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THE NEXT-GEN MAZDA3 IS AN ASPIRATION FOR ALL DRIVERS

For Mazda, Mazda3 is a truly special model.

Since its early days as the Mazda Protegé and Mazda 323 (the Mazda Familia in Japan), the Mazda3 has had a history of achieving breakthroughs by overcoming numerous engineering and technological challenges.

Enthusiastically supported by its many fans all over the world, the previous-generation Mazda3 was nominated as a top three finalist for the World Car of the Year Award.

We can proudly say the Mazda3 is a prime example of how cars are designed, engineered and manufactured at Mazda in Hiroshima, Japan.

We are very proud to see the launch of the Next-Gen Mazda3 as the first model coming from Mazda's new-generation product line-up.

To mark a new milestone in Mazda's long history, we wanted the Next-Gen Mazda3 to deliver a heightened level of inspiring experiences and unadulterated joy of driving to our customers worldwide.

We decided on a theme, "an aspiration for all drivers", which guided us through the entire product development process.

The car that is a dream come true for every driver, equipped with a dramatically improved performance package; dynamics, noise reduction, environmental performance and overall quality, the Next-Gen Mazda3 was destined to promise and deliver value like never before, a demanding challenge for all those who were involved with the development of this new model.

The Next-Gen Mazda3 embodies two different images that will appeal to many customers.

The first is that of a free-spirited person. Not bound by conventions and social norms, the free-spirited person opens-up his or her own path on a journey called 'life' and is driven by their own set of beliefs

This image was the basis for Next-Gen Mazda3's five-door hatchback design.

A completely new design approach was taken to create the free-spirited imagery – the removal of character lines and only using beautifully curved panels on the body.

Sceneries projected on the sensuous body show a different expression as time passes and seasons change.

We are absolutely confident that the proud owners of Next-Gen Mazda3 five-door hatchback will be mesmerised by the exterior styling and will be unable to take their eyes off their car.

The second image is that of a refined lady or gentleman with dignity and individual character. While respecting traditional style, he or she shows breathtaking beauty and charm.

That is how we visualised Next-Gen Mazda3 four-door sedan.

Many C-segment sedans are given overbearing proportions due to restrictions, such as vehicle size. We ignored those traditional restrictions and dared to go beyond the existing categories to create the most beautiful and distinctive sedan on the market.

We started by extending the total length and after overcoming many technical challenges we were able to lower the bonnet and boot lid.

The lowering of these two items has resulted in sleek, elegant vehicle proportions that appear as if they were drawn in one brush stroke.

Proud owners will feel the urge to wear their best clothes and invite someone to go driving with them to somewhere special.

Stimulating and sharpening the driver's five senses

Throughout the Next-Gen Mazda3's development we focussed on the enjoyment drivers feel when travelling from 'Point A' to 'Point B'.

As drivers we all know we both consciously and subconsciously pay attention to what goes on around the car.

When travelling at speed, drivers needs to know what is happening around the car and on the road because they may need to make an instantaneous decision.

With all this happening, going on a long drive can be tiring, even for a seasoned driver and even more exhausting and stressful for those new to driving.

We wanted the driving feel of Next-Gen Mazda3 to be a more natural, relaxing experience for new and experienced drivers alike, so to achieve this goal we conducted an extensive study of the human body.

We take all this for granted but when we walk or run we never experience motion sickness because we are subconsciously controlling our legs, feet, pelvis and spine to minimise head movement using only a small number of muscles.

To replicate this natural human balance in the way we drive we took a completely fresh look at every single car part.

All the parts were designed from scratch to mimic our innate ability to naturally maintain balance and it was this approach that became the foundation of our new-generation technology known as Skyactiv-Vehicle Architecture.

Skyactiv-Vehicle Architecture combines a driver's seat that naturally straightens the driver's pelvis which helps drivers naturally use their core. Like human feet, the chassis and car body receive input from the road surface and alleviate bumps and dips.

We call this style of development a 'human-centred' product development philosophy, making drivers feel as if they are walking on their own feet.

Once you sit behind the steering wheel and start driving you will be surprised how liberating and refreshing the result is from following this philosophy. The driving feel is as natural as walking.

We also paid attention to the way humans hear and how vibrations are processed by the human body.

Gaining a deep understanding of these areas led to creating a cabin space in which driver and passengers feel physically and emotionally comfortable, resulting in less fatigue during a drive.

The cabin was designed to control the sound's volume, the time it takes for a sound to be transmitted and its direction, ensuring cabin quietness is perfect for the occupants.

We then redesigned the speaker layout to directly transmit the sound to the driver, which has resulted in a clear and expressive sound system. Assisted by the right amount of quietness, the cabin feels like a quality audio studio on wheels.

Another important innovation is the revolutionary Skyactiv-X engine which powers Next-Gen Mazda3. This third Skyactiv engine brings together the best features of two different engines – diesel and petrol.

Thanks to its innovative SPCCI combustion, the gear ratios were tuned to deliver exciting and exhilarating driving, the engine's ability to produce high torque translated into quick responsiveness and seamless, highly controllable driving. This engine will arrive in Australia before the end of 2019.

