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2023 MAZDA CX-5



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1| INTRODUCTION

Launched in 2012, the original CX-5 was the first Mazda to feature both Kodo design and Skyactiv technology. It set new dynamic standards, changing perceptions of how engaging a compact SUV could be.

The second generation CX-5 of 2017 saw Mazda's engineers deliver an SUV that took the *Jinba Ittai* car-and-driver-as-one design and engineering philosophy to the next level. Complimented by the introduction of G-Vectoring Control (GVC), the first of Mazda's Skyactiv-Vehicle Dynamic technologies, it became more comfortable, refined and responsive. Thereafter, successive updates have built on the many and diverse strengths of the second generation model.

Numerous interior elements have been refined and upgraded to raise the quality of both the cabin environment and its HMI technology. Connectivity has evolved to support both Apple CarPlay® and Android Auto™, and the latest MyMazda App Connected Services features. In addition, a digital, four camera, 360 degree monitor is available to aid manoeuvring in tight spaces.

Revisions to its powertrains, suspension, electric power assisted steering, and the adoption of G-Vectoring Control Plus (GVC Plus) have improved the CX-5's driving dynamics both on and off road. And further enhancements to NVH performance and i-Activsense safety technologies have reinforced the CX-5's status as a stylish, spirited and intelligent vehicle, as well as one of the SUV segment's most enjoyable driver's cars.

Maintaining the exterior styling from model year 2022, the 2023 CX-5 introduces three additional model grades to the range – Newground, Homura and Takumi, which incorporate subtle individual differences to define their distinctive characters. Updated CX-5 features improvements to on-board packaging and practicality, Mi-Drive drive mode selection, further driving dynamics enhancements and an expanded range of safety features. The CX-5 has grown into a core model for Mazda, accounting for more than 26% of the company's annual European sales. With 365,135 units sold worldwide in 2022, it was the best-selling car within Mazda's global model range.



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2| DESIGN, PACKAGING AND CONNECTIVITY

- **Newground, Homura and Takumi grades expand the existing CX-5 model range**
- **New Rhodium White Premium exterior colour**
- **Wireless Qi phone charging tray added to centre console, with wireless Apple CarPlay and Android Auto**
- **Two-piece loadspace floorboard and tailgate sill set on same level to aid loading. Reversible, water-resistant floorboard standard on new Newground grade**

The 2023 Mazda CX-5 introduces three new model grades to the range – **Newground, Homura** and **Takumi**. These new grades incorporate subtle individual differences to define their distinctive characters:

Newground features silver underguard-style treatment to the front and rear bumpers and door garnishes, black door mirrors, lime green accents to the front grille and 19-inch black machine-cut alloy wheels. The interior combines suede, hexagonal-patterned upholstery with lime green stitching.

Homura boasts a sporting, gloss black finish to the front grille, signature wing, lower bumper sections, wheel arches, door garnishes and door mirrors, giving the body a taut, athletic look. 19-inch alloy wheels are finished in black metallic paint, and the front grille incorporates red accents. On-board, red stitching trims the black leather seats, steering wheel, gear shift lever and door panels. Half leatherette seats have 'Gran Luxe' artificial suede centre panels and are also trimmed with red stitching.

Takumi has a unified, one-colour exterior which highlights the beauty of Kodo design's dynamic forms. The brilliant gloss paint of the bright silver 19-inch alloy wheels enhances the solid metal appearance of the vehicle. The interior features the smooth tactility of Nappa leather upholstery and the luxurious textures of genuine woodgrain trim to the dashboard and front and rear door panels.

EXTERIOR DESIGN

The beauty and quality of the CX-5's dynamic body shape represents a mature, elegant Kodo design in which character line accents are minimized and the transitions between body surfaces are emphasized to create changes in light reflected off the body.



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The 2023 CX-5 features the front design introduced with the 2022 model update, which represents a fusion of elegance and the toughness expected of an SUV. Replacing the mesh surfacing, the front grille design now features a three-dimensional series of piercings that appear to float on the face of the grille, giving it a deeper appearance. The distinctive signature wing that extends outwards from the grille has been restyled with surface forms rather than lines, assuming the look of a sturdy frame to convey the rugged stature of the updated CX-5.

