2022 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 as one of the SUV segment's most enjoyable driver's cars.

The 2022 CX-5 introduces new exterior styling, and three new model grades to the range – Newground, Homura and High+, which incorporate subtle individual differences to define their distinctive characters. In addition, the new 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 approximately 19% of the company's annual European sales. With worldwide 353,615 units sold this year[[1]](#footnote-1), it is the best-selling car within Mazda’s global model range.

1. DESIGN, packaging and Connectivity
* **Newground, Homura and High+ grades added to the existing CX-5 grade structure**
* **New front grille design, restyled front and rear lamp clusters, new Zircon Sand exterior colour**
* **Wireless Qi phone charging tray added to centre console**
* **Two-piece loadspace floorboard and tailgate cill set on same level to aid loading. Reversible, water-resistant floorboard standard on new Newground grade**

The 2022 Mazda CX-5 introduces three new model grades to the range – **Newground, Homura** and **High+**. 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 and air-conditioning louvres.

**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.

**High+** 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 minimised and the transitions between body surfaces are emphasised to create changes in light reflected off the body.

The 2022 CX-5 incorporates a new front design 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. Both front and rear designs feature four oblong LED lamps - two on each side – which hint at greater aggression and performance whilst emphasizing the CX-5’s wide, planted stance.

A new, Zircon Sand exterior body colour has also been added to the model range of now 10 exterior colours. It expresses the sparkle of zircon sand, a mineral which is also used in foundry castings. Mazda was the first company to introduce Resign Coated Sand (RCS) casting in 1953, so the new colour has strong ties to the company’s heritage.

## 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 in the 2022 CX-5 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 cill 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 subtrunk 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, the availability of wired Apple CarPlay and Android Auto connectivity, and even more intuitive Commander control operation thanks to a new, clearer font design.

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 Assitance 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.

1. 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 or rough surfaces such as gravel**
* **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 2022 CX-5 introduces 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 specificaly 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 2022 CX-5, further evolving the bodyshell, suspension and seats to provide a comfortable, engaging, Jinba Ittai driving experience over even the longest journeys.**

**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.**

**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 Skyactiv-G 2.0 litre and 143 kW/194 PS Skyactiv-G 2.5 litre petrol engines are both available mated to a choice of front- or all-wheel drive. The Skyactiv-G 2.0 litre is available with manual or automatic transmission, and the Skyactiv-G 2.5 litre with automatic transmission only.

Manual versions of the Skyactiv-G 2.0 litre and all versions of the Skyactiv-G 2.5 litre are equipped with cylinder deactivation.

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

### Skyactiv-D

Skyactiv-D 2.2 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 NOx after treatment.

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

### Skyactiv-G

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, Skyactiv-G 2.5 versions offer improved engine response to throttle inputs.

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

### 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 Skyactiv-G and Skyactiv-D models through the addition of a damper in the power take-off (PTO) helps lower CO2 emissions.[[2]](#footnote-2)

1. 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 2022 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 2022 CX-5 benefits from a new 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.

Also new for 2022, the CX-5’s Adaptive LED Headlights (ALH) have evolved. 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.

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).

1. 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 |
| **Boot** |
| Cargo Volume (all seats up to beltline)  | l | 5221 |
| Cargo volume to ceiling (rear seats folded down) | l | 1,3952 |
| Cargo volume maximal  |  | 1.638 (Gasoline) 1.626 (Diesel) |
| Height, floor to tonneau cover  | mm | 505 |
| Load floor length to 2nd row | mm | 949 / 9543 |
| Load floor length to 1st row | mm | 1,613 / 16313 |
| Width between rear tire house | mm | 1004 / 1,0503 |
| Width at floor | mm | 1446 / 1,4483  |
| 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

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SKYACTIV-G 2.0 (165 PS) | 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 |
| Transmission |  | 6MT / 6AT | 6AT | 6MT / 6AT | 6MT / 6AT |
| Engine type |  | I4 DOHC 16 valves |
| Displacement | cm3 | 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 |  | 13.0:1 | 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 | 258 / 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 | 58 |
| Battery |  | Q-85 | S-95 |