For Mazda, the car delivers the unprecedented quality of 'celebrating driving' or, in Japanese, 'Hashiru Yorokobi'.

This allows Next-Gen Mazda3 to bring out our innate human abilities and lets drivers enjoy driving without any physical and mental tension. Every drive awakens the driver's sensibilities and enables a driving experience like never before.

Always keeping an eye on driver safety

Recently, safety has become an increasingly important requirement for drivers all around the world.

Pursuing our Proactive Safety philosophy, which puts drivers at the centre of safety, we secured excellent visibility and manoeuvrability as a basis for a desirable driving environment.

Then we actively deployed preventative safety equipment for preventing potential dangers on the road. Mazda is committed to further evolving the driver-centred safety performance of its new-generation models.

The in-cabin camera is set-up to monitor both the driver's behaviour and physical condition in real-time and if a sensor detects he or she is taking his or her eyes off the road or sleep-driving, an alarm will be activated to prevent any accidents.

Next-Gen Mazda3's exterior has also been designed to embody two appealing and aspirational images that will lift drivers' moods. Human-centred driving stimulates and sharpens driver senses and sensibilities and the road driven daily becomes a journey full of new discoveries, making drivers feel free-spirited.

In summary, Next-Gen Mazda3 brightens-up a driver's everyday life.

On behalf of all of us who took part in creating Next-Gen Mazda3, I sincerely hope this exceptional model will inspire and motivate our customers and bring greater joy to their everyday lives.

Kota Beppu

Mazda 3 Program Manager Mazda Motor Corporation

FAST FACTS

- Completely redesigned according to Mazda's human-centred design principles, Next-Gen Mazda3 will arrive in Australia in Q2 2019.
- Available in two distinct body styles, Next-Gen Mazda3 represents the first example of Mazda's new generation product, showcasing a mature expression of Mazda's KODO design philosophy that embodies the essence of Japanese aesthetics to harness beauty by subtraction.
- Hatchback design is bold and compact while sedan design is elegant and refined - the two styles appealing to the unique characteristics of their buyers.
- Polymetal Grey body colour is newly offered for the hatch variant, which is now available in a choice of eight colours. The sedan is available in a choice of seven colours.
- Interior trim options have evolved to include bespoke palettes for top spec sedan and hatch models. G25 Astina sedan is offered with Pure White leather, while G25 Astina hatch is offered with a newly developed Burgundy leather.
- Interior styling strips away clutter and minimises visual distraction, with instruments, displays and controls aligned horizontally and facing the driver, optimised for easy, ergonomic use.
- Next-Gen Mazda3's centre console layout has evolved; the cup holders have been moved in front of the shift lever and the centre armrest has been extended and levelled with the door armrest for superior comfort.
- All switches in the cabin have been optimised to give a pleasing sense of quality and satisfying feedback at every touch.
- Mazda's infotainment system has been redesigned from the ground up. Mazda Connect has faster processing power, is more intuitive and adds Apple CarPlay® and Android Auto®.

- In line with a significant step up in quality, Next-Gen Mazda3 brings new naming conventions, introducing G20 Pure, G20 Evolve, G20 Touring, G25 Evolve, G25 GT and G25 Astina to replace Neo Sport, Maxx Sport, Touring, SP25, SP25 GT and SP25 Astina model grades.
- Next-Gen Mazda3 is available with a choice of three engines, including advanced versions of Skyactiv-G 2.0 and 2.5 petrol engines. The revolutionary Skyactiv-X will be offered before the end of 2019.
- All grades of Next-Gen Mazda3 are available in Front Wheel Drive with a choice of Skyactiv-MT 6-speed manual or Skyactiv-Drive 6-speed automatic transmission.
- Next-Gen Mazda3 debuts Skyactiv-Vehicle
 Architecture, which improves stability and
 handling, capturing the spirit of Mazda's
 human-centred design approach to make the
 most of the driver's innate ability to balance.
- Seat design has been reengineered to maintain the natural S-curve of the human spine to achieve the ideal driving position, also adding cushion tilt adjustment as standard equipment for the driver's seat.
- Drivers also benefit from a new, auto-slide function on select models; when the ignition is switched off, the driver's seat slides back to allow easier exit and entry from the cabin, sliding back into the driver's ideal position when the ignition is switched on.
- Driver's seat has a 2-position memory function, which now includes rear-view mirror settings.
- NVH has been dramatically improved for Next-Gen Mazda3, realising the quietest Mazda3 yet, with Mazda adopting new technologies to dampen and suppress noise and vibration without adding weight to the yehicle.

- Next-Gen Mazda3 employs redesigned front MacPherson strut and rear torsion beam suspension, delivering high quality handling and stability, aided further by the addition of G-Vectoring Control Plus (GVC Plus).
- Next-Gen Mazda3 evolves Mazda's Proactive Safety philosophy, boosting the standard safety package to unprecedented levels of driver support.
- Newly developed i-Activsense technologies debut on Next-Gen Mazda3, including Driver Monitoring, Front Cross Traffic Alert (FCTA) and Cruising & Traffic Support (CTS).
- