popular compact SUV. Conceived within the same 'Refined Toughness' mandate as the exterior styling, the CX-5 now competes with the very best cars in the class by delivering a premium feel throughout.

With a significant evolution in comfort, quality, design and functionality, Mazda has carefully considered the form of every component to create an elegant and beautifully built interior that combines an engaging and stress-free driving environment with comfortable, stylish and practical accommodation for all occupants.

As in all of the latest generation of Mazda cars, the cabin architecture has been designed to create an intelligently configured cockpit layout for the driver, with all major controls and instrumentation laid out ergonomically around the focal point of the steering wheel.

Clean-cut simplicity and elegant design abounds throughout the cabin, the easy-to-read three-dial driver's instrument binnacle and the new 7-inch display screen atop the dashboard are examples of the classy yet uncomplicated feel, while in Sport Nav cars the BOSE® audio system tweeters are neatly incorporated into the A pillars.

Another stand-out feature of the all-new Mazda CX-5 that's immediately noticeable is the new-generation steering wheel design. This top-class leather wheel has a tactile feel, a smarter shape and a smaller centre pad. While the outer diameter of the wheel has not changed, the satin metallic decorations applied to the lower spokes are narrowed to give it a sleeker look, while the switches are now integrated and concentrated into one row. Additionally, Sport Nav models are equipped with a heated wheel rim, which automatically turns off after 30 minutes.

The all-new Mazda CX-5's cabin delivers enhanced comfort, convenience and practicality with a broad range of new features and equipment. Sport Nav cars come with a new version of Active Driving Display - Mazda's head-up display. Newly developed and making its first appearance in a Mazda, it includes Traffic Sign Recognition and projects full-colour information directly onto the windscreen within the driver's line of sight. The displayed information is divided into upper and lower zones: driving information, including navigation turn-by-turn direction and speed limit information is displayed in the upper section, while vehicle status, including current speed and advanced safety equipment status, is displayed in the lower section.

Another new feature standard on Sport Nav trim is a wiper de-icing system that uses an electric heating element within the glass beneath the wipers, preventing them from freezing up and failing to operate after the engine is started in extremely cold weather.

Across all models the legibility of displays has been optimised for quicker and easier reading. The new 7-inch centre display is the first in a Mazda to adopt optical bonding to join the Liquid Crystal Display and touch panel, which suppresses reflections and

presents a clearer image. The Multi-Information Display mounted within the right-hand dial of the driver's instrument binnacle features a new, 4.6-inch colour TFT LCD screen, with related information grouped for quick and easy recognition.

MZD-Connect is Mazda's mobile connectivity concept which expands on in-vehicle features already available in Mazdas, such as Bluetooth®, email, SMS and navigation, offering users new levels of connected convenience.

Using a compatible smartphone connected to the all-new Mazda CX-5 system via Bluetooth® or USB, occupants have safe and easy real-time access, via the 7" colour touch-screen display, to a wide and growing range of mobile infotainment services from Aha™, including tens of thousands of internet radio stations, Twitter and Facebook feeds, news, audio books and more.

And as you'd expect from Mazda, the all-new CX-5 delivers a superb driving position, with all the seats front and back having been extensively revised to offer occupants better support and greater comfort.

Raising the floor console brings the gearlever 60 mm (automatic) or 40 mm (manual) higher, placing it closer to the steering wheel. On top of this, the centre and door armrests are now set at near identical heights to provide the driver with a more balanced and comfortable body alignment. While for added convenience, the Sport Nav model's standard eight-way power seats have a two-preset memory and allow for the automatic setting of the angle of the Active Driving Display -Mazda's head-up display.

The front seats feature new seatback suspension mats which support the occupant's upper body whilst evenly dispersing body pressure over a wide area. Optimising the rigidity of each part of the seatback offers improved support to the pelvis, waist and back, plus it minimises lateral swaying of the upper body. Premium quality, high-damping urethane foam is now used in the construction of the seat cushion. It offers greater ride comfort by transmitting the vibrations the driver needs as feedback from the road surface, whilst insulating against those that cause discomfort.

Mazda's human-centred design philosophy doesn't just focus on the driver, the convenient 40:20:40 split/folding rear seats have also undergone extensive revisions to improve comfort. The basic seatback setting of the torso angle has been increased by 2 degrees to 24 degrees, offering a more comfortable posture. In addition, the all-new CX-5 is the first Mazda to offer a two-step reclining mechanism, allowing the rear seatback to be leaned back to an angle of 28 degrees.

Even greater rear seat comfort is afforded by the introduction of air-conditioning vents to the rear of the central console, while thanks to thinner glass and a smaller power mechanism, the 175ps Sport Nav's standard power and tilt sunroof has a 45 mm bigger opening. When it comes to seat material SE-L Nav cars feature high-quality cloth trim, while black leather with bright brown stitching is standard on Sport Nav, where there's also the choice to go for optional £200 Stone Leather instead.

Practicality hasn't been ignored either, with improved cabin stowage, and on Sport Nav models, the introduction of a powered tailgate. Opened and closed via switches on the tailgate smart key or the dash, the degree of tailgate opening can be set seamlessly and touch sensors prevent items becoming trapped during closure.

Inside, the base of the front console box has been enlarged, while the storage box beneath the centre arm rest has a larger capacity. It is now fitted with a groove to accommodate the power cord of devices attached to the USB port, power outlet and twin AUX mini-jack connection hub located within it.

