



PRESS MATERIAL – MAZDA MOTOR EUROPE

## 2022 MAZDA MX-5





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### 1| INTRODUCTION: MORE CHOICES, EVEN BETTER HANDLING

The appeal of the critically acclaimed Mazda MX-5 continues to grow today after more than three decades and 1.1 million units sold.

With good reason: The world's favourite roadster has evolved over the years in breath-taking style, yet always remained true to the Jinba Ittai ethos that puts driver and car in perfect harmony. The latest edition is even sturdier in the curves thanks to a unique new technology.

Offered exclusively on the 2022 MX-5, Kinematic Posture Control (KPC) boosts confidence and comfort in any situation, whether going out for a drive on winding country roads or piloting the MX-5 around the race track. KPC uses instantaneous braking adjustments to increase rear suspension stability and body roll during cornering, enhancing the MX-5's characteristic road-hugging behaviour – particularly when pushing the car to its limits.

Design-wise, Mazda adds some new colour options inside and out for the newest version of its iconic World Car Design of the Year-winning sports car. These include a glamorous new Platinum Quartz Metallic exterior finish, a boldly coloured Terracotta interior featuring ultra-smooth Nappa leather, and a sophisticated Dark Blue soft-top option.

What hasn't changed? All the benefits of the MX-5's innovative lightweight construction and perfect balance, its free-revving Skyactiv-G engines (which satisfy Euro 6d without a particle filter) mated to an exquisitely shifting manual transmission, and the peace of mind of a comprehensive range of available i-Activsense driver assistance technology.



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### 2| EXTERIOR & INTERIOR DESIGN

- MX-5 adds elegant Platinum Quartz Metallic exterior finish
- Terracotta interior features Nappa leather, refreshingly vivid colour
- Soft top now available in Dark Blue

Visually, the 2022 Mazda MX-5 remains true to its celebrated Kodo design, which captured World Car Design of the Year as well as World Car of the Year in 2016. Indeed, the MX-5 retains an energetic style that blurs the boundaries between exterior and interior while emphasising the two-seater's perfectly balanced proportions.



A new exterior option, Platinum Quartz Metallic, combines a silky white body finish with quartz-like translucency. It adds a level of class to the MX-5, particularly in combination with the new Terracotta interior, which features vividly coloured high-quality Nappa leather that is smooth to the touch. Together, the two new options emanate a distinctly free-spirited wind-in-the-hair vibe.





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The MX-5 roadster's soft-top, which opens and shuts instantly with a flick of the wrist, is now available in Dark Blue. This offers new possibilities for a crisply modern ambiance, for example alongside body colours like Machine Grey Premium Metallic.

The retractable fastback (RF) model, meanwhile, brings a special touch of design prowess and comfort. The MX-5 RF's fully automatic three-piece power hardtop offers the best of both sports car worlds: Open-air motoring with the security and comfort of a fixed roof. It's the fastest hardtop on the market, too, with a cleverly compact mechanism that opens or closes in only 13 seconds, even when moving at speeds of up to 10km/h.

Inside, the driver and passenger sit lower than in previous MX-5 generations and enjoy better all-around visibility as well as easier seat adjustment and door operation. The steering column is adjustable not only in height but also telescopically, with the steering wheel, instruments and controls all arranged symmetrically along a single axis for stress-free operation.





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### 3| DRIVING DYNAMICS

- **Kinematic Posture Control (KPC) enhances handling behaviour and comfort during hard cornering**
- **Chassis, body and responsive engines ensure a thrilling Jinba Ittai driving experience**

Widely considered the most fun for the money on four wheels, the 2022 Mazda MX-5 is even more surefooted in the corners than it already was thanks to a unique new technology called Kinematic Posture Control (KPC).

KPC magnifies the inherent capabilities of the MX-5's rear multi-link suspension, whose structure was designed to prevent the car body from lifting when braking. Now, when the MX-5 is cornering – particularly under high G-forces – the new system lightly applies the brakes on the inner back wheel to augment this “anti-lift” effect, thereby suppressing body roll and stabilising the MX-5 in a solid, road-hugging posture.