## TRANSMISSION: SKYACTIV-MT

|  |  |  |  |
| --- | --- | --- | --- |
|  | SKYACTIV-G 2.0 (165 PS) | SKYACTIV-D 2.2 (150 PS) | SKYACTIV-D 2.2 (184 PS) |
| Powertrain | FWD | AWD | FWD | AWD | FWD | AWD |
| Transmission  | 6MT | 6MT | 6MT |
| **Gear ratios** |
| 1st | 3.700 | 3.700 | 3.357 | 3.700 | 3.357 |
| 2nd | 1.947 | 1.947 | 1.826 | 1.826 | 1.826 |
| 3rd | 1.300 | 1.300 | 1.565 | 1.565 | 1.565 |
| 4th | 1.029 | 1.029 | 1.147 | 1.147 | 1.147 |
| 5th | 0.837 | 0.837 | 0.893 | 0.893 | 0.893 |
| 6th | 0.680 | 0.680 | 0.745 | 0.745 | 0.745 |
| Reverse | 3.724 | 3.724 | 4.091 | 4.091 | 4.091 |
| Final gear ratio | 4.388 | 4.705 | 4.105 / 3.1201 | 4.388 / 3.2911 | 4.105 / 3.2911 | 4.388 / 3.2911 |

1 1st 2nd/3rd-6th gear

## TRANSMISSION: Skyactiv-Drive

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SKYACTIV-G 2.0 (165 PS) | 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 |
| Transmission  | 6AT | 6AT | 6AT | 6AT |
| **Gear ratios** |
| 1st | 3.552 | 3.552 | 3.552 | 3.552 | 3.487 | 3.487 | 3.487 |
| 2nd | 2.022 | 2.022 | 2.022 | 2.022 | 1.992 | 1.992 | 1.992 |
| 3rd | 1.452 | 1.452 | 1.452 | 1.452 | 1.449 | 1.449 | 1.449 |
| 4th | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 5th | 0.708 | 0.708 | 0.708 | 0.708 | 0.707 | 0.707 | 0.707 |
| 6th | 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 |

## SUSPENSION & WHEELS

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SKYACTIV-G 2.0 (165 PS) | 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 7J19 x 7J |
| Tire size | 225/65 R17225/55 R19 |

## STEERING & BRAKES

|  |  |  |  |
| --- | --- | --- | --- |
|  | SKYACTIV-G 2.0 (165 PS) | 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 / 3201 |
| Diameter rear | mm | 303 |
| Vacuum booster diameter | inches | 9.0 |

1 Skyactiv-G 2.5 / Skyactiv-D 2.2

## PERFORMANCE (FWD models)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SKYACTIV-G 2.0(165 PS) | 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 | 6MT | 6AT |
| **Performance** |  |
| Top speed (with limiter) | km/h |  | 201 | 192 | 195 | 204 | 200 | 214 | 210 |
| Acceleration (0-100km/h)1 | s |  | 10.5 | 9.9 | 9.0 | 9.9 | 10.7 | 9.2 | 9.3 |
| **WLTP Fuel consumption**2 |  |
| Combined | l/100km | 17’’ / 19’’ | 6.8 / 6.7-6.8 | 7.4 / 7.3 | 7.7 / 7.6 | 5.6 | 6.1 | 5.6 | 6.1 |
| Extra-High | l/100km | 17’ / 19’’ | 7.3 / 7.2 | 7.8 | 7.9 / 7.8 | 6.3 | 6.6 / 6.5 | 6.3 | 6.6 / 6.5  |
| High | l/100km | 17’’ / 19’’ | 5.9 / 5.8 | 6.3 | 6.7 / 6.6 | 4.9 / 4.7 | 5.2 | 4.7 | 5.2 |
| Medium | l/100km | 17’’ / 19’’ | 6.4 / 6.4 | 6.9 | 7.4 / 7.3 | 5.3 | 5.8 / 5.9 | 5.3 | 5.8 / 5.9  |
| Low | l/100km | 17’’ / 19’’ | 8.2 / 8.2 | 9.3 / 8.9-9.0 | 9,9 / 9.7 | 5.9 / 6.2 | 7.5 | 6.2 | 7.5 |
| CO2 emissions (combined) | g/km | 17’’ / 19’’ | 154 / 152-153 | 164 / 165-166 | 174 / 171-172 | 147 | 160 | 147 | 160 |
| **NEDC Fuel consumption**3 |  |
| Combined  | l/100km | 17’’ / 19’’ | 6.0 / 5.8 | 6.6  | 7.1 | 5.0 / 4.9 | 5.5 | 4.9 | 5.5 |
| Extra urban  | l/100km | 17’’ / 19’’ | 5.3 / 5.1  | 5.9  | 5.8 | 4.6 / 4.5 | 5.1 | 4.5 | 5.1 |
| Urban | l/100km | 17’’ / 19’’ | 7.1 / 7.1 | 7.8 | 9.2 | 5.6 / 5.5 | 6.2 | 5.5 | 6.2 |
| CO2 emissions (combined)  | g/km | 17’’ / 19’’ | 135 /133 | 150 | 161 | 130 / 128 | 143 | 128 | 143 |
| Emissions 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. Diesel figures are application values still to be confirmed

3 To provide comparability the referred values are NEDC – values determined in line with Implementation Regulation (EU) 1153 / 2017

## WEIGHT AND PAYLOAD (FWD MODELS)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SKYACTIV-G 2.0(165 PS) | 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 | 6MT | 6AT |
| **Weights & payload** |
| Min. curb weight | kg | 17’’ / 19’’ | 1,411 / 1,425 | 1,479 / 1,500 | 1,516 / 1,530 | 1,591 /1,612 | 1,614 / 1,628 | 1,597 / 1,612 | 1,614 / 1,628 |
| Max. permissible weight | kg |  | 2,020 | 2,035 | 2,070 | 2,143 | 2,143 | 2,143 | 2143 |
| Permissible front axle weight | kg |  | 1,035 | 1,065 | 1,095 | 1,160 | 1,160 | 1160 | 1160 |
| Permissible rear axle weight | kg |  | 1,085 | 1,075 | 1,075 | 1,120 | 1,100 | 1100 | 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 |
|  | SKYACTIV-G 2.0(165 PS) | 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 | 6MT | 6AT |
| **Weights & payload** |
| Min. curb weight  | kg | 17’’ / 19’’ | 1,411 / 1,425 | 1,479 / 1,500 | 1,516 / 1,530 | 1,591 /1,612 | 1,614 / 1,628 | 1,597 / 1,612 | 1,614 / 1,628 |
| Max. permissible weight | kg |  | 2,020 | 2,035 | 2,070 | 2,143 | 2,143 | 2,143 | 2143 |
| Permissible front axle weight | kg |  | 1,035 | 1,065 | 1,095 | 1,160 | 1,160 | 1160 | 1160 |
| Permissible rear axle weight | kg |  | 1,085 | 1,075 | 1,075 | 1,120 | 1,100 | 1100 | 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 |

## PERFORMANCE (AWD MODELS)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SKYACTIV-G 2.0 (165 PS) | 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 | 6MT | 6AT |
| **Performance** |
| Top speed (with limiter) | km/h |  | 198 | 188 | 195 | 199 | 196 | 211 | 208 |
| Acceleration (0-100km/h)1 | s |  | 10.9 | 10.4 | 9.3 | 10.1 | 10.9 | 9.3 | 9.6 |
| **WLTP Fuel consumption**2 |
| Combined | l/100km | 17’’/ 19’’ | 7.6 | 7.8 / 7.7 | 8.1 / 8.0 | 6.3 | 6.6 | 6.3 | 6.6 |
| Extra-High | l/100km | 17’’/ 19’’ | 8.0 / 8.1 | 8.3 / 8.1-8.2 | 8.1 / 8.0 | 7.0 | 7.2 | 7.0 | 7.2 |
| High | l/100km | 17’’/ 19’’ | 6.7 | 6.8 / 6.6.-6.7 | 7.0 / 6.9 | 5.6 / 5.5 | 5.3 / 5.4 | 5.5 | 5.4 |
| Medium | l/100km | 17’’/ 19’’ | 7.3 / 7.2 | 7.3 | 7.8 / 7.7 | 6.0 / 5.9 | 6.5 | 5.9 | 6.5 |
| Low | l/100km | 17’’/ 19’’ | 8.8 / 9.0 | 9.5  | 10.6/ 10.3 | 6.5 / 6.7 | 8.2 / 7.9 | 6.7 | 7.9 |
| CO2 emissions (combined) | g/km | 17’’/ 19’’ | 171 / 172 | 176 / 174 | 184 / 182 | 165 / 164 | 173 | 165 | 173 |
| **NEDC Fuel consumption**3 |
| Combined | l/100km | 17’’/ 19’’ | 6.5 / 6.4  | 7.0  | 7.4 / 7.2 | 5.2 | 5.6 / 5.5 | 5.2 | 5.5 |
| Extra urban | l/100km | 17’’/ 19’’ | 5.7 / 5.8-5.9 | 6.1  | 6.4 / 6.3 | 4.8 | 5.1 | 4.8 | 5.1 |
| Urban | l/100km | 17’’/ 19’’ | 8.0 / 7.7 | 8.4  | 9.3 / 8.8 | 5.8 | 6.3 | 5.8 | 6.3 |
| CO2 emissions (combined) | g/km | 17’’/ 19’’ | 147 / 146 | 159 | 169 / 164 | 137 | 147 / 145 | 137 | 145 |
| Emissions 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. Diesel figures are application values still to be confirmed

3 To provide comparability the referred values are NEDC – values determined in line with Implementation Regulation (EU) 1153 / 2017

## WEIGHT AND PAYLOAD (AWD MODELS)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | SKYACTIV-G 2.0 (165 PS) | 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 | 6MT | 6AT |
| **Weights & payload** |
| Min. curb weight  | kg | 17’’/ 19’’ | 1,524 / 1,538 | 1,542/ 1,556 | 1,577 / 1,591 | 1,661 / 1,675 | 1,675 / 1,689 | 1,664 / 1,678 | 1,675 / 1,689 |
| Max. permissible weight | kg |  | 2,080 | 2,115 | 2,140 | 2,220 | 2,235 | 2,220 | 2,235 |
| Permissible front axle weight | kg |  | 1,050 | 1,090 | 1,125 | 1,175 | 1,190 | 1,175 | 1,190 |
| Permissible rear axle weight | kg |  | 1,130 | 1,135 | 1,120 | 1,145 | 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 | 2,000 | 2,100 |
| Permissible tow weight, trailer with brakes (8% slope) | kg |  | 1,900 | 2,000 | 2,000 | 2,100 | 2,100 | 2,100 | 2,100 |
| Max. roof load capacity (roof rails / roof carrier) | kg |  | 75 / 50 |

## 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[[3]](#footnote-3) | 307,848 | CY2021 | 183,464 | 47,701 | 19,163 | 22,820 | 23,506 | 56,961 | 353,615 |
| **Cumulative** | **3,639,898** |  | **1,408,984** | **716,936** | **305,634** | **229,603** | **354,156** | **567,881** | **3,583,203** |

#CX5

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1. As of November 2021 [↑](#footnote-ref-1)
2. Mazda CX-5 Skyactiv-G 2.0: WLTP fuel consumption (combined) 6.7 -7.8 l/100km; WLTP CO2 emissions (combined) 152 -176 g/km.
 NEDC fuel consumption (combined) 5.8 – 7.0 l/100km; NEDC CO2 emissions (combined) 133 - 159g/km.

 Mazda CX-5 Skyactiv-G 2.5: WLTP fuel consumption (combined) 7.6 -8.1 l/100km; WLTP CO2 emissions (combined) 171 -184 g/km.
 NEDC fuel consumption (combined) 7.1-7.4l/100km; NEDC CO2 emissions (combined) 161 - 169g/km.

 Mazda CX-5 Skyactiv-D 2.2: WLTP fuel consumption (combined) 5.9 -6.8 l/100km; WLTP CO2 emissions (combined) 151 -176 g/km.
 NEDC fuel consumption (combined) 4.9l/100km; NEDC CO2 emissions (combined) 128 - 147g/km.

 Vehicles are homologated in accordance with the 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. [↑](#footnote-ref-2)
3. As of November 2021 [↑](#footnote-ref-3)