The glove box is shaped to accommodate a 10-inch tablet, and has been flock-lined for greater convenience and quality. The capacity of both front and rear door pockets has been increased, and their bases lined with a non-slip finish. And a storage bin with twin USB ports has been added within the rear seat centre armrest on Sport Nav trim.

The boot itself has 506-litre volume with the seats in place and loaded to the roof with the seats down there's a huge 1,620 litres of luggage space. Moreover, the use of a 9 mm thinner boot floor board allied to the reorganisation of the tool storage layout has increased the under-floor storage volume from 10 to 30 litres. In addition, new, dedicated, floor-mounted cargo net hooks further enhance loadspace practicality.

Engines and Transmission

Powered by a familiar range of SKYACTIV engines, both Mazda's SKYACTIV-MT six-speed manual and SKYACTIV-Drive six-speed automatic transmissions feature in the range, as does the latest generation of Mazda's intelligent i-ACTIV all-wheel drive (AWD) system.

The 2.0-litre 165ps SKYACTIV-G petrol engine is available in SE-L Nav and Sport Nav trim and is offered exclusively with front-wheel drive and Mazda's six-speed SKYACTIV-MT manual gearbox. With a compression ratio of 14:1, the 1,998cc SKYACTIV-G naturally-aspirated direct injection petrol engine combines low-friction and lightweight all-alloy construction to deliver powerful torque at low- to mid-range speeds, linear acceleration characteristics and excellent fuel economy.

Featuring a sophisticated four-two-one exhaust system, multi-hole injectors, and a unique cavity piston design to help eliminate knocking, the unit develops 165ps at 6,000rpm and 210Nm of torque at 4,000rpm.

Making up the bulk of the range, the popular 2.2-litre 150ps SKYACTIV-D diesel is available with front or four-wheel drive and comes with a choice of SKYACTIV-MT or SKYACTIV-Drive gearbox. Sitting at the top of the range, the flagship 2.2-litre 175ps SKYACTIV-D comes exclusively in Sport Nav trim and is equipped with Mazda's i-ACTIV AWD, and like the lower output diesel, it can be matched to either automatic or manual transmission.

Boasting low-friction and a lightweight all-alloy construction, Mazda's 2,191cc common-rail diesel engine employs various sophisticated technologies which enable it to easily meet stringent EU Stage 6 emission levels without the need for any expensive after-treatment systems. The use of high-pressure multi-hole piezo injectors capable of up to nine injections per combustion, and stepped, egg-shaped pistons facilitate the necessary precision fuel-injection and ideal combustion to achieve a 14:1 compression ratio; the lowest of any current production turbo diesel engine.

Across both outputs the SKYACTIV-D diesel engines have been enhanced with the introduction of Mazda's noise reducing Natural Sound Smoother and Natural Sound Frequency Control technology.

The Natural Sound Smoother entails the fitting of a dynamic damper within the pin securing the piston to the connecting rod. This contributes to a marked reduction in vibration and engine knocking noise at around 3.5 kHz, the frequency audible within the car at start up and under slow acceleration. The Natural Sound Frequency Control complements the Natural Sound Smoother by suppressing the other three critical frequency bands (1.3 kHz, 1.7 kHz and 2.5 kHz) where diesel powerplant components typically vibrate the loudest. Combined with extensive upgrades to sound isolation material, the above technologies ensure the all-new Mazda CX-5 sets new standards for refinement.

In addition, the 2.2-litre SKYACTIV-D engine benefits from the introduction of Transient Control, which sharpens throttle responsiveness by more precise control of engine torque with optimised turbo pressure and finer adjustment of fuel injection. The 150ps version delivers peak power at 4,500rpm and 380Nm of torque at 1,800-2,600rpm, while the 175ps engine has 420Nm of torque at 2,000rpm. Both outputs have a high 5,500 rpm redline and their twin-turbo layout provides minimal lag and powerful mid-range punch.

The mainstay of the range, Mazda's SKYACTIV-MT lightweight six-speed manual transmission features a new gear lever base housing structure which adopts reinforcements where it attaches to the body. This suppresses any loss of rigidity due to the higher mounting position of the gear lever. The centre position around which the lever pivots has also been redesigned to maintain the sports car like shift action it's famous for.

When mated to the diesel engine, the SKYACTIV-MT further adopts a new speed control peak torque limiter within the hydraulic cylinder, which controls the speed of the clutch pedal. This improves response to quick clutch pedal action, and helps avoid excessive shock when the driver misses a gear change. It also contributes to reducing delayed response to pedal action when operating in extremely cold temperatures.

Available with both the 150 and 175ps diesel engines the SKYACTIV-DRIVE six-speed lock-up automatic transmission brings together the best attributes of conventional step automatic transmissions, continuously variable transmissions and dual clutch transmissions in one compact and lightweight package.

The SKYACTIV-DRIVE for the SKYACTIV-D 2.2 turbodiesel is the first to adopt a low-rigidity lockup damper, which is equipped with damper springs that feature a larger stroke and wider torsion angle. While improving driveshaft rigidity to support the engine's maximum torque of 420Nm, the new springs also optimise torsional rigidity by extending the stroke of the lockup damper. As a result, the transmission delivers a quieter drive with a wider lockup range, and further increases fuel efficiency in the practical operating range.