In practise, the MX-5 remains relaxed and nimble with plenty of road feedback under everyday driving conditions. But when the going gets tougher, for example on a tightly winding road, KPC immediately recognises a difference in speeds between the rear wheels and reacts, increasing the level of intervention as needed to sharpen the rear end response and stabilise the car.

The new MX-5 shines as a result during especially hard cornering as well as on rougher surfaces, strengthening the driver's Jinba Ittai one-with-the-car connection. Soft-top or retractable fastback (“RF”), the driving experience with KPC is simply more engaging, building confidence behind the wheel while also enhancing comfort for both driver and passenger, particularly at higher speeds. All 2022 MX-5s will come with KPC, which doesn't add a single gram of weight to the lightest MX-5 generation since the original first-generation model launched in 1989.



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The current fourth generation of Mazda's brand icon also benefits from structural chassis and body modifications as well as engine advancements to increase power as well as fuel efficiency. As a result, Mazda was able to comply with the rigorous Euro 6d emissions (which took effect in 2021) without needing a particulate filter for either of the high-compression, high-revving Skyactiv-G direct-injection petrol engines offered with the MX-5.

The Skyactiv-G 2.0 is responsive across the engine's range, reacting instantly to throttle input, yet remains as efficient as ever. The two-litre unit redlines at 7,500rpm with maximum output of 135kW/184PS at 7,000rpm, while peak torque of 205Nm is available at 4,000rpm. With the Skyactiv-G 2.0, the MX-5 soft-top accelerates from zero to 100km/h in 6.5sec. (RF: 6.8sec.) and to a top speed of 219km/h (RF: 220km/h). Fuel consumption in both body versions is 6.9l/100km (CO<sub>2</sub>: 157-156g/km). To further enhance efficiency, the Skyactiv-G 2.0 is equipped with i-Eloop, a condenser-based brake energy recovery system, and Mazda's i-stop idle-stop system.





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The engine line-up also includes the lighter Skyactiv-G 1.5, which produces 97kW/132PS at 7,000rpm and maximum torque of 152Nm at 4,000rpm. Both the soft-top and RF with the Skyactiv-G 1.5 consume 6.1l/100km with CO2 emissions of 138g/km. They also come with i-Eloop and i-stop.

Both four-cylinder engines are mated to a quick-shifting six-speed Skyactiv-MT manual transmission designed exclusively for the MX-5, with its classic front-mid engine, rear-wheel drive layout. The MX-5 RF 2.0 also comes with an automatic transmission option.







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### 4| SAFETY & PACKAGING

- **Safety technology includes autonomous braking, adaptive LED lighting and much more**
- **Infotainment package features wireless support for Apple CarPlay connections**

Like its predecessor, the 2022 Mazda MX-5 offers LED headlights with automatic headlamp levelling, electrically adjustable outside mirrors and an automatic climate control system as standard equipment alongside the elegant doorsills with stainless steel inserts.

Another highlight is the MZD Connect infotainment system with 7-inch colour touchscreen, rotary commander, digital radio (DAB) and six speakers. Also standard is smartphone integration via Apple CarPlay – also with a wireless connection – and Android Auto, which allows apps installed on a smartphone to be displayed and utilised safely and conveniently on the MZD Connect centre display.

The MX-5 is also available with a custom nine-speaker Bose® sound system featuring headrest speakers as well as the Mazda SD navigation system with 3D map display.

As far as safety equipment goes, the 2022 model offers Lane Departure Warning System (LDWS) and full-Matrix LED headlights with automatic range adjustment and variable light modes to ensure optimal illumination of the road at all times. Active safety systems also include parking aid (RCTA), which warns of intersecting traffic when reversing, Lane Change Assistant Plus (BSM), which also monitors the blind spots.

The enhanced City Emergency Brake Assist (SCBS - Smart City Brake Support) detects vehicles and pedestrians in front of the car and triggers automatic braking if necessary, while City Emergency Brake Assist Plus (SCBS R - Smart City Brake Support Reverse) identifies vehicles and obstacles behind the car. These systems join Traffic Sign Recognition (TSR), Driver Attention Alert (DAA) and a rear-view camera.



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The active bonnet, improved for the current generation MX-5 to enhance pedestrian protection, lifts in the event of a collision with a pedestrian, creating a crucial crumple zone between the bonnet and rigid engine parts underneath. This reduces the risk of serious head injuries without negatively affecting the car's design.





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### 5| TECHNICAL SPECIFICATIONS

#### DIMENSIONS

		MX-5	MX-5 RF
Body type		Convertible roadster	Retractable hardtop
Doors		2	2
Seating capacity		2	2
<b>Exterior</b>			
Overall length (without number plate holder)	mm	3,915	3,915
Overall width	mm	1,735	1,735
Overall width (mirror to mirror)	mm	1,918	1,918
Overall height <sup>1</sup>	mm	1,225/1,230	1,230/1,235
Wheelbase	mm	2,310	2,310
Overhang front (without number plate holder)	mm	760	760
Overhang rear	mm	845	845
Track front	mm	1,495	1,495
Track rear	mm	1,505	1,505
Ground clearance between axles (unladen) <sup>1</sup>	mm	141/149	141/147
<b>Interior</b>			
Headroom	mm	950	935.7
Shoulder room	mm	1,325	1,325
Hip room	mm	1,320	1,320
Legroom	mm	1,096	1,096
Hip point (distance from floor)	mm	145	145
<b>Boot</b>			
Volume <sup>2</sup>	l	130	127
Boot floor, distance from ground <sup>1</sup>	mm	430	425/435
Depth to boot floor	mm	455	455
Load floor length	mm	640	640
Width at floor	mm	1,100	1,100
Boot opening threshold, distance from ground <sup>1</sup>	mm	821/828	816/826
Boot opening width	mm	808	769

<sup>1</sup> With 16 / 17-inch wheels

<sup>2</sup> DIN value, including sub-trunk



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### ENGINES

		MX-5		MX-5 RF	
		SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0
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	1,496	1,998
Bore x stroke	mm	74.5 x 85.8	83.5 x 91.2	74.5 x 85.8	83.5 x 91.2
Camshaft drive		Timing chain	Timing chain	Timing chain	Timing chain
Fuel injection system		Direct injection	Direct injection	Direct injection	Direct injection
Compression ratio		13.0:1	13.0:1	13.0:1	13.0:1
Exhaust type		4-2-1	4-2-1	4-2-1	4-2-1
Emission control system		Three-way catalyst	Three-way catalyst	Three-way catalyst	Three-way catalyst
Max. power	kW (PS) / rpm	97(132)/7,000	135(184)/7,000	97 (132)/7,000	135 (184)/7,000
Max. torque	Nm / rpm	152/4,500	205/4,000	152/4,500	205/4,000
Max. engine speed	rpm	7,500	7,500	7,500	7,500
Fuel type		95 RON	95 RON	95 RON	95 RON
Fuel tank capacity	l	45	45	45	45
Engine oil capacity	l	4.1	4.1	4.1	4.1
Battery		N-55(S)	N-55(S)	N-55(S)	N-55(S)
Transmission		6MT	6MT	6MT	6MT/6AT

### TRANSMISSION

	MX-5		MX-5 RF		
	SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0	
Transmission	6-speed manual	6-speed manual	6-speed manual	6-speed manual	6-speed automatic
Powertrain	RWD	RWD	RWD	RWD	RWD
<b>Gear ratios</b>					
1 <sup>st</sup>	5.087	5.087	5.087	5.087	3.538
2 <sup>nd</sup>	2.991	2.991	2.991	2.991	2.060
3 <sup>rd</sup>	2.035	2.035	2.035	2.035	1.404
4 <sup>th</sup>	1.594	1.594	1.594	1.594	1.000
5 <sup>th</sup>	1.286	1.286	1.286	1.286	0.713
6 <sup>th</sup>	1.000	1.000	1.000	1.000	0.582
Reverse	4.696	4.696	4.696	4.696	3.168
Final drive ratio	2.866	2.866	2.866	2.866	3.583





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### SUSPENSION & STEERING

		MX-5		MX-5 RF	
		SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0
Suspension					
Front suspension		Double wishbone			
Rear suspension		Multi-link			
Shock absorbers (front & rear)		Monotube			
Steering					
Steering type		Rack and pinion			
Power assist type		Double pinion electric power assist			
Steering wheel ratio		14.5		14.5	
Steering wheel turns (lock to lock)		2.7		2.7	
Turning circle radius (kerb to kerb)	m	4.7		4.7	
Turning circle diameter (wall to wall)	m	10.04		10.04	

### WHEELS & BRAKES

	MX-5		MX-5 RF	
	SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0
<b>Wheels &amp; tires</b>				
Wheel size	16 x 6.5J	17 x 7J	16 x 6.5J	17 x 7J
Tire size	195/50 R16 84V	205/45 R17 84W	195/50 R16 84V	205/45 R17 84W
<b>Brakes</b>				
Type (front)	Ventilated discs			
Type (rear)	Solid discs			
Diameter (front) mm	258	280	258	280
Diameter (rear) mm	255	280	255	280
Vacuum booster diameter inch	8	8	8	8
Scheduled maintenance	Every 20,000km / 12 months <sup>1</sup>			

<sup>1</sup> May vary according to country or region



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### PERFORMANCE AND WEIGHTS

		MX-5		MX-5 RF		
		SKYACTIV-G 1.5	SKYACTIV-G 2.0	SKYACTIV-G 1.5	SKYACTIV-G 2.0	
Powertrain		RWD	RWD	RWD	RWD	RWD
Transmission		6MT	6MT	6MT	6MT	6AT
<b>Performance</b>						
Top speed (with limiter)	km/h	204	219	203	220	199
Acceleration 0-100km/h <sup>1</sup>	sec	8.3	6.5	8.6	6.8	7.9
<b>Fuel consumption (NEDC)<sup>2</sup></b>						
<b>Combined</b>	l/100km	<b>6.1</b>	<b>6.9</b>	<b>6.1</b>	<b>6.9</b>	<b>6.9</b>
<b>Extra Urban</b>	l/100km	<b>5.3</b>	<b>5.9</b>	<b>5.3</b>	<b>5.9</b>	<b>6.1</b>
<b>Urban</b>	l/100km	<b>7.4</b>	<b>8.4</b>	<b>7.4</b>	<b>8.4</b>	<b>8.2</b>
CO <sub>2</sub> emissions (combined)	g/km	<b>138</b>	<b>156</b>	<b>138</b>	<b>156</b>	<b>157</b>
Emissions rating		Euro 6d	Euro 6d	Euro 6d	Euro 6d	Euro 6d
<b>Fuel consumption (WLTP)<sup>2</sup></b>						
Extra High	l/100km	6.6	7	6.6	7	7.5
High	l/100km	5.4	5.9	5.4	5.9	6.5
Medium	l/100km	5.9	6.4	5.9	6.4	7.5
Low	l/100km	7.9	9.2	7.9	9.2	10.8
Combined	l/100km	6.3	6.9	6.3	6.9	7.6
CO <sub>2</sub> emissions (combined)	g/km	142	155	142	155	171
Emissions rating		Euro 6d	Euro 6d	Euro 6d	Euro 6d	Euro 6d
<b>Weight</b>						
Min. kerb weight	kg	1000	1,025	1,038	1,072	1,112
Min. kerb weight (with 75kg driver)	kg	1,075	1,100	1,113	1,147	1,187
Max. permissible weight	kg	1,230	1,260	1,280	1,305	1,320
Permissible front axle weight	kg	625	645	635	645	655
Permissible rear axle weight	kg	605	615	645	660	665

<sup>1</sup> Under Mazda test conditions

<sup>2</sup> Vehicles are homologated in accordance with the new type approval procedure WLTP (Regulation (EU) 1151 / 2017; Regulation (EU) 2007/715). To provide comparability the referred values are NEDC – values determined in line with Implementation Regulation (EU) 1153 / 2017.