The front and rear lamp clusters have also been redesigned in the previous update. Both front and rear designs feature four oblong LED lamps - two on each side – which hint at greater aggression and performance whilst emphasising the CX-5's wide, planted stance.

A new, Rhodium White Premium exterior body colour, replacing Snowflake White, has been added to the model range total of 10 exterior colours. Rhodium White Premium is a pure white inspired by Japanese aesthetics, finding beauty in simplicity and the absence of superfluous elements. Furthermore, the paint's fine grain accentuates the shadows on the surface of the vehicle, complementing the metallic texture of Rhodium White Premium.



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PACKAGING

With its focus on comfort, quality, design and functionality, the cabin of the Mazda CX-5 competes with the very best cars in the class by delivering a premium feel throughout.

As in all latest generation 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.

On-board practicality and convenience have been improved by the addition of several new features. A wireless Qi charging pad located in the centre console allows for cable connection-free mobile phone charging.

To the rear, the height difference between the two-piece loadspace floorboard and the tailgate sill has been eliminated for easier loading and unloading of heavy cargo. The floorboard may be set in its default position to give a flat floor with the rear seats folded, or in a lowered position to gain extra loadspace height. In addition, the two-piece board may be used with either section in the upper or lower position to give even greater loadspace flexibility.

Newground grade versions of the CX-5 feature a reversible floorboard with a water-resistant coating to the underside. In Newground grade models, the sub-trunk itself is resistant to both water and scratching, making it ideal for the storage of wet, muddy clothing and footwear.

CONNECTIVITY

The convenience, peace of mind and safety of CX-5 ownership is significantly enhanced through the combination of the MyMazda App, a digital, four camera, 360 degree monitor to aid manoeuvring in tight spaces and, fitted as standard, a burglar alarm system with intruder sensor and siren.

The wide, 8:3 aspect 10.25-inch centre display offers users a significantly faster start-up time, substantially enhanced screen clarity through the adoption of digital transmission, and even more intuitive Commander control operation thanks to a new, clearer font design. The 2023 CX-5 adds wireless Apple CarPlay connectivity, together with contemporary USB Type-C ports.



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The software of the Mazda Connect system has also been updated. And DAB+ radio is fitted, as standard, across the model range.

MYMAZDA APP

The latest MyMazda App is available for free from the Apple App Store and the Google Play Store. It introduces Connected Services across Europe with advanced functionality that removes any barriers between the car and driver to create a seamless ownership experience.

Numerous convenience and peace of mind functions include the following: Vehicle Finder, Remote Door Locking and vehicle door open alert, Navigation destination search and send to vehicle, Vehicle Health Report, Roadside Assistance and Security Alert. The app also shows the vehicle's service history, and when the next service is due. Customers can directly schedule the next service and send a service request to the chosen Mazda dealership.

To use the MyMazda App, customers must register, and may then download it for free. They can then add their car to the app and enroll with Connected Services. Main drivers of the vehicle can also invite second drivers to the car, who will then also have access to connected vehicle functions. The functions available to the second driver can be chosen by the main driver.



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3| DRIVING DYNAMICS

- **Mazda Intelligent Drive select (Mi-Drive) enables selection of appropriate drive mode with one touch of a switch. Some models equipped with i-Activ AWD further benefit from an Off-Road Mode**
- **Next generation Skyactiv-Vehicle Architecture application evolves bodyshell, suspension and seating for enhanced ride comfort and reduced fatigue**
- **Significant reduction in road noise, particularly when driving on rough surfaces such as gravel**
- **Addition of the company's intelligent Mazda M Hybrid system, fitted as standard to all petrol engines**
- **Improved 6-speed AT, accelerator pedal and engine response for easier, more precise vehicle control**
- **Reduced CO₂ emissions through optimised 6-speed AT shift pattern and lowered resistance in the i-Activ AWD system**

The 2023 CX-5 features Mazda Intelligent Drive select (Mi-Drive), which enables the driver to select the most appropriate drive mode with one touch of a switch. Located on the gear shift panel, the Mi-Drive switch offers a choice of two additional drive modes: Sport and, for model grades equipped with i-Activ AWD, an Off-Road Mode. The selected driving mode is shown on the driver's 7-inch TFT meter.

The Off-Road Mode is an evolution of Off-Road Traction Assist. Where the latter system is designed specifically to offer temporary assistance to drivers either stuck or travelling at low speeds, the new Off-Road Mode operates continuously at mid to high speeds to make driving feel easier and more natural even on bumpy or slippery surfaces.

SKYACTIV-VEHICLE ARCHITECTURE

The company's Skyactiv-Vehicle Architecture concept, which was first introduced on the current Mazda3, has been applied to the CX-5, further evolving the bodyshell, suspension and seats to provide a comfortable, engaging, *Jinba Ittai* driving experience over even the longest journeys.



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Transmitted sounds and vibrations tend to leave a more favourable impression on human ears as the soundwave size and convergence time grow smaller or shorter. The same is true for ride comfort, so a damping control structure has been introduced to the bodyshell frame to reduce the wave size and convergence time of vibrations entering the cabin from the road surface.

In addition to strengthening the lateral rigidity of frame members near the centre of the body, structural adhesive was also employed for its vibration suppression qualities and its positive effect on vehicle manoeuvrability.

When driving over uneven surfaces or bumps on city streets, cabin occupants must often use their hands and feet to maintain their seating position. This causes muscles to tense up, resulting in fatigue and even car sickness. To prevent this, the direction from which these forces enter the vehicle has been simplified. Increasing rigidity where the seat frames mount to the body limits input on the occupants to primarily a lengthwise direction. This reduces the unpleasant sensation and the load occupants are subjected to in such situations.

Other measures implemented to improve comfort and ride quality include changes to the damping characteristics of the suspension springs to help mitigate the degree to which occupants' heads pitch forward and back when traversing bumps in the road.

Maintaining a relaxing and supportive seating position is key to safe and comfortable driving for all cabin occupants. Humans find greater comfort in smooth, regular motion. Informed by Mazda's human-centred development philosophy, the CX-5 seat is designed to better stabilise head movement, which in turn makes it possible for the occupant to maintain balance in a similar, unconscious fashion to when walking.

To achieve this natural head movement when driving, the seats use their shape and the entire cushioned surface both keep the pelvis upright, and optimise the curvature of the spine. Maintaining the S-shaped curve of the spine allows it to respond flexibly to vibration transmitted from the pelvis and stabilise the head. In turn, this suppresses the amount and speed of both back-and-forth and side-to-side head movement, which serves to stabilise eye movement.

Working on handling stability, ride comfort and NVH (Noise, Vibration and Harshness) in unison, the CX-5 engineers' development goal was to achieve a level of cabin quietness that would allow conversation amongst all occupants regardless of vehicle speed.



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Having set the ideal sound pressure, the engineers managed the resonance frequency of the suspension components to reduce road noise by separating it from cavity resonance within the cabin. This made it possible to greatly reduce the level of road noise, particularly when driving on rough surfaces.

POWERTRAINS

The CX-5 is powered by a range of petrol and diesel Skyactiv engines, a choice of either Mazda's Skyactiv-MT six-speed manual or Skyactiv-Drive six-speed automatic transmissions, and the latest generation of Mazda's intelligent i-Activ all-wheel drive (AWD) system.

The full CX-5 engine line-up features a choice of two petrol and two diesel units. 121 kW/165 PS e-Skyactiv G 2.0 litre¹ and 143 kW/194 PS e-Skyactiv G 2.5 litre² petrol engines are both available mated to a choice of front- or all-wheel drive. New for 2023, both petrol engines now adopt the company's intelligent Mazda M Hybrid system as standard. The e-Skyactiv G 2.0 litre is available with manual or automatic transmission, and the e-Skyactiv G 2.5 litre with automatic transmission only.

All versions of the e-Skyactiv G 2.0 litre and e-Skyactiv G 2.5 litre are now equipped with cylinder deactivation.

Completing the range, 110 kW/150 PS or 135 kW/184 PS Skyactiv-D 2.2 litre diesel engines³ both offer a choice of manual or automatic transmission and front-or all-wheel drive.