Mazda's new-generation intelligent all-wheel drive has been developed to maintain the connection between driver and road in all circumstances and conditions. Staying true to the spirit of *Jinba Ittai* regardless of grip levels, whilst at the same time ensuring there's no sacrifice in fuel efficiency it has been significantly improved by the adoption of ball bearings for all its power take-off and rear differential unit bearings, and is the first Mazda car to also feature tandem ball bearings in locations where a high level of rigidity is required under heavy load. The load-bearing rotation of the balls within the bearings has resulted in a dramatic reduction in resistance of some 30 per cent compared to the previous system, and a commensurate 2 per cent improvement in real-world fuel economy.

Mazda's intelligent AWD system uses 27 sensor signals to monitor road conditions and driver intentions, such as outside temperature, windscreen wiper activation, road gradient, steering angle and throttle application, instantly determining how power should be split between the front and rear wheels. The Active Torque Control coupling sends the right amount of torque to the right place at exactly the right time, maximising front and rear grip by precisely calculating how much grip is required at each wheel, even when road conditions are constantly changing.

While some lesser systems wait for individual wheels to lose grip before adjusting torque split, Mazda's intelligent AWD anticipates and instantaneously diverts drive to the rear-wheels ahead of front wheel slip. This intuitive set-up also delivers superb fuel efficiency by ensuring that the all-new CX-5 doesn't unnecessarily transmit torque to the rear wheels when conditions don't demand it.

With a focus on fuel efficient front-wheel drive, under most normal driving conditions torque split to the rear wheels can vary from as little as 1 per cent to 50 per cent. Designed to deliver grip, handling agility, driver confidence and fuel efficiency, Mazda's new-generation i-ACTIV AWD system works perfectly in conjunction with winter tyres in extreme snow and ice environments.

While the all-new Mazda CX-5 has seen small increases in CO₂ compared to the outgoing car, this is due to the moderate increase in overall weight needed to deliver considerable refinement improvements and Mazda's focus on tuning the new CX-5 to deliver excellent real-world MPG.

Driving

On its launch in 2012, the original CX-5 set new dynamic standards, changing perceptions of how engaging a compact SUV could be. With its excellent body control, accurate steering and sharp handling the CX-5 was praised by media and customers alike.

Taking this strong base as the starting point, and with a chassis that has more than 50 per cent new components, the development of the all-new Mazda CX-5 has seen Mazda's engineers work to deliver an SUV that takes the *Jinba Ittai* car-and-driver-as-one design and engineering philosophy to the next level.

Enhancements to the responsiveness and controllability through of the all-new CX-5's SKYACTIV-BODY and SKYACTIV-CHASSIS ensure a feeling of complete command over the vehicle; all its movements matching the driver's acceleration, steering and braking inputs as precisely as possible. Complimented by the introduction of G-Vectoring Control (GVC), the first of Mazda's SKYACTIV-VEHICLE DYNAMIC technologies, the all-new Mazda CX-5 is more comfortable, refined and responsive than ever.

Underpinning all these improvements the all-new CX-5's SKYACTIV-BODY achieves high levels of performance in three key areas: collision safety, light body weight and rigidity. To strengthen the joints between the suspension components and bodyshell, 2mm thick apron gussets are adopted where the front suspension connects to the hinge pillars. The left and right hand side sill reinforcements adopt a closed cross-section, strengthening at the base of the A pillars have been enlarged and high-rigidity blown material is added to the cross-member brackets that join the rear of the side sills to both sides of the body.

The overall result of these measures is an increase in bodyshell torsional rigidity of 15 per cent over that of the previous model - this reduces the body's response delay to steering inputs. Increasing the amount of ultra-high-tensile steel used by approximately 3 per cent over the previous model also helps realise significant gains in body strength. The A pillars adopt 1,180 MPa ultra-high-tensile steel. The side sills and B pillars use 980 MPa ultra-high-tensile steel for the first time, enhancing safety performance and minimising weight increase. And, carried over from the previous model is the use of hot-stamped 1,800 MPa steel -the world's strongest- for the front and rear bumper reinforcements.

Building on the rigidity of the all-new CX-5's shell the steering, suspension and brake systems have all been refined to enhance the handling stability the CX-5 is already known for. To improve the response of the electric power steering system to driver inputs, the all-new CX-5 adopts rigid couplings to provide a more direct connection between the steering system mountings and suspension cross-members.

While it inherits the proven MacPherson strut front and multi-link rear suspension systems of its predecessor, numerous fine-tuning measures have been implemented to further refine the SKYACTIV-CHASSIS of the all-new Mazda CX-5. The diameter of the front damper pistons has been increased to provide a more linear response and smoother vehicle behavior when quickly turning the steering wheel. Optimising the damping characteristics and introducing more moderate behaviour above the springs also delivers smoother roll characteristics when entering corners, and a more stable posture during cornering. In addition, the front lower suspension arms now feature liquid-filled bushings which increase the damping of minute vibrations.

Complimenting these mechanical enhancements is the introduction of G-Vectoring Control (GVC): the first system from Mazda's new SKYACTIV-VEHICLE DYNAMICS range of technologies. Utilising integrated control of the engine, transmission and chassis to enhance the connection between car and driver, GVC varies engine torque to optimise the load on the front axle. By monitoring steering and throttle position when entering a corner under power, GVC momentarily reduces the amount of torque delivered to the front wheels, thereby transferring a fraction more weight onto the front axle. This increases front tyre grip, which allows the front wheels to turn more precisely.

Thereafter, when the driver maintains a constant steering angle, GVC immediately recovers engine drive torque, which transfers load to the rear wheels, enhancing vehicle stability. This series of load transfers extracts much more grip from both front and rear tyres, improving vehicle responsiveness and stability according to the driver's intentions.

The indiscernible nature of GVC means that the driver subconsciously reduces any unnecessary steering and throttle movements through the corner. Even on a straight road, GVC can reduce driver fatigue and increase passenger comfort by removing the perceived need for the countless tiny corrections that some drivers make when driving straight. In doing this, GVC lowers driver effort and reduces the amount of head and body sway small steering corrections can create for passengers.

Working to compliment the mechanical grip of the all-new CX-5, GVC is an unfelt companion that constantly helps the driver feel at one with the car – something that is at the very heart of Mazda's *Jinba Ittai* driver-and-car-as-one ethos.

However, it isn't just dynamic improvements that mark out the all-new Mazda CX-5, refinement enhancements and the reduction of road noise were also key targets of the development team. To that end, a particular focus has been paid to the reduction of low frequency road noise, and high frequency wind and tyre noise when driving at speed.

Vibrations from the tyres, suspension and body were painstakingly suppressed to reduce unpleasant road noise stemming from rough surfaces. To minimise the transmission of vibration through the suspension, measures implement to finely control resonance and reduce input force include the adoption of hollow stabilisers and dynamic dampers to the front struts. Efforts to minimise energy from vibrating body panels radiating into the cabin focused primarily on using CAE analysis to optimise the shape of beading and other parts to reduce vibration.

Thorough measures have been taken to block the paths by which high frequency tyre noise might intrude into the cabin. Sealant has been applied to close the gaps between the body panels below the B pillars. For the lower part of the body panels below the side sills, where the application of sealant is difficult, gaps have been minimised to prevent noise intrusion. Further measures extend to the interior, including the minimisation of the gap between the loadspace compartment side trim and floorboard.

Measures to reduce wind noise began with the aerodynamic styling of the body itself, which is designed to suppress air turbulence. The windscreen wiper stowage position is located below the surface extension of the bonnet, and both door mirrors and A-pillars are aerodynamically shaped to reduce wind noise. Door and garnish gaps have also been minimised, and both the doors and tailgate benefit from parting sealant.

Sharper and better to drive than ever, with greatly improved refinement, the all-new Mazda CX-5 is set to cement this cars reputation as one of the SUV segments most enjoyable driver's cars.

Safety

The all-new Mazda CX-5 is equipped with an enhanced and expanded range of the company's advanced and innovative i-ACTIVSENSE driver-supporting safety technologies that deliver class-leading active safety performance.

As you'd expect the all-new CX-5's high strength SKYACTIV-BODY also ensures passive safety is exemplary, too. The body features a multi-load, upper, middle and lower path structure which absorbs and disperses impact force efficiently within the engine compartment, more effectively suppressing cabin deformation during a collision. The body features optimally shaped reinforcement at the base of the A pillars and inside the hinge pillars, which increase energy absorption and dispersion

efficiency. In addition, the A pillars are now fabricated in 1,180 MPa ultra-high-tensile steel, and high strength material around the cabin combines weight reduction with a higher level of collision safety.

Enhancing side collision performance, a solid H-shaped ring structure joining the roof and B pillars to the underbody combines with two side impact bars in each front door and one in each rear door to prevent cabin deformation. The use of 980 MPa ultra-high-tensile steel in the B pillars and side sills further enhances cabin strength without weight increase penalties.

To the rear, side sub-frames efficiently absorb and disperse impact energy, while a frame layout and structure protects the fuel tank and helps prevent fuel leakage in the event of a collision.

The all-new CX-5 is fitted with six airbags – dual front, side airbags and full-length curtain, while three-point seatbelts with pretensioners and load limiters and ISOFIX child seat anchor points equip the left and right rear seats, completing the standard safety package.

With meticulous attention paid to lowering the risk of pedestrian impact injury, the all-new CX-5's safety reach extends to other road users, as well. Holes and cutouts within the bonnet reinforcements create an easily crushable structure that helps mitigate injury to a pedestrian's head in the event of an accident. In addition, the cowl panel employs an S-shaped structural cross-section that acts like a spring to help better absorb energy. Energy-absorbing foam placed within the front bumper helps limit the degree of injury to a pedestrian's legs, while a lower stiffener added to the bumper helps prevent the legs from sliding under the front of the car.

To absorb impact energy and mitigate injury in the event of a collision with a child's head -a load from above, or an adult's thigh - a load from the front, a new structure is adopted for the bracket securing the upper section of the front grille, which absorbs the energy of a load applied from either direction.

However, it's Mazda i-ACTIVSENSE intelligent active safety technology that supports day-to-day use, delivering a level of driver support that's perfectly aligned to Mazda's 'Love of Driving' approach. Standard across the range Advanced Smart City Brake Support (Advanced SCBS) uses a forward sensing camera, which has an expanded detection distance and widened view angle. The forward detection speed range has grown from 2-19mph to 2-50mph. Perfectly adapted to operation within the urban environment, Advanced SCBS can also detect pedestrians within a speed range of 6-50mph.

The system automatically stops or reduces the speed of the car when there is a risk of collision with the vehicle or pedestrian in front. If there is the danger of a collision, the system alerts the driver using a warning sound and graphic indication, and if it detects a collision is imminent and unavoidable, the system automatically applies the brakes. In addition, via the use of ultrasonic sensors, Rear Smart City Brake Support works in reverse at speeds of 1-5mph and is part of the £800 Safety Pack offered on Sport Nav Diesel models.

