



PRESS MATERIAL – MAZDA MOTOR EUROPE

ALL-NEW MAZDA CX-80 PRESS KIT



PLEASE NOTE: Consumption and emission values in this press kit are preliminary. EC-type approval and the Certificate of Conformity with official values are not yet available. Deviations are possible.



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1| AT A GLANCE

The all-new Mazda CX-80 is a new flagship model for Mazda, created to challenge the established premium brands in the European market.

Mazda is committed to a multi-solution approach to sustainable mobility and the principal of the right solution at the right time. To that end, the company has developed three distinct product lines: a Small Product Group, based on its transverse layout Skyactiv Multi-Solution Scalable Architecture; a Large Product Group, featuring its longitudinal layout Skyactiv Multi-Solution Scalable Architecture; and its EV Models, underpinned by Mazda's Skyactiv EV Scalable Architecture.

Following the launch of the CX-60, the all-new Mazda CX-80 is the second of two new models for Europe from the company's Large Product Group. Featuring three-row seating, it is the most spacious car in Mazda's European line-up.

Comfortable, versatile and Crafted in Japan, the all-new Mazda CX-80 combines progressive design anchored in Japanese aesthetics with outstanding on-board accommodation flexibility, superior technology and features common to premium SUVs in this segment, and the signature driving performance delivered by every Mazda.



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EXTERIOR DESIGN

- ‘Graceful Toughness’ design concept weaves the elegance of a three-row SUV into imposing front-engine, rear-wheel drive architecture
- Deeply sculpted front face, roof rails and bright side window mouldings create a powerful and dynamic shape
- Artisan Red and new Melting Copper signature body colours
- 20-inch Grey and machine finished aluminium alloy wheels

INTERIOR DESIGN

- Wide instrument panel features continuous lines which run through the sides air vents into the door trim, reinforcing the spaciousness of the interior
- Extra-wide centre console penetrates the cabin space from front to back. Rear of console features USB and A/C controls for enhanced comfort
- Takumi grade features white Nappa leather upholstery, maple wood trim and Japanese ‘hanging stitching’
- Homura grade features a black interior with Nappa leather upholstery and hair-line Gun Metal finish trim

PACKAGING AND UTILITY

- Mazda CX-80 is 4,995 mm long, 1,890 mm wide, 1,710 mm high, and has a 3,120 mm wheelbase
- 250 mm longer, 24 mm higher and with a 250 mm longer wheelbase than the Mazda CX-60
- Choice of three second row configurations: bench seat (total seven seats), captain’s seats with walk through (total six seats), captain’s seats with middle console (total six seats)
- Second row bench sliding range 120 mm, seat recline range 15-33 degrees, one-touch folding seat backs¹

¹ Depending on seating configuration



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- Shoulder room, headroom, hip point spacing and front to second row couple distance all increased from CX-60 measurements
- Loadspace capacity – 258 litres (including sub-trunk) with third row seats in place, 687 litres² with third row folded flat³
- Driver Personalisation System recognises the driver and automatically adjusts seat position, steering wheel, mirrors, Active Driving Display, even the sound and climate control settings
- New Alexa in-car voice control of music, air-conditioning, navigation and third-party apps such as Spotify⁴
- New hybrid navigation system combining the advantages of both offline and online services
- Mazda's 360° View Monitor with See-Through View – which makes manoeuvring in tight spaces easier
- New Trailer Hitch View uses centre display view and graphics to help position vehicle relative to trailer
- Wireless 15 W smartphone charging tray. PHEV model equipped with 1,500 watts AC power supply, to enable a wide range of outdoor activities to be carried out independently of the mains supply.
- Third row seating with USB-C charge port and headroom for occupants up to 1700 mm tall
- Three-zone air-conditioning with second row controls and third row seating vents
- Two high-quality audio systems available – Mazda Harmonic Acoustics or Bose premium sound system

GRADE STRUCTURE

- Choice of five model grades: **Exclusive-line, Takumi, Homura, Takumi Plus and Homura Plus**
- All grades feature comprehensive equipment, including three zone-air-conditioning, a 12.3-inch colour TFT central touch screen, Alexa in-car voice control, DAB radio, Bluetooth, Wireless Apple CarPlay and Android Auto, hybrid navigation, and cruise control ⁵
- Four different option packs available: **Comfort for Exclusive-line, Driver Assistance for Exclusive-line, Convenience & Sound and Panoramic sunroof**

² With 2nd row seats in the frontmost position

³ Loadspace figures based on bench seat (7seats) configuration

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POWERTRAINS

e-Skyactiv PHEV⁶:

- Skyactiv-G 2.5, four-cylinder direct injection petrol engine, 129 kW electric motor and a 355 V, 17.8 kWh high-capacity lithium-ion battery
- Mazda CX-80 e-Skyactiv PHEV total system output of 327 PS/241 kW and 500 Nm of torque. 0-100 km/h in 6.8 seconds, maximum speed of 195 km/h
- Outstanding environmental credentials - WLTP average fuel consumption is 1.6 l/100km and CO₂ emissions just 36 g/km
- 60 km of electric motor-powered driving

e-Skyactiv D⁷:

- Straight-six, 3.3 litre e-Skyactiv D 254 PS equipped with M Hybrid Boost - Mazda's 48V mild hybrid system
- e-Skyactiv D features innovative DCPCI (Distribution-Controlled Partially Premixed Compression Ignition) advanced combustion technology
- 254 PS e-Skyactiv D performance – 0-100 km/h in 8.4 seconds, maximum speed of 219 km/h
- WLTP average fuel consumption is 5.7-5.8 l/100km and CO₂ emissions 148-151 g/km
- Both powerplants mated to eight-speed automatic transmission and Mazda's i-Activ All-Wheel Drive (AWD) system
- Mazda Intelligent Drive Select (Mi-Drive) offers a choice of four drive modes (plus EV mode for the PHEV)

⁶ Energy consumption weighted, combined for Mazda CX-80 e-Skyactiv PHEV: 1.6 l/100 km and 23.9 kWh electricity/100 km; CO₂ emissions weighted, combined: 36 g/km, CO₂ class: B. Combined fuel consumption and CO₂ class with discharged battery: 8.1 l/100 km. CO₂ class: G. (Preliminary Values)

⁷ Energy consumption combined for Mazda CX-80 e-Skyactiv D: 5.7-5.8 l/100 km. CO₂ emissions combined: 148-151 g/km. CO₂ class: E. (Preliminary Values)



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DRIVING DYNAMICS

- Mazda's Skyactiv Multi-Solution Scalable Architecture is the basis for the CX-80's longitudinal front-engine rear-wheel drive mechanical layout
- AWD platform with rear-biased, permanent all-wheel drive system that combines the stability and traction of an AWD setup with the neutral cornering characteristics of a rear-wheel drive system
- Double wishbone front and multi-link rear suspension systems for ride comfort, stable vehicle posture and smooth body control during cornering
- Kinematic Posture Control (KPC) – When cornering, Mazda-unique technology brakes the inside rear wheel to mitigate roll and draw the car body downwards, stabilising vehicle posture
- Excellent towing capacity of 2,500 kg

SAFETY

- CX-80's driver-supporting safety technologies deliver class-leading active safety performance - targeting the Euro NCAP 5-star safety rating
- Cruising & Traffic Support (CTS) – with new Unresponsive Driver Support, Smart Brake Support (SBS) – with new Head-on collision mitigation, and Emergency Lane Keeping (ELK) – with new Head-on traffic avoidance assist
- New Rear Seat Alert function- seat occupant detection sensor with seatbelt reminder and rear door alert



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2| DESIGN

In its latest evolution, Mazda's unique Kodo – Soul of Motion – design retains its vitality, but now targets greater styling prestige through the elegance and purity of a minimalist Japanese aesthetic which removes all unnecessary elements.

Inspired by the purest traditions of Japanese art, the beauty of space between objects and the artistic manipulation of light, the foundation of Mazda elegance relies on the uniquely hands-on approach of the company's designers and craftsmen.

Combining entirely human-centric design and engineering with the dedication and precision that is the hallmark of master craftsmanship, their goal is to produce cars that could only have been Crafted in Japan.

The all-new Mazda CX-80 is a three-row SUV with a premium presence, expressing richness and elegance in a durable SUV that reflects its 'Graceful Toughness' design concept. The body size was designed out of consideration for easy manoeuvring in daily driving and parking situations.

EXTERIOR DESIGN

Whilst the exterior of the two-row CX-60 expresses the toughness and ruggedness of a mid-sized SUV as well as the intelligence and elegance of KODO design, the CX-80 aims higher. The design approach, which could be described as architectural, expresses calmness and richness, clearly emphasising the premium quality space of the three-row seating layout whilst maintaining the elegance typical of any Mazda SUV.

The CX-80's imposing face and long nose highlight the front-engine, rear-wheel drive architecture of the new SUV, its dynamic and imposing grille and headlamp design instantly identifying it as the latest flagship of the Mazda model range.

To the side, an expression of elegance has been refined by taking full advantage of the length of the nose and cabin, by trimming away any extraneous elements and focusing on the side glazing. Entirely



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surrounding the glazing, the chrome mouldings of the extended side windows are thicker and straighter at the D pillar, emphasising the presence of a third seating tier. The variation of this chrome trim's shape creates a jewel-like, three-dimensional effect that looks as though it has been milled from solid metal.

The addition of seamlessly integrated roof rails further reinforces the length of the three-tier cabin. In addition, the grey metallic paint colour of the 20-inch machined alloy wheels softens the contrast between the paint and machined metal surfaces for a refined, dignified appearance.

From the rear, the width of CX-80 is reinforced by the absence of an exhaust garnish – the exhaust pipe hidden behind the bumper for a cleaner, more elegant appearance.

As with the CX-60, the rear lighting signature adopts an L-shaped design to match that of the front lamp clusters. The widely spread consecutive horizontal styling creating a lighting signature appropriate to a premium class vehicle.

Artisan Red and new Melting Copper signature body colours have been added to CX-80's range of exterior colour choices. Artisan Red – an example of Mazda's Takuminuri painting technology - evokes even deeper refinement than Soul Red Crystal, whilst Melting Copper suggests light sandblasting to the surface of copper that has been melted and hardened again.

In all, a choice of nine body colours are available: Jet Black, Deep Crystal Blue, Platinum Quartz, Arctic White, Rhodium White, Machine Grey, Soul Red Crystal, Artisan Red and Melting Copper.

INTERIOR DESIGN

Similar to that of the CX-60, the wide instrument panel and side air vents that feed into the door trim reinforce the width and spaciousness of the interior.

The extra-thick console has a powerful shape that runs front to back through the space, expressing both structural strength and the presence of the powertrain layout beneath, with an eight-speed automatic transmission and a longitudinally mounted engine ahead of it.



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The rear of the console is equipped with USB ports and heater controls to enhance rear seat comfort. The rear seat console has evolved into a more integrated shape, while adding metallic trim that matches the front console and door trim to create a unified space.

As an expression of Japanese premium quality, the interior adopts two uniquely Japanese design concepts: *Kaicho*, or 'harmony', which combines a mix of premium materials such as real maple wood, Nappa leather and chrome detailing to create points of contrast that are in perfect harmony; and *Hacho*, or 'broken rhythm', here exemplified by sophisticated *Musubu* stitching which – inspired by the centuries old art of Japanese knot tying – highlights the refined beauty of craftsmanship and adds visual depth to the interior.

By weaving the dynamism of light and a sense of life in nature into the orderly, high quality space, the entire cabin expresses the Japanese aesthetic of 'beauty of tone'. White ambient lighting on the front and rear door trim brings out the best of the colour and texture of the interior finishes.

PACKAGING AND UTILITY

Designed out of consideration for easy manoeuvring in daily driving and parking situations yet large enough to accommodate seven occupants in comfort, the all-new Mazda CX-80 is 4,995 mm long, 1,890 mm wide, 1,710 mm high, and has a 3,120 mm wheelbase.

It is 250 mm longer and 24 mm higher than the CX-60, with a 250 mm longer wheelbase, and has a turning circle of 5.8 metres.

THREE-TIER SEATING

The all-new Mazda CX-80 may be equipped with a choice of three second row seating configurations: a three-person bench seat – giving a seven-seat capacity, two captain's seats separated by a walk through space – for a total of six seats, and two captain's seats with a middle console – again offering a six-seat layout.



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Unlike that of the CX-60 (which has a fixed base and a choice of either 24 or 28 degrees seat back recline angle), the CX-80's second row bench has both a sliding range of 120 mm and a fully variable seat recline range of between 15-33 degrees.

Second row shoulder room is now 1,476 mm (35 mm more than the CX-60), and the second row headroom is 996 mm (12 mm more than the CX-60). The third row seating has been designed to accommodate occupants up to 1,700 mm in height.

Access to the third row seating is made comfortable by a large door opening height, a second row one-touch walk-in function⁸, a wide, flat step floor and a large hand grip built into the side trim recess.

LOADSPACE

With the third row seats in place, loadspace capacity including under-floor storage is 258 litres. This rises to 687 litres⁹ with the third row folded flat, 1,221 litres with the second row folded flat, and 1,971 litres to the ceiling.¹⁰ The height difference between loadspace floor and the tailgate sill has been minimised for easier loading, and irregularities in the walls have been removed to offer a cleaner cargo bay shape.

The all-new Mazda CX-80 may also be equipped with an optional, hands-free powered tailgate. Activated by a sensor under the rear bumper, the tailgate can be both opened and closed by users even when both hands are full.

DRIVING POSITION

Several design features make it easy for CX-80 drivers to achieve their preferred driving environment. The seats are designed to greatly reduce unpleasant swaying and stabilize occupants' heads. The steering wheel offers a 45mm rake and 70mm reach adjustment range. The steering wheel and pedal layout allows the driver to operate the car with minimal muscle force and less straining. Clear visibility

⁸ Depending on seating configuration

⁹ With 2nd row seats in the frontmost position

¹⁰ Loadspace figures based on bench seat (7seats) configuration



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reduces the vehicle's invisible area, making it easier for drivers to get a feel for the size and position of their car. And the Driver Personalisation System makes automatic adjustments to set and restore the ideal position for each driver.

DRIVER PERSONALISATION SYSTEM

First featured in the CX-60, the Mazda CX-80's Driver Personalisation System comprises three functions; an automatic driving position guide; automatic setting restoration; and ingress/egress assistance.

The automatic driving position guide uses a camera to detect the position of the driver's eyes and input of the driver's height to estimate their physique, then automatically adjusts the seat, steering wheel, Active Driving Display (head-up display) and door mirrors to match the driver's eye position.

Automatic setting restoration uses facial recognition and data on various adjustments and settings stored in the vehicle to automatically restore the settings for each driver. The system can store settings for up to six people, plus guests.

In addition, the ingress/egress assistance function makes it easier for the driver to get in and out of the car by sliding the steering wheel and seat out of the way.

VISIBILITY

The Mazda CX-80's seating is set high to secure a clear and unobstructed view, making it easy for the driver to gain a clear sense of the vehicle's extremities and place it accurately on the road.

Both the Mazda CX-80's bonnet's forward, and diagonal forward visibility thresholds have been made as short as possible to make it easier for the driver to identify the leading edge of the vehicle. The base of the A pillar has been given a large, curved shape to make it easier to identify children with a target height of one metre at intersections. In addition, the CX-80 offers a rearward field of view of up to 10 metres behind the car and up to 1000 mm off the ground, making it easier for drivers to see a vehicle approaching from behind.



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HUMAN MACHINE INTERFACE (HMI)

As in the CX-60, the driver's cockpit area features three main instrument displays: a full TFT-LCD driver's instrument cluster, a 12.3-inch infotainment centre display and a large window Active Driving Display.

The driver's instrument binnacle features a 12.3-inch display. In addition to driving assist modes and warning displays, it also supports the Driver Personalisation System. In addition, the dynamic start-up and Mi-Drive mode displays enhance safety and security through improved visibility.

The large Active driving Display reduces unnecessary eye movement, provides the driver with essential information in an easy-to-understand manner, and heightens the sense of security while driving.

SEE-THROUGH VIEW AND TRAILER HITCH VIEW

The CX-80 is equipped with Mazda's 360° View Monitor with See-through View technology which makes navigating city streets and narrow spaces less stressful, even when driving a large vehicle like the CX-80. See-through View projects a large image of the area ahead of the vehicle and around the tires in the direction of travel on the centre display, enabling drivers to check these areas thoroughly.

It allows the driver to see the direction of travel and the range of obstacles they might possibly strike when fully turning the steering wheel, as if the image were seen from inside the vehicle. This helps to identify objects the vehicle might come into contact with when starting off or slowing down in tight spaces, such as parking lots or narrow alleys. In addition, See-through View shows the outline of the car's body, making it easier to understand the orientation of the car in relation to the obstacles and spaces around it.

Trailer Hitch View

Making its debut in the all-new Mazda CX-80, Trailer Hitch View is integral to the See-through View system. This function makes it easy to attach a trailer without the help of another person. Using the rear view camera, Trailer Hitch View brings up lines on the centre display that run from the CX-80 tow hitch to the centre of the trailer, making it easier to position the vehicle relative to the trailer.



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Then, once the vehicle is within a meter of the trailer connector, users have the option of manually selecting the zoom in icon on the display, making it easy to attach a trailer to the vehicle without the help of another person.

CONTROL, CONNECTIVITY AND UTILITY

Air-conditioning

The CX-80 is equipped, as standard, with air conditioning vents for the third row seats. Rear seat air-conditioning controls allow passengers in the second row to set their desired temperature, adjust the air outlets and control air flow volume. Rear seat air-conditioning can also be set from the front climate control panel.

The PHEV model also features a pre-cooling and pre-heating system that allows the cabin temperature to be adjusted using the power of the lithium battery, without running the engine. Via the MyMazda App, the air-conditioning may be set in advance to provide a comfortable cabin when the driver gets in the car.

USBs and AC/DC Power Supplies

Each of the CX-80's three seating rows is equipped with USB-C ports. On all CX-80 versions, the centre console is fitted with a 15 W wireless smartphone charger, and a 150 W power supply at the rear of the console. 150 W power can be supplied whilst driving, and may be used, for instance, to charge the battery of an electric bicycle. The loadspace is further equipped with a 12 V DC power outlet.

In addition, e-Skyactiv PHEV models may also be equipped with an optional, 1500 W AC power supply. The electricity stored in the battery may be used in a wide range of situations – even running electrical appliances which consume large amounts of electricity - without worry over the remaining battery power.



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Comfort and Convenience

Ambient illumination is used for the interior lighting to create a premium quality atmosphere. The door trim centre and foot lamps emit a line of luminescence, and LED lighting has been added to the door courtesy lamps and inside both the console and glove box. A pair of loadspace lamps improve nighttime visibility and ease of use.

The CX-80 may be equipped with a large, 950 mm wide and 1,021 mm long panoramic sunroof featuring an electric slide and tilt mechanism, giving the cabin a bright, open feeling and an extended view. The sides of the sunroof are reinforced between the B pillars to reduce weight and improve side impact protection.

For the first time on a Mazda in Europe, integral rear door sunshades are also available.

MAZDA CONNECT WITH IN-VEHICLE CONNECTIVITY

The Mazda CX-80 features the latest version of Mazda Connect, which offers users a fast start up, high quality image and sound, and a free word search function.

The system supports wireless Apple CarPlay® and wireless Android Auto™, as standard, to ensure a convenient user experience with smart phone integration.

Hybrid Navigation

The all-new Mazda CX-80's hybrid navigation system combines the benefits of both off-line and on-line navigation. On-line functions are available for MyMazda App users that have enrolled for connected vehicle services. Off-line functions are available for all owners.

Hybrid Navigation makes the latest navigation-related data – including locations, maps and traffic information – available at all times. Amongst the advantages of Hybrid Navigation are increased contents and better search results, optimised route search and ETA with increased accuracy, and frequent automatic updates with more detailed and accurate information.



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Alexa Voice Control

The all-new Mazda CX-80 features Alexa for in-car voice control. Alexa uses cloud-based voice recognition, which has evolved to support natural language instead of conventional fixed commands. Voice commands and recognition accuracy are updated daily, and the user has no need to memorise commands.

Speaking English, German, French, Italian or Spanish, the driver is now able to simply talk to Alexa to play music, check the weather, set a destination, control the air-conditioning, seat heating and cooling, and more, whilst keeping both hands on the wheel.

Users can access new features through their Amazon Alexa account, including third party apps such as Spotify and Amazon Music. Users can also add Alexa Skills to their account, which they can then access via the vehicle; for example, Skills for internet radio, the weather and smart home.¹¹

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 and features numerous functions including: Vehicle Finder, Remote Door Locking and open door notification, a Vehicle Health Report, service history and scheduled maintenance notification and booking, a Roadside Assistance function, and a theft alert function with Security Alert.

The CX-80 introduces a new function to the MyMazda App – Remote Headlights: Accessed on a smartphone or Apple watch via the app's home screen or the map, this function is used to remote flash the vehicle's headlights to give owners the exact location of the parked car.

To use the MyMazda App, customers must first download the app and then register. They can then add their car to the app and enrol with Connected Services. Primary drivers of the vehicle can also invite secondary 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.

¹¹ Amazon, Alexa, and other related marks are trademarks of Amazon.com, Inc. or its affiliates

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AUDIO SYSTEMS

The all-new Mazda CX-80 features an enhanced version of the Mazda Harmonic Acoustics audio system first seen in the CX-60. The size of the front cowl side woofers has been increased from 3 litres to 4.8 litres to deliver a greater bass dynamic range and higher quality sound reproduction.

The high quality system amplifier is located under the Mazda CX-80's right front seat. It features multiple, high-end audio technologies including a stable power supply, the use of a custom-made capacitor that's unique to Mazda, and phoneme tuning that reproduces subtle and delicate sounds to playback as much audio information as possible.

Audio quality is further enhanced by the use of MSR NR (Master Sound Revive Noise Reduction) technology, which removes shot noise included in digital audio sources such as CDs – a first ever on genuine car audio.

The Mazda CX-80 may also be equipped with a Bose premium sound system. The 12-speaker system adds a centre speaker and subwoofer. The BassMatch cowl-side enclosures utilise perfect 'drive points' to deliver tighter, more powerful bass while reducing 'door buzz'. Combined with the rear bass enclosure and tuning, the overall dynamic range, clarity and image width of the sound system is enhanced.



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3| GRADE STRUCTURE

The all-new Mazda CX-80 is available in a choice of five model grades: **Exclusive-line, Homura, Takumi, Homura Plus and Takumi Plus.**

All model grades are available with a seven-seat interior layout which includes a three-seat second row bench. The **Homura** and **Homura Plus** grade interiors may also be equipped with a six-seat format including two second row captain's seats with a walk through space. And the **Takumi Plus** grade can additionally be ordered with a six-seat format featuring two second row captain's seats separated by a centre console.

A comprehensive standard equipment list includes features such as an 8-way adjustable driver's seat and 6-way adjustable front passenger seat, a steering wheel heater, heated front seats, three zone-air-conditioning, a 12.3-inch colour TFT central touch screen and HMI Command controller, Alexa in-car voice control, DAB radio with 8 speakers, Bluetooth, Wireless Apple CarPlay and Android Auto, hybrid navigation, an Active Driving Display and cruise control.¹²

In addition, four different option packs are available: **Comfort for Exclusive-line, Driver Assistance for Exclusive-line, Convenience & Sound and Panoramic sunroof.**

The **Comfort for Exclusive-line** package adds black leather seats, front seats with 10-way power adjustment, front seat ventilation, second row seat heating, second row footwell lighting, a second row one-touch walk-in function, the Driver Personalization System and auto tilt-down outside mirror function for reversing.

The **Driver Assistance for Exclusive-line** package ensures greater safety with adaptive LED head lights, Mazda Radar Cruise Control (MRCC), and an inner and door mirror auto-dimming function.

The **Convenience & Sound** package features a power tailgate with hands-free function, rear privacy glass, a 360 degree monitor incorporating See-Through View and Trailer Connection Support View, 150W AC socket, a rear console box light, Wireless phone charging and a Bose sound system. PHEV models are also equipped with a 1500W AC socket in the loadspace.

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Homura and **Takumi** grades are fitted, as standard, with **Comfort for Exclusive-line** and **Driver Assistance for Exclusive-line** packs. **Homura Plus** and **Takumi Plus** grades benefit from **Convenience & Sound** and **Panoramic sunroof** packs as standard.

Exclusive-line features a piano Black grille and glazing surrounds, and 20-inch alloy wheels. The optional Black leather interior (cloth upholstery standard) features a dashboard finished in cordovan-look vinyl with titanium piping and stitching, and titanium coloured seat centre panel trim and stitching.

Takumi features an exclusive front bumper design, a piano Black grille, bright metal front wing and side signatures and glazing surrounds, and 20-inch, Grey with machined accent alloy wheels. The White Nappa leather upholstered interior combines maple wood trim with Japanese 'hanging stitching' seams which create spaces between the trim fabrics revealing a glimpse of the material beneath.

Homura features a uniform exterior body colour and an exclusive front bumper design. The exterior trim combines a piano Black honeycomb grille with jet Black wing and side signature plating, and all-Black door mirrors, and aerodynamic 20-inch alloy wheels.

Upgraded from that of the CX-60 Homura, the Black interior with black Nappa leather upholstery creates a more driving-focused environment. The dashboard mid-panel is finished in Black Cordovan-like vinyl leather with stitching and piping. Various key panels such as the centre console are trimmed in a hair-line Gun Metal finish. The cabin ceiling is trimmed in Black cloth, and the D pillar and grab rail are also finished in Black.



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4| POWERTRAINS

The choice of powertrains for the all-new Mazda CX-80 exemplifies Mazda's 'Multi-Solution Approach'. The company's strategy is to offer different products and technologies – including a wide range of electrified powertrains – that best suit the local market and society's demand for sustainability.

The all-new Mazda CX-80 adopts Mazda's Skyactiv Multi-Solution Scalable Architecture for its longitudinal power units.

This longitudinal powertrain format offers many advantages, including the ability to mount motors and batteries of different sizes in the same layout for both the Mazda M Hybrid Boost vehicles and PHEV versions, and the facility to place the motor on the same axis as the engine and transmission.

There are two engines in the Mazda CX-80 powertrain line-up: a PHEV featuring a 2.5 litre, four-cylinder e-Skyactiv G petrol unit with electrification technology, and a straight-six 3.3 litre e-Skyactiv D diesel unit incorporating M Hybrid Boost, Mazda's 48V mild hybrid system.

Both powerplants are mated to an eight-speed automatic transmission and Mazda's i-Activ All-Wheel Drive system. Mazda Intelligent Drive Select (Mi-Drive) offers a choice of four drive modes (plus EV mode for the PHEV).

2.5 LITRE E-SKYACTIV PHEV

Mazda's PHEV powertrain combines a Skyactiv-G 2.5, four-cylinder direct injection petrol engine with a large, 129 kW electric motor and a 355V, 17.8 kWh high-capacity lithium-ion battery.¹³

The petrol engine develops a maximum power output of 141 kW at 6000 rpm and 261 Nm of torque. The electric motor delivers 129 kW of power and 270Nm of torque from zero rpm.

¹³ Energy consumption weighted, combined for Mazda CX-80 e-Skyactiv PHEV: 1.6 l/100 km and 23.9 kWh electricity/100 km; CO₂ emissions weighted, combined: 36 g/km, CO₂ class: B. Combined fuel consumption and CO₂ class with discharged battery: 8.1 l/100 km. CO₂ class: G. (Preliminary Values)



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With intake tuning to improve torque at the most frequently used mid- to low-speed ranges – 1,500 to 3,000 rpm, this combination of engine and motor delivers a total system output of 327 PS/241 kW and abundant torque of 500 Nm.

The Mazda CX-80 e-Skyactiv PHEV will accelerate from 0-100 km/h in 6.8 seconds, and on to a limited maximum speed of 195 km/h.

Most notably when running on electric motor power alone, the PHEV displays outstanding environmental credentials. WLTP combined fuel consumption is just 1.6 l/100 km, and WLTP combined CO₂ emissions only 36 g/km. The Mazda CX-80 e-Skyactiv PHEV offers 60 km of electric motor-powered driving.

Charge Mode

Charge mode prioritizes charging the battery to a level set by the user - the preferred State of Charge, or SoC - and is useful in situations such as prior to using EV mode or when planning to use the car to power appliances and devices at a campsite later.

When the SoC falls below the level set by the user, the car will activate the engine and use it to charge the battery. If the SoC is above the level set by the user, the car will operate in standard hybrid drive mode until the battery drops to the specified level. It will then control the generator to maintain this SoC.

Selecting Charge mode has minimal effect on driving performance and drivers will still be able to select any Mi-Drive mode other than EV mode while Charge mode is switched on.



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3.3 LITRE E-SKYACTIV D

Developed using the 'right sizing' concept which calls for optimised displacement to improve both fuel and power efficiency, the 3,283 cc, common rail electric direct injection inline-six-cylinder 254 PS e-Skyactiv D unit is mated to an eight-speed automatic transmission and all-wheel drive.¹⁴

Featuring M Hybrid Boost – Mazda's 48V Mild Hybrid System - the diesel engine combines high output with excellent fuel economy. The highly innovative, advanced, clean combustion technology – DCPCI (Distribution-Controlled Partially Premixed Compression Ignition) – further improves engine efficiency, emissions and fuel economy, achieving a thermal efficiency of over 40% in a wide operational range.

These two technologies contribute significantly to the CX-80's outstanding driving range, powerful driving feel, and low fuel consumption and emissions. The e-Skyactiv D delivers 0-100 km/h in only 8.4 seconds and a maximum speed of 219 km/h, whilst returning a WLTP average fuel consumption of just 5.7-5.8 l/100 km and CO₂ emissions of only 148-151 g/km.

The in-line six-cylinder format produces less vibration due to its characteristic 'perfect balance', for a smooth and quiet ride, whilst delivering a clean, engaging engine sound. Moreover, due to its simple structure, the engine weight is similar to that of a four-cylinder diesel, thus minimising the difference in handling balance.

M HYBRID BOOST (48V MILD HYBRID SYSTEM)

Mazda's M Hybrid Boost technology is fitted to the CX-80's straight-six diesel engine. It offers even better fuel economy and improved environmental performance by using the electric motor to support the engine in the light load (idle to low speed) range where internal combustion engines are not very efficient.

The support provided by the motor when pulling away from a standing start can be felt the instant the driver applies the throttle, contributing to the evolution of the Jinba-Ittai driving experience.

¹⁴ Energy consumption combined for Mazda CX-80 e-Skyactiv D: 5.7-5.8 l/100 km. CO₂ emissions combined: 148-151 g/km. CO₂ class: E. (Preliminary Values)



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5| DRIVING DYNAMICS

While placing high value on the comfort and ease of handling demanded of a family SUV with three rows of seats in daily use, the CX-80 is also engineered to offer the pure driving pleasure of Mazda's signature Jinba-ittai experience, whether on highways, winding roads or in use in a variety of outdoor activities. The all-new Mazda CX-80 has an impressive towing capacity of 2,500 kg.

All three rows of seats are designed with priority on comfort and quietness, and to provide occupants with a smooth, reassuring ride no matter where they are seated. Every passenger can enjoy travelling in comfort, even on long drives.

LARGE ARCHITECTURE PLATFORM

Mazda's Large Architecture models adopt the company's Skyactiv Multi-Solution Scalable Architecture for longitudinal power units, making it possible to introduce Mazda's inline 6-cylinder engines, as well as Mild Hybrid and PHEV electrification technologies. In addition, placing the large-capacity battery pack for the PHEV under the floor realizes a low centre of gravity and provides agile vehicle dynamics for all available powertrains.

The second Mazda in Europe to benefit from the company's Large Architecture platform after the CX-60, the CX-80 takes full advantage of the platform's potential, with settings that provide both a comfortable ride in everyday driving situations and highly reassuring stability, even in high-speed, high-G situations. The suspension firmly dampens vibration of the body's sprung weight and provides a smooth, calm and comfortable ride while suppressing upward thrusts from the road surface.

Being 250 mm longer than that of the CX-60, the CX-80's wheelbase gives the vehicle even greater directional stability. The first and second row seats are further from the rear tyres than in the CX-60—resulting in less suspension-derived shock for their occupants. In high-G driving on winding roads,

Mazda's Kinematic Posture Control suppresses body lift during turning, providing a high sense of ground contact and supporting comfortable travel for all passengers.



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SEATS

The all-new Mazda CX-80's seat structure firmly supports the body so that the driver and all passengers can unconsciously balance themselves against the front-to-back and side-to-side G-forces generated by driving.

The CX-80 driver's seat structure gives support to the pelvis as the fulcrum point of body movement when operating the controls. Measures to generate this body-supporting force include the use of four cushion springs, optimizing the seat's ability to support the body and control pelvis roll. Polymer cell membranes in the polyurethane elements of the seat achieve an ideal balance between damping and elasticity. And rigid seat mounting provides even more support.

SUSPENSION

The all-new Mazda CX-80 features a double wishbone suspension system to the front and a multi-link set-up to the rear. Based on Mazda's Jinba-Ittai philosophy, the suspension has been engineered to achieve the well-balanced, neutral handling stability only possible with a longitudinally mounted engine and rear-wheel drive system, providing both engaging driving and a comfortable ride for all occupants.

The CX-80's suspension has been tuned with an emphasis on stability and comfort on both rough city streets and undulating high-speed roads. As a result, the new Mazda flagship SUV combines highly stable handling with a mild, flat, calm ride.

Front and rear suspension features

The suspension geometry sets the stroke trajectory of the tyres (unsprung weight) in a straight line that achieves smooth vertical movement. As a result, the vehicle's body (sprung weight) maintains a largely flat posture, providing a highly comfortable ride that minimises occupant sway.

High-rigidity die-cast aluminium components are used for all four suspension top mounts to provide both a smooth suspension stroke and a stable body feel. By minimising the offset between the tyres and



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damper positioning, damping force can be quickly applied in response to minute suspension movements and provide a steady steering feel. As a result, the CX-80 both responds naturally to the driver's actions and efficiently smooths out input from the road surface.

I-ACTIV AWD

The CX-80 employs the electronically controlled multi-plate clutch rear-wheel biased AWD system that was introduced as a Mazda first on the CX-60. This high-performance AWD system combines high traction performance with ideal handling characteristics.

In addition to reliable off-road capability that offers safety and peace of mind across a wide variety of everyday use scenarios, this AWD system achieves natural vehicle movement that enables intuitive handling through to high rpm and G-force to provide customers with an even better driving experience.

The all-wheel drive system combines stability unique to AWD with the neutral cornering performance characteristic of rear-wheel drive. The result is a whole new level of Jinba-Ittai driving.

In addition to powerful traction on low friction road surfaces such as snow, the CX-80's AWD configuration also significantly outperforms Mazda's previous front-wheel drive biased i-Activ AWD system in terms of both straight running stability on highways and intuitive handling on winding roads. As a high-performance AWD system that delivers outstanding traction performance, the system ensures all powertrain output is fully transmitted to the road surface.

On models with electrification technology, the AWD system also works with the friction braking system to optimize regeneration distribution between the front and rear wheels. This increases the amount of energy recovered from the tires.

Furthermore, Mi-Drive Sport, Off-Road, and Towing modes use integrative control of the powertrain, braking system, and AWD to optimize the distribution of driving force across all four wheels to suit different driving conditions.



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KINEMATIC POSTURE CONTROL (KPC)

Mazda's unique Kinematic Posture Control (KPC) technology takes advantage of the Mazda CX-80's suspension design to smooth out body movement and stabilise cornering even at high speeds.

KPC makes the most of the characteristics of the Mazda CX-80's rear suspension, which is designed to oppose lift force and draw the vehicle body downwards when cornering. When the car is cornering under particularly high G-force, the system brakes the inside rear wheel slightly, minimising roll and drawing the car body downwards to stabilize its posture.

The system also calculates the speed difference between the rear wheels, using this information to make vehicle movement more linear. The KPC system adds no weight to the Mazda CX-80 at all.

REGENERATIVE BRAKING

The Mazda CX-80 MHEV's brake-by-wire regenerative-friction braking system coordinates control of the friction brakes and motor energy regeneration system to combine optimum braking force with efficient energy recovery.

Detecting the required level of braking force based on the amount the driver presses the brake, it generates as much energy as possible within this range. The compact and innovative system unit integrates operation of the brakes, the brake booster and the brake control system. It also adopts cooperative control of the i-Activ AWD and motor regeneration systems.

EIGHT-SPEED AUTOMATIC TRANSMISSION

The wide gear range of Mazda's eight-speed automatic transmission achieves an optimal balance of both drive quality and environmental performance.



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The use of a clutch rather than a torque converter effects more direct transmission of torque from the engine and/or motor, giving a more manual transmission-like feel and clean, rhythmic gear changes. Close gear ratios and a simplified transmission structure produce smoother starting acceleration and continuity when changing gears, and better efficiency.

The transmission helps to implement the independent mixing of the Mazda CX-80 e-Skyactiv PHEV's hybrid powertrain petrol engine and electric motor power smoothly at all speeds.

MI-DRIVE

The Mazda CX-80's Mi-Drive Mazda Intelligent Drive Select system offers five switchable drive modes – Normal, Sport, Off-Road, Towing and EV (PHEV only) - to optimise grip, traction, performance, handling and safety in the widest possible range of driving environments.

Normal mode pursues the best balance of fuel efficiency and driving performance and offers a comfortable ride in all aspects of daily life.

Sport mode maximises the potential of the car's dynamic performance and enhances the responsiveness of the powertrain to support more aggressive driving. The AWD system increases its clamping force to improve manoeuvring stability and allow the driver to enjoy powerful driving with peace of mind.

Off-Road mode optimises the AWD system, Traction Control System (TCS) and other dynamic systems to deliver traction-oriented characteristics for greater performance on rough terrain. This mode also incorporates an 'off-road traction assist' function, simulating an automatic electronic differential lock to help drivers free the vehicle if it ever gets stuck.

Towing mode optimises the AWD powertrain output characteristics for the altered vehicle balance and increased weight when a towing hitch is mounted to pull a trailer or a bike carrier, providing a satisfying ride. In addition, the AWD system is optimised for trailer towing to improve straight line stability. Towing mode can only be selected when the vehicle is electrically connected to the trailer using a genuine Mazda towing hitch.



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EV mode (PHEV only) makes it possible to drive under electric motor power alone. For example, in areas where internal combustion-engined vehicles are banned, or when driving in a quiet residential area.

HILL DESCENT CONTROL (HDC)

Mazda's Hill Descent Control assists the driver in maintaining a set speed during descent of steep slopes by providing appropriate brake support where the driver would normally have to keep pressing the brakes.

The system constantly monitors tyre rotation and uses this information to precisely control brake fluid pressure and stabilise vehicle movement, automatically keeping the car at a constant speed without the driver needing to use the brakes.

If a wheel slips whilst Hill Descent Control is in operation, ABS is activated instantly. Once ABS is deactivated, HDC once again maintains the set descent speed. The set vehicle speed is displayed on the gauges and Active Driving Display.

HDC is operational at speeds of 3 to 20 km/h. At speeds of 20 to 30 km/h the system moves to standby so that it can resume control at any time the vehicle returns to the operational speed range. At speeds of over 30 km/h, the system switches off automatically.

QUIETNESS

The Mazda CX-80 uses both sound insulation and absorption technology to reduce noises that are unpleasant to the human ear, while at the same time ensuring the transmission of pleasing sounds such as the engine note, thus giving the cabin a uniquely refined Mazda quietness.

The use of more efficient sound insulation and absorption at the firewall has reduced the transmission of drive train noise into the cabin. Noise has further been lowered for front seat occupants due to good NVH (Noise, Vibration and Harshness) control in the rear body. And background road noise has been further suppressed to make even long distance drives more comfortable.



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6| SAFETY

Based on Mazda's safety philosophy, 'MAZDA PROACTIVE SAFETY', the all-new Mazda CX-80 provides a comfortable driving environment with outstanding visibility. It's comprehensive range of advanced i-Activsense driver assistance systems ensures active safety at the highest level and targets a Euro NCAP 5-star safety rating.

The following new safety features debut in the CX-80: Cruising & Traffic Support (CTS) with new Unresponsive Driver Support; Smart Brake Support (SBS) with new Head-on collision mitigation; and Emergency Lane Keeping (ELK) with new Head-on traffic avoidance assist.

In addition, a new driver assistance system, Rear Seat Alert, notifies the driver of objects or passengers still in the rear seats when getting out of the car.

Cruising & Traffic Support (CTS) with new Unresponsive Driver Support

Cruising & Traffic Support (CTS) helps the driver to maintain a safe distance from other vehicles while also offering steering assistance to help stay near the centre of the lane. CTS for the CX-80 can operate at speeds of up to 150km/h and further evolves its risk reduction functions to bring greater peace of mind by alerting the driver to hazards in the event of inattentive driving or other unfavorable driving conditions.

Operating only when CTS is on, Unresponsive Driver Support activates if the driver does not operate the steering in an appropriate way for a certain period (hands-off, distraction, drowsiness, illness). It then alerts the driver with escalating warning levels, from meter display (visual) to warning sounds (auditory) and light deceleration (tactile haptic braking). If the driver still fails to respond and resume driving normally, the system will decelerate to a stop to mitigate damage, apply the parking brake, unlock all the doors and beep the horn.



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Smart Brake Support (SBS) with new Head-on collision mitigation

If Head-on collision mitigation determines that there is the possibility of a head-on collision with a vehicle approaching in the opposite direction, a screen display and warning sound notify the driver of the danger. If the possibility of a collision increases, the brake control operates to reduce the damage in the event of a collision.

Emergency Lane Keeping (ELK) with new Head-on traffic avoidance assist

ELK incorporates three functions: Blind Spot Assist, Road Keep assist and new Head on Traffic Avoidance Assist. When the system detects the possibility of a collision with a vehicle in the adjacent lane (excluding oncoming traffic) due to a lane change or lane departure, it assists the driver in steering the vehicle back to its original lane to mitigate or avoid damage from a collision.

New Head-on traffic avoidance assist adds detection of oncoming traffic and, if the system determines that there is a possibility of a collision due to the vehicle deviating from a lane when running on a road with a central white line, it will immediately intervene to assist the driver in steering the CX-80 back into its original lane.

Rear Seat Alert

A new function alerts the driver of objects or passengers still in the rear seats when getting out of the car, to avoid children or personal items being accidentally left on board.

To do this, the vehicle remembers when the rear doors have been opened and shut and will show a notification on the gauge display and sound an in-cabin buzzer if the driver turns off the ignition without also opening either of the rear doors. This helps the driver realize that they may have left their child or personal items in the rear seats.



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FURTHER I-ACTIVSENSE SYSTEMS

Various other known Mazda i-Activsense safety features are fitted to the CX-80 as standard. They include: Smart Brake Support (SBS) with vehicle, bicycle and pedestrian (day- and night-time) detection; Smart Brake Support (SBS) Front Crossing; Smart Brake Support - Rear Crossing (SBS-R); Lane-keep Assist System (LAS); Traffic Sign Recognition System (TSR), Blind Spot Monitoring (BSM), and Driver Attention Alert (DAA).

PASSIVE TECHNOLOGY SAFETY

Matching those of the CX-60, the CX-80's passive safety technologies have been designed to reduce the number of deaths and serious injuries to drivers, passengers and pedestrians caused by a collision, and to meet the requirements of stricter Euro NCAP frontal collision testing.

Frontal Impact Protection

Three breakthrough technologies combine to deliver optimum frontal collision safety performance: Firstly, the multi-path structure efficiency absorbs energy through main, upper and lower load paths to minimise cabin deformation. Secondly, the axial compression frame doubles energy absorption efficiency. Thirdly, the framework is designed to be as straight as possible.

Side and Rear Collision Damage Reduction

The vehicle body joints are strengthened where the roof sides, rear edge of the roof rails, and rear edge of the side sills are connected to the frame members.

The B pillars are designed as a single structure comprised of high- and low-strength sections. The resulting structure is able to disperse load from crash impact and reduce cabin deformation.



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In the event of a rear-end collision, the CX-80 uses axial deformation of the rear side frame for optimal energy absorption. In addition, the location of battery under the floor of the CX-80 ensures its protection in the event of a rear-end collision.

Passenger Injury Reduction

To protect elderly passengers, seatbelt load is lowered to reduce the force of the seatbelt on occupants' chests in the event of an accident. Knee airbags provide restraint around the legs, achieving optimum distribution of restraining force against occupants.

High Voltage Protection (PHEV)

The PHEV system's high-voltage components and battery pack are protected from collision impact by the strength and energy absorbing characteristics of the chassis and body. The battery housing is made of high-strength aluminium material that is highly resistant to cracking.

Other PHEV system safety features include the use of electrical energy dissipation (shutting down power and lowering voltage) that shuts off from the high-voltage battery and discharges its energy when a collision is detected.

PEDESTRIAN INJURY MITIGATION

As 70% of pedestrian fatalities and serious injuries from car accidents involve injury to the head, legs, or hips, the Mazda CX-80's bonnet and front bumper face are designed to offer optimum protection of these areas.



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7| TECHNICAL SPECIFICATIONS

DIMENSIONS

		2.5 E-SKYACTIV PHEV 327 PS 8-SPEED AUTOMATIC AWD	3.3 E-SKYACTIV D 254 PS 8-SPEED AUTOMATIC AWD
Body type		SUV	
Doors		4 + liftgate	
Seating capacity		6/7	
Exterior			
Overall length with number plate holder	mm	4,995	
Overall width	mm	1,890	
Overall height - unladen +1 person at roof rails	mm	1,710	
Overall height - unladen +1 person at roof top	mm	1,705	
Wheelbase	mm	3,120	
Overhang front (without license plate holder)	mm	850	
Overhang rear	mm	1,020	
Tread front	mm	1,640	
Tread rear	mm	1,645	
Ground clearance between the axles – unladen + 1 person with/with sunroof	mm	165	165 / 170
Curb-to-curb turning circle radius	m	5.8	
Interior			
Front headroom with / without sunroof	mm	998 / 1,011	
Front shoulder room	mm	1,504	
Front legroom	mm	1,058	
Front hip room	mm	1,427	
2 nd row headroom with / without sunroof	mm	974 / 996	
2 nd row shoulder room	mm	1,476	
2 nd row legroom	mm	998	
2 nd row hip room	mm	1,410	



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		2.5 E-SKYACTIV PHEV 327 PS 8-SPEED AUTOMATIC AWD	3.3 E-SKYACTIV D 254 PS 8-SPEED AUTOMATIC AWD
3 rd row headroom	mm	900	
3 rd row shoulder room	mm	1,296	
3 rd row legroom	mm	736	
Cargo area			
Cargo Volume (all seats up) including sub-trunk	l	258	
Cargo volume with 2nd row frontmost position / 2nd row rearmost position (with 3rd row seats folded down) including sub-trunk	l	566 / 687	
Cargo volume (with 2 nd and 3 rd row seats folded down) including sub-trunk	l	1,221	
Cargo volume (with 2 nd and 3 rd row seats folded down) to the ceiling including sub-trunk	l	1,971	
Height, floor to tonneau cover	mm	390	
Load floor length after 1 st row	mm	2,038	
Width between rear tire house	mm	1,050	

WEIGHT

		2.5 E-SKYACTIV PHEV 327 PS 8-SPEED AUTOMATIC AWD	3.3 E-SKYACTIV D 254 PS 8-SPEED AUTOMATIC AWD
Minimum curb weight - 20" wheels w/o driver (75kg)	kg	2,165	2,056
Maximum curb weight - 20" wheels w/o driver (75kg)	kg	2,248	2,136
Max. permissible weight - total	kg	2,889	2,781
Permissible front axle weight	kg	1,274	1,292
Permissible rear axle weight	kg	1,717	1,589
Permissible tow weight, trailer without brakes	kg	750	
Permissible tow weight, trailer with brakes (8% / 12% slope)	kg	2,500 / 2,500	
Maximum roof load	kg	100	



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ENGINE

		2.5 E-SKYACTIV PHEV 327 PS 8-SPEED AUTOMATIC AWD	3.3 E-SKYACTIV D 254 PS 8-SPEED AUTOMATIC AWD
Drivetrain		AWD	AWD
Transmission		8AT	8AT
Engine type		I4 DOHC 16 valves	I6 DOHC 24 valves
Fuel injection type		Direct injection	Common rail Electric Direct injection
Displacement	cc	2,488	3,283
Bore x Stroke	mm x mm	89.0 x 100.0	86.0 x 94.2
Compression Ratio		13.0	15.2
		PHEV	M-HEV
Maximum combined output	kW/PS@rpm	241/327@6,000	N.A.
Maximum combined torque	Nm@rpm	500@4,000	N.A.
Maximum engine output	kW/PS@rpm	141/191@6,000	187/254@3,750
Maximum engine torque	Nm@rpm	261@4,000	550@1,500-2,400
Maximum electric motor output	kW/PS@rpm	129/175@5,500	12.4/17.0@900
Maximum electric motor torque	Nm@rpm	270@400	153@200
Fuel tank capacity	L	70	74
Emission control device		3-way catalyst	Diesel Oxidation catalyst & SCR&SCR
12 volt battery type		Q-85	S-95
Battery		PHEV	M-HEV
Type		Lithium-ion	Lithium-ion
Voltage	V	355	44.4
Discharge capacity	Ah	50	7.5
Battery capacity	kWh / Ah	17.8	0.33
Battery Weight	kg	177.5	15



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TRANSMISSION

		2.5 E-SKYACTIV PHEV 327 PS 8-SPEED AUTOMATIC AWD	3.3 E-SKYACTIV D 254 PS 8-SPEED AUTOMATIC AWD
Gear ratios			
1 st			5.258
2 nd			3.303
3 rd			2.129
4 th			1.705
5 th			1.300
6 th			1.000
7 th			0.822
8 th			0.628
Reverse			4.034
Final gear		4.444	3.307

PERFORMANCE

		2.5 E-SKYACTIV PHEV 327 PS 8-SPEED AUTOMATIC AWD	3.3 E-SKYACTIV D 254 PS 8-SPEED AUTOMATIC AWD
0-100 km/h acceleration time	s	6.8	8.4
Top speed (limited)	km/h	195	219
WLTP fuel consumption (preliminary values)		Weighted	
EV driving range – Combined	km	60	N.A.
Fuel consumption – Combined	l/100km	1.6	5.7-5.8
Electricity consumption - Combined	kWh/100km	23.9	N.A.
Fuel consumption – Combined with discharged battery	l/100km	8.1	N.A.
WLTP emission (preliminary values)		Weighted	
CO ₂ emissions – Combined	g/km	36	148-151
European emission standards level		Euro Stage 6e	



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SUSPENSION & WHEELS

	2.5 E-SKYACTIV PHEV 327 PS 8-SPEED AUTOMATIC AWD	3.3 E-SKYACTIV D 254 PS 8-SPEED AUTOMATIC AWD
Suspension		
Front suspension type	Double wishbone	
Rear suspension type	Multi-link	
Wheel & Tyres		
20" tyre size	235/50/R20	
20" wheel size	20 x 7 ½ J	

STEERING & BRAKES

	2.5 E-SKYACTIV PHEV 327 PS 8-SPEED AUTOMATIC AWD	3.3 E-SKYACTIV D 254 PS 8-SPEED AUTOMATIC AWD	
Steering			
Steering type	Electric power assisted rack and pinion		
Brakes			
Brake disc type	Ventilated discs front and rear		
Front disc diameter	mm	347	
Rear disc diameter	mm	350	328
Parking brake type	Electric parking brake		



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Further information on the electric range, energy costs, vehicle tax and CO₂ costs can be found at

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