¹ Energy consumption combined for Mazda CX-5 e-Skyactiv G 2.0 2WD: 6.5-6.9 l/100 km; CO₂ emissions 146-156 g/km. CO₂ class: E-F. Energy consumption combined for Mazda CX-5 e-Skyactiv G 2.0 AWD: 7.0-7.3 l/100 km; CO₂ emissions 158-166 g/km. CO₂ class: F

² Energy consumption combined for Mazda CX-5 e-Skyactiv G 2.5 2WD: 7.2 l/100 km; CO₂ emissions 163 g/km. CO₂ class: F. Energy consumption combined for Mazda CX-5 e-Skyactiv G 2.5 AWD: 7.6 l/100 km; CO₂ emissions 171 g/km. CO₂ class: F

³ Energy consumption combined for Mazda CX-5 Skyactiv-D 2.2 2WD: 5.6-6.1 l/100 km; CO₂ emissions 147-160 g/km. CO₂ class: E-F. Energy consumption combined for Mazda CX-5 Skyactiv-D 2.2 AWD: 6.3-6.6 l/100 km; CO₂ emissions 165-173 g/km. CO₂ class: F



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SKYACTIV-D

Skyactiv-D 2.2¹ models feature optimised accelerator pedal operation force. This allows the driver to control vehicle acceleration and deceleration more easily and precisely for an even more sophisticated sense of the company's *Jinba Ittai* driver-and-car-as-one engineering philosophy. Mazda's engineers have refined this sense of unity between driver and car by focusing on, and taking advantage of, the human body's innate ability to maintain balance.

For example, the muscles in the legs and feet maintain the body's balanced posture in a standing position and exert their strength in accordance with the body's inclination. When the accelerator pedal is depressed, moving the leg and foot muscles, the brain receives information that the body is out of balance due to external forces and accelerations. In this situation, the entire body unconsciously prepares itself for the acceleration G-force, enhancing their sense of unity between driver and car.

Mazda engineers focused on creating a condition wherein the movement of the muscles that support the body are more in tune with the movement of the muscles that depress the accelerator pedal. To that end, the pedal load has been increased by some 20% in order to optimise the pedal stepping force. In addition, the strength of the pedal spring has been increased, allowing the leg and foot muscles to work properly, further enhancing driving pleasure.

The Skyactiv-D 2.2 complies with RDE2 (Real Driving Emissions step 2) through meticulously controlled, rapid multi-stage combustion and the heightened efficiency of NO_x after treatment.

Mazda's latest generation 'Clean Combustion' technology includes improved urea injection in the Selective Catalytic Reduction system to reduce NO_x, and the further lowering of NO_x and CO₂ emissions through enhanced engine and automatic transmission control. No additional NO_x storage catalyser is necessary.

¹ Energy consumption combined for Mazda CX-5 Skyactiv-D 2.2 2WD: 5.6-6.1 l/100 km; CO₂ emissions 147-160 g/km. CO₂ class: E-F. Energy consumption combined for Mazda CX-5 Skyactiv-D 2.2 AWD: 6.3-6.6 l/100 km; CO₂ emissions 165-173 g/km. CO₂ class: F



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e-SKYACTIV G

All 2023 CX-5 petrol engines^{1;2} are equipped with cylinder deactivation, adopt Mazda M Hybrid technology as standard, and have improved combustion control in order to further enhance fuel economy and lower CO₂ emission. e-Skyactiv G automatic transmission models operating with drive selection in Sport mode benefit from both nimble response and comfortable cruising through control of the auto-shift schedule by the driver's accelerator operation. In addition, e-Skyactiv G 2.5 versions offer improved engine response to throttle inputs.

e-Skyactiv G variants also benefit from reduced CO₂ emissions through the optimised shift pattern of the Skyactiv-Drive six-speed automatic transmission.

MAZDA M HYBRID SYSTEM

The Mazda CX-5's petrol engines now adopt the company's intelligent Mazda M Hybrid system as standard. Compact and efficient, the mild hybrid system features a belt-driven integrated starter generator (ISG) and a 24V lithium-ion battery. It supports greater gains in fuel economy by recycling energy recovered during deceleration and powering the ISG, functioning as an electric motor, to assist the engine.

The ISG converts the recovered kinetic energy into electric power and stores it in the lithium-ion battery. The system then uses a DC-DC converter to transform that voltage to the appropriate level, and supplies it to the car's electrical equipment.

Adopting the belt-driven ISG also delivers a refined drive feel by enabling the system to provide drive assistance, and by helping the engine restart more quickly and quietly after shutting down for idling stop. The lithium-ion battery is mounted between the wheels, minimising its impact on interior space, while helping to optimise weight distribution and contributing to collision safety.