Further standard active safety equipment includes a four-wheel anti-lock braking system (4W-ABS) with Electronic Brakeforce Distribution (EBD) and Brake Assist, Dynamic Stability Control (DSC), a Traction Control System (TCS), an Emergency Stop Signalling System (ESS) and Hill Launch Assist (HLA).

An £800 option on Sport Nav Diesel models Mazda's Safety Pack adds a host of active safety features including Adaptive LED Headlights, which in the pursuit of ideal visibility during night time driving, offers several key functions. The number of blocks into which the Adaptive LED Headlights LED array is split has been increased from four to 12, and a monocular unit has been adopted for both high and low beam lamps. With each block able to be independently lit or extinguished, the 12-split LED array offers finer control of illumination and an increased upper light intensity during high beam cruising to give more timely awareness of pedestrians.

By using the forward sensing camera, the enhanced system can deliver three unique functions: Glare-free High Beam, Wide-range Low Beam and Highway mode. When travelling at speeds of 25mph and above, Glare-free High Beam detects the position of the vehicle ahead or an oncoming car and turns off sections of the LEDs so that the high beams can be used continuously without dazzling other vehicles.

At speeds of up to 25mph, Wide-range Low Beam ensures that the LED lights illuminate both sides of the road over a wider spread -including the area visible between the A pillars and door mirrors- to help light up junctions and turns. Operating at speeds over 60mph, Highway mode increases visibility at a distance by raising the headlamp optical axis when driving at motorway speeds.

Other key i-ACTIVSENSE driver-supporting technologies included in the optional Safety Pack include Mazda's Lane-keep Assist System with Driver Attention Alert, Blind Spot Monitoring with Rear Cross Traffic Alert and Rear Smart City Brake Support.

At speeds above 38mph, Lane-keep Assist uses the forward sensing camera to monitor the road markings, supporting the driver in steering the car by providing steering torque assistance. The supporting Lane Departure Warning System predicts lane departures and vibrates the steering wheel or sounds an alert to support the driver's awareness of dangers.

Blind Spot Monitoring with Rear Cross Traffic Alert uses a millimetre-wave radar sensor to monitor the blind spot areas to the sides and rear of the all-new CX-5, keeping the driver aware of vehicles approaching when, for example, changing lanes. The system becomes operational at speeds over 19mph and if the driver switches on a turn signal whilst the system detects vehicles approaching from behind, it warns them with a flashing indicator in the respective door mirror and sounds an alert. The system also uses the same sensor for its Rear Cross Traffic Alert function, which monitors the vehicle's surroundings when reversing, alerting the driver when it detects vehicles approaching from the sides.

Operational above 40mph, Driver Attention Alert* monitors the steering wheel angle and vehicle speed, combining this with information from the forward sensing camera to monitor the driver's condition. Should it recognise any noteworthy changes in driver behaviour, the system will recommend a break every two hours through the use of both visual and audible alerts.

Available as an £800 option on 175ps Sport Nav Auto models in conjunction with the Safety Pack, Mazda Radar Cruise Control (MRCC) with Stop and Go function is available on the CX-5 for the first time. For added convenience when driving in stop-and-go traffic, the MRCC of the all-new CX-5 is newly equipped with Mazda's auto-hold function, which holds the vehicle in place even after the driver lifts their foot off the brake pedal, releasing the brakes only once the driver presses the accelerator pedal.

MRCC measures the relative speed and distance of the vehicle ahead and automatically controls the engine and brakes to maintain the appropriate vehicle speed and optimum following distance. The updated system for the all-new CX-5 combines the radar of the previous system with the new forward sensing camera. This expands its minimum operating speed from 19mph down to 0mph, and enables the driver to activate the system at any speed ranging from stationary up to 124mph.

When driving with MRCC activated, the CX-5 is designed to automatically slow down, and stop, if the car ahead does the same, and to remain stopped until the car ahead pulls away once more. The driver controls when the CX-5 starts moving again, the car then automatically accelerating to follow the preceding vehicle at the appropriate speed. The system includes an alert function to make the driver aware that the car ahead has pulled away.

With the robust passive safety you'd expect and an even more advanced offering of intelligent active safety technology, the all-new Mazda CX-5 is safer than ever before and crucially delivers a host of systems to assist the driver to enjoy the drive, by reducing fatigue and supporting when required but never detracting from the love of driving.

Model Range

	2.0 SKYACTIV-G Petrol 2WD 165ps Manual	2.2 SKYACTIV-D Diesel 2WD 150ps Manual	2.2 SKYACTIV-D Diesel 2WD 150ps Automatic	2.2 SKYACTIV-D Diesel AWD 150ps Manual	2.2 SKYACTIV-D Diesel AWD 150ps Automatic	2.2 SKYACTIV-D Diesel AWD 175ps Manual	2.2 SKYACTIV-D Diesel AWD 175ps Automatic
SE-L Nav	●	●	●	●	●	-	-
Sport Nav	●	●	●	-	-	●	●

● = Available; - = Not available

Equipment

Exterior

	SE-L Nav	Sport Nav
17" Alloy wheels	●	-
19" Gunmetal alloy wheels	-	●

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Emergency tyre repair kit	●	●
Metallic / Mica / Pearlescent paint	0	0
Body coloured bumpers, front & rear	●	●
Power tailgate	-	●
Privacy glass, rear side & rear windows	●	●
Front rain sensing wipers	●	●
Rear wipers, adjustable speed with intermittent wipe	●	●
LED Headlights with auto levelling	●	●
Adaptive Front lighting System (AFS)	●	●
Dusk-sensing lights	●	●
LED daytime running lights	●	●
Coming home / leaving home lights	●	●
Power tilt and slide sunroof ¹⁾	-	● ¹⁾
Front & rear parking sensors	●	●
Reversing camera	-	●
Shark fin antenna	●	●
Electrically-adjustable, heated power-folding mirrors with integrated indicators	●	●
Dual exhaust system	●	●

● = Standard; - = Not available; 0 = Option available at additional cost

Interior

	SE-L Nav	Sport Nav
Windscreen projected colour Active Driving Display	-	●
Trip computer	●	●
Driver's seat, manual lumbar adjustment	●	-
Driver's seat, manual slide, recline and height adjustment	●	-
Driver's seat, power lumbar adjustment	-	●
Driver's seat, power slide, recline and height adjustment with memory function linked to smart key	-	●
Front passenger's seat, manual slide, recline and height adjustment	●	-
Front passenger's seat, power slide, recline and height adjustment	-	●
Premium black cloth trim	●	-
Black leather seats ¹⁾	-	●
Stone leather seats ¹⁾	-	0
Heated front seats (3-Stage settings)	-	●
Manual recline adjustment	●	●
Head restraints	●	●
Centre armrests with two cup holders	●	●
40/20/40 Karakuri fold-flat seat system	●	●
Leather wrapped steering wheel with tilt and height adjustment	●	●
Heated steering wheel	-	●

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Leather wrapped gear knob	●	●
Auto-dimming rear view mirror	●	●
Electronic parking brake	●	●
Glovebox, with illumination	●	●
Seatback pocket (driver and front passenger)	●	●
Door pockets (driver, front passenger and rear)	●	●
Front centre console with storage box	●	●
Inside front centre armrest	●	●
Two cupholders between driver and passenger seat	●	●
Luggage compartment with light, power outlet and Karakuri Tonneau cover	●	●

● = Standard; - = Not available; o = Option available at additional cost

1) Leather refers to centre seat facing and side support

Comfort & Convenience

	SE-L Nav	Sport Nav
Remote central locking and dealocking	●	●
Smart keyless entry with link to driver's seat and head-up display position memory via smart key	●	●
Engine stop/start button	●	●
Wiper de-icer	-	●
Power steering	●	●
Cruise control with manual speed adjustment	●	●
Mazda Radar Cruise Control (MRCC) ¹⁾ with stop and go function operating down to 0mph	-	o
Dual-zone climate control	●	●
Front and rear power windows	●	●
Sunvisors	●	●

● = Standard; - = Not available; o = Option available at additional cost

Audio & Communications

	SE-L Nav	Sport Nav
Multimedia Commander with separate volume dial	●	●
AM/FM/DAB radio, single CD/MP3, six speakers	●	-
AM/FM/DAB radio, single CD and Bose® sound system (Audiopilot™2 plus Centerpoint®2 and ten speakers	-	●
7" Colour touch-screen display	●	●
USB / iPod® Connectivity ²⁾	●	●
Steering wheel mounted audio and Bluetooth® controls ²⁾	●	●
Auxillary (AUX) and 4 USB inputs (2 front and 2 rear)	●	●
Integrated navigation system with 3-years free European map updates	●	●
Premium Connected Services including live traffic and weather information, fuel prices and local search ³⁾	o	o
Integrated Bluetooth® ²⁾ allowing hands-free calling and voice activation, Audio transfer from Bluetooth® devices ²⁾ , Aha™ app and Stitcher™ app integration for internet radio, Facebook and Twitter functionality ⁴⁾	●	●

● = Standard; - = Not available; o = Option available at additional cost

¹⁾ Available on 175ps Sport Nav Automatic Diesel models in combination with optional Safety Pack available at additional cost.

²⁾ Please refer to www.mazdahandsfree.co.uk for the latest information regarding compatibility and functionality of mobile and audio devices.

³⁾ Connected services are a subscription service. A 60-day free trial is included with your navigation system and commences the first time you connect the car to a Wi-Fi hotspot. After the free trial has finished you must purchase a subscription to continue using Connected Services. Please visit mazda.co.uk/mzd-connect/navigation for more information.

⁴⁾ Requires a compatible mobile device. Aha™/Stitcher™ apps need to be downloaded to mobile device and app registration complete before connection. Data usage and costs will vary, please contact your network provider for more information.

Safety & Security

	SE-L Nav	Sport Nav
Smart City Brake Support (SCBS)	●	●
Secondary Collision Reduction	●	●
DSC stability control with TCS traction control	●	●
Hill Hold Assist (HHA)	●	●
Tyre Pressure Monitoring System (TPMS)	●	●
Blind Spot Monitoring with Rear Cross Traffic Alert (BSM w/RCTA)	-	0
Lane-keep Assist System (LAS) with Driver Attention Alert (DAA)	-	0
Adaptive LED headlights (ALH)	-	0
Rear Smart City Brake Support (Rr SCBS)	-	0
Dual front airbags	●	●
Front side airbags	●	●
Front and rear curtain airbags	●	●
Passenger airbag cut-off switch	●	●
Seatbelts: Front, 3-point (ELR) x2 with pre-tensioners	●	●
Seatbelts: Rear, 3-point (ELR)	●	●
ISOFIX child seat anchors attached to outer rear seats	●	●
Thatcham Category 1 alarm and immobiliser	●	●

● = Standard; - = Not available; 0 = Part of an optional Safety Pack for Sport Nav Diesel models available at additional cost.

Pricing

SKYACTIV-G Petrol	'On the road' retail	CO ₂ (g/km)	VED Band	Insurance Group
2.0 165ps 2WD SE-L Nav	£23,695	149	H	17E
2.0 165ps 2WD Sport Nav	£26,695	149	H	18E

SKYACTIV-D Diesel	'On the road' retail	CO ₂ (g/km)	VED Band	Insurance Group
2.2 150ps 2WD SE-L Nav	£25,695	132	H	19E
2.2 150ps 2WD SE-L Nav Auto	£27,195	147	H	19E
2.2 150ps AWD SE-L Nav	£27,695	142	H	19E
2.2 150ps AWD SE-L Nav Auto	£29,495	152	I	19E
2.2 150ps 2WD Sport Nav	£28,695	132	H	20E
2.2 150ps 2WD Sport Nav Auto	£30,195	147	H	20E
2.2 175ps AWD Sport Nav	£31,395	142	H	23E
2.2 175ps AWD Sport Nav Auto	£33,195	152	I	23E

***NB** 'On the road' prices include 20.0% VAT, number plates, delivery, 12 months road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years European Roadside Assistance.*

All models are available with free 7-day drive away insurance.

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Factory fitted options	Basic Price	VAT	Retail Price
Metallic / Mica / Pearlescent Paint (excluding Soul Red and Machine Grey)	£466.67	£93.33	£560
Machine Grey Metallic Paint	£566.67	£113.33	£680
Soul Red Crystal Metallic Paint	£666.67	£133.33	£800
Stone Leather (in lieu of black leather)*	£166.67	£33.33	£200
Safety Pack (Includes: Adaptive LED Headlights, Blind Spot Monitoring with Rear Cross Traffic Alert, Lane-keep Assist system and Rear Smart City Brake Support)**	£666.67	£133.33	£800
Mazda Radar Cruise Control***	£666.67	£133.33	£800

**Optional on Sport Nav and SE-L Lux Nav models*

***Optional on Sport Nav Diesel models*

****Optional on 175ps Sport Nav Auto Diesel in combination with Safety Pack. Not available with Stone leather.*

Performance & Economy

SKYACTIV-G Petrol	Power (ps/rpm)	Torque (Nm/rpm)	0-62mph (sec)	Top Speed (mph)	Combined (mpg)
2.0 165ps 2WD	165/6000	210/4000	10.4	125	44.1

SKYACTIV-D Diesel	Power (ps/rpm)	Torque (Nm/rpm)	0-62mph (sec)	Top Speed (mph)	Combined (mpg)
2.2 150ps 2WD	150/4500	380/18-2600	9.4	127	56.5
2.2 150ps 2WD Auto	150/4500	380/18-2600	10.1	124	50.4
2.2 150ps AWD	150/4500	380/18-2600	9.6	124	52.3
2.2 150ps AWD Auto	150/4500	380/18-2600	10.3	122	48.7
2.2 175ps AWD	175/4500	420/2000	9.0	129	52.3
2.2 175ps AWD Auto	175/4500	420/2000	9.5	128	48.7

Residual Values

SKYACTIV-G Petrol	P11D	CO ₂ (g/km)	VED Band	BIK Rate	Monthly	Residual Value % / £ on 36m/60k

	Value				BIK 20%/40%	
2.0 165ps 2WD SE-L Nav	£23,440	149	H	28%	£109/£219	44%/£10400
2.0 165ps 2WD Sport Nav	£26,440	149	H	28%	£123/£247	44%/£11575

SKYACTIV-D Diesel	P11D Value	CO ₂ (g/km)	VED Band	BIK Rate	Monthly BIK 20%/40%	Residual Value % / £ on 36m/60k
2.2 150ps 2WD SE-L Nav	£25,440	132	H	28%	£119/£237	42%/£10750
2.2 150ps 2WD SE-L Nav Auto	£26,940	147	H	31%	£139/£278	42%/£11250
2.2 150ps AWD SE-L Nav	£27,440	142	H	30%	£137/£274	41%/£11350
2.2 150ps AWD SE-L Nav Auto	£28,940	152	I	32%	£154/£309	41%/£11850
2.2 150ps 2WD Sport Nav	£28,440	132	H	28%	£133/£265	42%/£11900
2.2 150ps 2WD Sport Nav Auto	£29,940	147	H	31%	£155/£309	41%/£12400
2.2 175ps AWD Sport Nav	£31,140	142	H	30%	£156/£311	42%/£12950
2.2 175ps AWD Sport Nav Auto	£32,640	152	I	32%	£174/£348	41%/£13450

Technical Specification

Engine Type

	2.0 SKYACTIV-G Petrol 2WD 165ps Manual	2.2 SKYACTIV-D Diesel 2WD 150ps Manual	2.2 SKYACTIV-D Diesel 2WD 150ps Automatic	2.2 SKYACTIV-D Diesel AWD 150ps Manual	2.2 SKYACTIV-D Diesel AWD 150ps Automatic	2.2 SKYACTIV-D Diesel AWD 175ps Manual	2.2 SKYACTIV-D Diesel AWD 175ps Automatic
Displacement (cc)	1998	2191	2191	2191	2191	2191	2191
Bore x Stroke (mm)	83.5 x 91.2	86.0 x 94.3	86.0 x 94.3	86.0 x 94.3	86.0 x 94.3	86.0 x 94.3	86.0 x 94.3
Valves per cylinder	4	4	4	4	4	4	4
Maximum output (ps/rpm)	165/6000	150/4500	150/4500	150/4500	150/4500	175/4500	175/4500
Maximum torque (Nm/rpm)	210/4000	380/1800- 2600	380/1800- 2600	380/1800- 2600	380/1800- 2600	420/2000	420/2000
Compression ratio	14:1	14:1	14:1	14:1	14:1	14:1	14:1
i-stop system	●	●	●	●	●	●	●