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### PRODUCTION & SALES FIGURES

PRODUCTION (UNIT)		SALES (UNIT)							
CY	Total	CY	N. America	Europe	Japan	Australia	China	Others	Total
CY1989	45,278	CY1989	25,879	0	9,307	657	0	0	35,843
CY1990	95,640	CY1990	39,850	9,267	25,226	1,455	0	0	75,798
CY1991	63,434	CY1991	34,196	14,050	22,594	698	0	0	71,538
CY1992	52,712	CY1992	27,241	6,632	18,648	499	0	0	53,020
CY1993	44,743	CY1993	23,089	4,824	16,779	453	0	0	45,145
CY1994	39,623	CY1994	22,573	5,019	10,828	404	0	0	38,824
CY1995	31,886	CY1995	21,108	7,174	7,171	196	0	0	35,649
CY1996	33,610	CY1996	18,966	9,585	4,409	241	0	0	33,201
CY1997	27,037	CY1997	17,812	10,480	3,537	206	0	0	32,035
CY1998	58,682	CY1998	20,890	16,831	10,174	1,310	0	0	49,205
CY1999	44,851	CY1999	18,936	21,130	4,952	1,354	0	30	46,402
CY2000	47,496	CY2000	19,627	19,268	4,644	1,038	0	33	44,610
CY2001	38,870	CY2001	17,757	16,368	4,211	924	0	6	39,266
CY2002	40,754	CY2002	15,622	19,670	2,934	698	0	34	38,958
CY2003	30,106	CY2003	11,999	18,934	1,520	540	0	11	33,004
CY2004	24,232	CY2004	10,501	13,885	1,646	483	0	248	26,763
CY2005	29,950	CY2005	10,658	9,852	3,657	743	0	353	25,263
CY2006	48,389	CY2006	18,479	19,402	4,067	1,468	0	827	44,243
CY2007	37,022	CY2007	16,888	18,899	3,845	1,170	0	772	41,574
CY2008	22,886	CY2008	12,384	13,252	1,858	639	0	610	28,743
CY2009	19,341	CY2009	8,767	9,709	1,947	521	720	474	22,138
CY2010	20,554	CY2010	7,106	10,317	1,120	440	652	431	20,066
CY2011	14,995	CY2011	6,286	8,147	1,104	315	284	446	16,582
CY2012	15,400	CY2012	7,016	7,207	941	159	75	438	15,836
CY2013	11,639	CY2013	6,334	6,113	768	178	46	331	13,770
CY2014	12,246	CY2014	5,256	5,813	595	118	18	362	12,162
CY2015	31,907	CY2015	9,221	6,881	8,509	917	1	979	26,508
CY2016	40,101	CY2016	10,368	14,145	6,126	1,577	0	2,351	34,567
CY2017	38,861	CY2017	12,438	16,039	7,005	1,459	0	2,832	39,773
CY2018	27,452	CY2018	9,785	13,787	5,331	820	454	1,761	31,938
CY2019	26,179	CY2019	8,527	14,378	4,717	442	47	1,776	29,887
CY2020	23,376	CY2020	9,323	4,833	4,413	457	0	1,300	20,326
CY2021 <sup>1</sup>	19,664	CY2021	11,075	6,482	4,971	621	0	1,206	24,355
<b>Cumulative</b>	<b>1,202,564</b>		<b>515,957</b>	<b>378,373</b>	<b>209,554</b>	<b>23,200</b>	<b>2,297</b>	<b>17,609</b>	<b>1,146,990</b>

<sup>1</sup> As of October 2021



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