¹ Energy consumption combined for Mazda CX-5 e-Skyactiv G 2.0 2WD: 6.5-6.9 l/100 km; CO₂ emissions 146-156 g/km. CO₂ class: E-F. Energy consumption combined for Mazda CX-5 e-Skyactiv G 2.0 AWD: 7.0-7.3 l/100 km; CO₂ emissions 158-166 g/km. CO₂ class: F

² Energy consumption combined for Mazda CX-5 e-Skyactiv G 2.5 2WD: 7.2 l/100 km; CO₂ emissions 163 g/km. CO₂ class: F. Energy consumption combined for Mazda CX-5 e-Skyactiv G 2.5 AWD: 7.6 l/100 km; CO₂ emissions 171 g/km. CO₂ class: F



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SKYACTIV-DRIVE AND I-ACTIV AWD

The Skyactiv-Drive six-speed automatic transmission offers drivers responsive and nippy driving through improved kick-down response, faster upshifts during acceleration with deeper throttle depression, and better acceleration response at the moment of depressing the pedal through improved lock-up control. The reduction of resistance in the i-Activ AWD system of both e-Skyactiv G and Skyactiv-D models through the addition of a damper in the power take-off (PTO) helps lower CO₂ emissions.¹



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4| SAFETY

- **Class-leading active safety performance through advanced i-Activsense driver-supporting safety technologies**
- **New Cruise & Traffic Support (CTS) reduces the burden on the driver in heavy traffic**
- **Evolved Adaptive LED Headlights (ALH) for easier pedestrian and distant curve identification at night**

The 2023 CX-5 maintains the robust passive and active safety standards you'd expect of any Mazda. A comprehensive range of the company's advanced i-Activsense driver-supporting safety technologies deliver class-leading active safety performance.

Mazda's i-Activsense intelligent active safety technology delivers a level of driver support that's perfectly aligned to Mazda's 'Love of Driving' approach; assisting the driver by reducing fatigue and supporting when required, but never detracting from the pleasure of driving.

The 2023 CX-5 benefits from a Cruise & Traffic Support (CTS) function that helps reduce driver fatigue by assisting with accelerator, brake pedal and steering operations in heavy traffic. CTS automatically adjusts vehicle speed to maintain a constant distance from the vehicle ahead. At speeds up to 55 km/h, CTS also adds steering assistance to keep the vehicle in its lane when rounding bends.

The 2023 CX-5 also benefits from the evolved Adaptive LED Headlights (ALH) introduced with the 2022 model update. Each lamp's array of LEDs for the glare-free high beams is divided even more finely. The system features 20-block arrays that can be independently lit or extinguished.

Offering finer control over areas of illumination, the new system helps the driver more quickly identify pedestrians emerging from the shadow of preceding or oncoming vehicles. The system also improves visibility at night by introducing new light distribution schemes. For instance, a variable function switches between three different light patterns depending on vehicle speed and the range of light penetration. And a six-step variable scheme adapts light distribution to match the car's steering angle and throw more light in the direction of travel.



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Standard across the CX-5 range, Advanced Smart City Brake Support (Advanced SCBS) uses a forward-sensing camera to detect vehicles and pedestrians ahead -both by day and at night. 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.

Other key i-Activsense driver-supporting technologies included as standard across the range include Mazda's Lane-keep Assist System, Blind Spot Monitoring with Rear Cross Traffic Alert and Mazda Radar Cruise Control (MRCC).

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 Signaling System (ESS) and Hill Launch Assist (HLA).



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5| TECHNICAL SPECIFICATIONS

DIMENSIONS

Body type		Monocoque
Seating capacity		5
Exterior		
Overall length	mm	4,575
Overall width with wheel arch molding	mm	1,845
Overall width (mirror to mirror)	mm	2,115
Overall height with sharkfin antenna (unladen)	mm	17": 1,680 / 19": 1,685
Wheelbase	mm	2,700
Overhang front	mm	965
Overhang rear	mm	910
Ground clearance between the axles (unladen)	mm	17": 192 / 19": 200
Interior		
Front headroom w/o sunroof	mm	1,007
Rear headroom w/o sunroof	mm	991
Front shoulder room	mm	1,451
Rear shoulder room	mm	1,391
Front hip room	mm	1,402
Rear hip room	mm	1,405
Front legroom	mm	1,041
Rear legroom	mm	1,007
Rear knee clearance	mm	67



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Boot		
Cargo Volume (all seats up to beltline)	l	522 ¹
Cargo volume to ceiling (rear seats folded down)	l	1,395 ²
Cargo volume maximal		1.638 (Gasoline) 1.626 (Diesel)
Height, floor to tonneau cover	mm	505
Load floor length to 2nd row	mm	949 / 954 ³
Load floor length to 1st row	mm	1,613 / 1631 ³
Width between rear tire house	mm	1,004 / 1,050 ³
Width at floor	mm	1,446 / 1,448 ³
Boot opening threshold height, distance from ground	mm	745
Liftgate opening width / height (17" wheel)	mm	1,125 / 783 (738)

¹ VDA figure including sub-trunk. Volume for Skyactiv-D models: 510 litre

² Including sub-trunk and passenger seat up to belt line. Volume for Skyactiv-D models: 1,383 litre

³ cargo board set to higher position

ENGINES

	e-SKYACTIV G 2.0 (165 PS)		e-SKYACTIV G 2.5 (194 PS)		SKYACTIV-D 2.2 (150 PS)		SKYACTIV-D 2.2 (184 PS)		
	FWD	AWD	FWD	AWD	FWD	AWD	FWD	AWD	
Powertrain									
Transmission	6MT / 6AT		6AT		6MT / 6AT		6AT		
Engine type	I4 DOHC 16 valves								
Displacement	cm ³ 1,998		2,488		2,191				
Bore x stroke	mm 83.5 x 91.2		89.0 x 100		86.0 x 94.3				
Fuel injection system	Direct injection								
Compression ratio	13.5:1		13.0:1		14.4:1				
Emission control device	Three-way catalyst				Oxidation catalyst & DPF				
Max. power	kW (PS) / rpm 121 (165) / 6,000		143 (194) / 6,000		110 (150) / 4,500		135 (184) / 4,000		
Max. torque	Nm / rpm 213 / 4,000		263 / 4,000		380 / 1,800-2,600		445 / 2,000		
Fuel type	95RON				Diesel (51 cetane or above)				
Fuel tank capacity	l	56	58	56	58	56	58	56	58
Battery	Q-85				S-95				



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TRANSMISSION: SKYACTIV-MT

	e-SKYACTIV G 2.0 (165 PS)		SKYACTIV-D 2.2 (150 PS)	
	FWD	AWD	FWD	AWD
Powertrain	FWD	AWD	FWD	AWD
Transmission	6MT		6MT	
Gear ratios				
1 st	3.700	3.700	3.357	3.700
2 nd	1.947	1.947	1.826	1.826
3 rd	1.300	1.300	1.565	1.565
4 th	1.029	1.029	1.147	1.147
5 th	0.837	0.837	0.893	0.893
6 th	0.680	0.680	0.745	0.745
Reverse	3.724	3.724	4.091	4.091
Final gear ratio	4.388	4.705	4.105 / 3.120 ¹	4.388 / 3.291 ¹

¹ 1st 2nd/3rd - 6th gear

TRANSMISSION: SKYACTIV-DRIVE

	e-SKYACTIV G 2.0 (165 PS)		e-SKYACTIV G 2.5 (194 PS)		SKYACTIV-D 2.2 (150 PS)		SKYACTIV-D 2.2 (184 PS)	
	FWD	AWD	FWD	AWD	FWD	AWD	FWD	AWD
Powertrain	FWD	AWD	FWD	AWD	FWD	AWD	FWD	AWD
Transmission	6AT		6AT		6AT		6AT	
Gear ratios								
1 st	3.552	3.552	3.552	3.552	3.487	3.487	3.487	
2 nd	2.022	2.022	2.022	2.022	1.992	1.992	1.992	
3 rd	1.452	1.452	1.452	1.452	1.449	1.449	1.449	
4 th	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
5 th	0.708	0.708	0.708	0.708	0.707	0.707	0.707	
6 th	0.599	0.599	0.599	0.599	0.600	0.600	0.600	
Reverse	3.893	3.893	3.893	3.893	3.990	3.990	3.990	
Final gear ratio	4.624	4.624	4.624	4.624	4.090	4.090	4.090	