Transmission

Type	6-speed manual	6-speed manual	6-speed automatic	6-speed manual	6-speed automatic	6-speed manual	6-speed automatic
Drive system	2WD	2WD	2WD	AWD	AWD	AWD	AWD
Gear ratio 1	3.700	3.357	3.487	3.357	3.487	3.357	3.487
2	1.947	1.826	1.992	1.826	1.992	1.826	1.992
3	1.300	1.565	1.449	1.565	1.449	1.565	1.449
4	1.029	1.147	1.000	1.147	1.000	1.147	1.000
5	0.837	0.893	0.707	0.893	0.707	0.893	0.707
6	0.680	0.745	0.600	0.745	0.600	0.745	0.600
Reverse	3.724	4.091	3.990	4.091	3.990	4.091	3.990
Final gear ratio	4.388	4.105/3.120	4.090	4.388/3.291	4.090	4.388/3.291	4.090

Steering

Steering gear	Electronic Power Assist System (EPAS) rack and pinion
Minimum turning circle (wall-to-wall) (m)	12

Performance and Economy

	2.0 SKYACTIV-G Petrol 2WD 165ps Manual	2.2 SKYACTIV-D Diesel 2WD 150ps Manual	2.2 SKYACTIV-D Diesel 2WD 150ps Automatic	2.2 SKYACTIV-D Diesel AWD 150ps Manual	2.2 SKYACTIV-D Diesel AWD 150ps Automatic	2.2 SKYACTIV-D Diesel AWD 175ps Manual	2.2 SKYACTIV-D Diesel AWD 175ps Automatic
Acceleration (0-62 mph in sec)	10.4	9.4	10.1	9.6	10.3	9.0	9.5
Top Speed (mph)	125	127	124	124	122	129	128
Fuel consumption ¹⁾ (mpg/1/100km)							
Urban	35.8 (7.9)	47.9 (5.9)	42.2 (6.7)	44.8 (6.3)	42.2 (6.7)	44.8 (6.3)	42.2 (6.7)
Extra Urban	50.4 (5.6)	61.4 (4.6)	56.5 (5.0)	57.6 (4.9)	53.3 (5.3)	57.6 (4.9)	53.3 (5.3)
Combined	44.1 (6.4)	56.5 (5.0)	50.4 (5.6)	52.3 (5.4)	48.7 (5.8)	52.3 (5.4)	48.7 (5.8)
CO ₂ Emissions ¹⁾ (g/km)	149	132	147	142	152	142	152
EC emission level	EC Stage VI						
Fuel tank capacity (L)	56	56	56	58	56	58	58

1) Fuel consumption and CO₂ emissions figures are obtained under standardised test conditions defined in European Legislation using a representative model. This allows a direct comparison between different models from different manufacturers, but may not represent the actual fuel consumption achieved in 'real world' driving conditions. More information is available at <http://carfueldata.direct.gov.uk>.

Dimensions and Weights

Overall length/width*/height	4555 / 1840 / 1675
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(mm) ¹⁾							
Ground clearance (mm) between axles (unladen) ¹⁾	192	192	192	192	192	200	200
Front track / Rear track (mm)	1595/1595	1595/1595	1595/1596	1595/1596	1595/1596	1595/1596	1595/1596
Wheelbase (mm)	2700	2700	2700	2700	2700	2700	2700
Headroom / legroom / shoulder room (mm)							
Front	1007 / 1041 / 1451					999 / 1041 / 1451	
Rear	991 / 1007 / 1391					991 / 1007 / 1391	
Cargo volume, acc. to VDA (l) ²⁾							
5-seat mode (belt line)	506	506	506	506	506	506	506
2-seat mode	1620	1620	1620	1620	1620	1620	1620
Ventilated front disc diameter (mm)	297	297	297	297	297	297	297
Rear disc diameter (mm)	303	303	303	303	303	303	303
Kerb weight (kg) incl. driver (75kg)	1574	1669	1690	1732	1742	1732	1746
Permitted gross vehicle weight (kg)							
Total	2020	2110	2120	2143	2143	2143	2143
Front / Rear	1015 / 1005	1120 / 990	1130 / 990	1129 / 1014	1143 / 1000	1138 / 1005	1138 / 1005
Permitted axle load, front / rear (kg)	1035 / 1085	1140 / 1070	1150 / 1070	1165 / 1110	1180 / 1110	1165 / 1105	1180 / 1110
Towing limit (kg) ³⁾							
Unbraked / Braked	715 / 1800	750 / 2000	750 / 2000	750 / 2000	750 / 2100	750 / 2000	750 / 2100
Maximum roof load (kg)	50	50	50	50	50	50	50

* Vehicle width excludes mirrors

1) Figures in brackets are for models fitted with 19" wheels as standard (Sport Nav)

2) When including storage tray

3) Towing capacity is based on a 12% gradient and tested in accordance with 92/21/EEC as amended by 95/48/EC.