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SUSPENSION & WHEELS

	e-SKYACTIV G 2.0 (165 PS)		e-SKYACTIV G 2.5 (194 PS)		SKYACTIV-D 2.2 (150 PS)		SKYACTIV-D 2.2 (184 PS)	
Powertrain	FWD	AWD	FWD	AWD	FWD	AWD	FWD	AWD
Suspension								
Front	MacPherson strut							
Rear	Multi-link							
Wheels & tires								
Wheel size	17 x 7J 19 x 7J							
Tire size	225/65 R17 225/55 R19							

STEERING & BRAKES

	e-SKYACTIV G 2.0 (165 PS)	e-SKYACTIV G 2.5 (194 PS)	SKYACTIV-D 2.2 (150 / 184 PS)
Steering			
Steering type	Rack-and-pinion		
Power assist type	Electric power assist		
Turning circle wall to wall (diameter) m	11		
Brakes			
Brake type front	Ventilated discs		
Brake type rear	Solid discs		
Diameter front mm	297 / 320 ¹		
Diameter rear mm	303		
Vacuum booster diameter inches	9.0		

¹ Skyactiv-D 2.2



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PERFORMANCE (FWD MODELS)

		e-SKYACTIV G 2.0 (165 PS)		e-SKYACTIV G 2.5 (194 PS)	SKYACTIV-D 2.2 (150 PS)		SKYACTIV-D 2.2 (184 PS)	
Powertrain		FWD		FWD	FWD		FWD	
Transmission		6MT	6AT	6AT	6MT	6AT	6AT	
Performance								
Top speed (with limiter)	km/h	201	192	195	204	200	210	
Acceleration (0-100km/h) ¹	s	10.7	10.2	9.2	9.9	10.7	9.3	
WLTP Fuel consumption²								
Combined	l/100 km	17" / 19"	6.5	6.9	7.2	5.6	6.1	6.1
Extra-high	l/100 km	17" / 19"	6,8	7.3	7.4	6.3	6.6 / 6.5	6.6 / 6.5
High	l/100 km	17" / 19"	5.6	5.9	6.1	4.9 / 4.7	5.2	5.2
Medium	l/100 km	17" / 19"	6.3	6.5 / 6.6	7.0	5.3	5.8 / 5.9	5.8 / 5.9
Low	l/100 km	17" / 19"	8.0	8.7 / 8.6	9.5	5.9 / 6.2	7.5	7.5
CO ₂ emissions (combined)	g/km	17" / 19"	146	155 / 156	163	147	160	160
Emission rating		Euro 6d						

¹ Under Mazda test conditions

² Vehicles are homologated in accordance with the type approval procedure WLTP (Regulation (EU) 1151 / 2017; Regulation (EU) 2007/715) - Variation depends on final trim level.



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WEIGHT AND PAYLOAD (FWD MODELS)

		e-SKYACTIV G 2.0 (165 PS)		e-SKYACTIV G 2.5 (194 PS)	SKYACTIV-D 2.2 (150 PS)		SKYACTIV-D 2.2 (184 PS)	
Powertrain		FWD		FWD	FWD		FWD	
Transmission		6MT	6AT	6AT	6MT	6AT	6AT	
Weights & payload								
Min. curb weight	kg	17" / 19"	1,523 / 1,544	1,563 / 1,585	1,575 / 1,590	1,623 / 1,644	1,646 / 1,660	1,646 / 1,660
Max. permissible weight	kg		2,075	2,105	2,110	2,143	2,143	2143
Permissible front axle weight	kg		1,075	1,125	1,125	1,160	1,160	1160
Permissible rear axle weight	kg		1,095	1,090	1,090	1,100	1,100	1100
Permissible tow weight, trailer without brakes	kg		750					
Permissible tow weight, trailer with brakes (12% slope)	kg		1,800	2,000	2,000	2,000	2,000	2,000
Permissible tow weight, trailer with brakes (8% slope)	kg		1,900	2,000	2,000	2,000	2,000	2,000
Max. roof load capacity (roof rails / roof carrier)	kg		75 / 50					



PRESS MATERIAL – MAZDA MOTOR EUROPE

PERFORMANCE (AWD MODELS)

		e-SKYACTIV G 2.0 (165 PS)		e-SKYACTIV G 2.5 (194 PS)	SKYACTIV-D 2.2 (150 PS)		SKYACTIV-D 2.2 (184 PS)	
Powertrain		AWD		AWD	AWD		AWD	
Transmission		6MT	6AT	6AT	6MT	6AT	6AT	
Performance								
Top speed (with limiter)	km/h	198	188	195	199	196	208	
Acceleration (0-100 km/h) ¹	s	11.1	10.7	9.5	10.1	10.9	9.6	
WLTP Fuel consumption²								
Combined	l/100km	17" / 19"	7.0 / 7.1	7.3	7.6	6.3	6.6	6.6
Extra-high	l/100km	17" / 19"	7.5	7.6	7.8	7.0	7.2	7.2
High	l/100km	17" / 19"	6.1 / 6.2	6.3	6.6	5.5	5.4	5.4
Medium	l/100km	17" / 19"	6.7 / 6.8	7.0	7.2	5.9	6.5	6.5
Low	l/100km	17" / 19"	8.7 / 8.6	9.2	10.0	6.7	7.9	7.9
CO ₂ emissions (combined)	g/km	17" / 19"	158 / 160	166	172 / 171	165 / 164	173	173
Emission rating		Euro 6d						

¹ Under Mazda test conditions

² Vehicles are homologated in accordance with the type approval procedure WLTP (Regulation (EU) 1151 / 2017; Regulation (EU) 2007/715).
Variation depends on final trim level.



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WEIGHT AND PAYLOAD (AWD MODELS)

		e-SKYACTIV G 2.0 (165 PS)		e-SKYACTIV G 2.5 (194 PS)	SKYACTIV-D 2.2 (150 PS)		SKYACTIV-D 2.2 (184 PS)	
Powertrain		AWD		AWD	AWD		AWD	
Transmission		6MT	6AT	6AT	6MT	6AT	6AT	
Weights & payload								
Min. curb weight	kg	17"/ 19"	1,592 / 1,607	1,627/ 1,643	1,637 / 1,653	1,694 / 1,708	1,709 / 1,723	1,709 / 1,723
Max. permissible weight	kg		2,135	2,143	2,143	2,220	2,235	2,235
Permissible front axle weight	kg		1,090	1,135	1,135	1,175	1,190	1,190
Permissible rear axle weight	kg		1,140	1,120	1,120	1,145	1,145	1,145
Permissible tow weight, trailer without brakes	kg		750					
Permissible tow weight, trailer with brakes (12% slope)	kg		1,800	2,000	2,000	2,000	2,100	2,100
Permissible tow weight, trailer with brakes (8% slope)	kg		1,900	2,000	2,000	2,100	2,100	2,100
Max. roof load capacity (roof rails / roof carrier)	kg		75 / 50					



PRESS MATERIAL – MAZDA MOTOR EUROPE

PRODUCTION & SALES FIGURES

PRODUCTION (UNIT)		SALES (UNIT)							
CY	Total	CY	N. America	Europe	Japan	Australia	China	Others	Total
CY2012	204,220	CY2012	54,620	40,511	35,408	15,861	1,582	11,670	159,652
CY2013	317,603	CY2013	97,192	72,370	38,512	20,129	19,027	35,674	282,904
CY2014	364,855	CY2014	119,042	84,043	29,461	21,571	52,242	53,789	360,148
CY2015	366,309	CY2015	133,731	75,849	27,241	25,136	46,940	62,811	371,708
CY2016	385,004	CY2016	137,358	73,146	20,226	24,564	50,443	60,516	366,253
CY2017	430,288	CY2017	152,961	81,438	41,600	25,831	48,797	63,461	414,098
CY2018	471,572	CY2018	177,209	96,007	38,276	26,173	42,567	89,279	469,511
CY2019	442,849	CY2019	182,041	91,812	31,536	25,539	35,620	77,714	444,262
CY2020	345,573	CY2020	171,366	54,059	24,211	21,979	33,441	55,996	361,052
CY2021	322,982	CY2021	194,954	51,229	22,414	24,968	26,125	62,110	381,800
CY2022	353,926	CY2022	175,548	39,968	31,394	27,062	18,008	73,155	365,135
Cumulative	4,051,915		1,596,022	760,432	340,279	258,813	374,792	646,185	3,976,523



PRESS MATERIAL – MAZDA MOTOR EUROPE

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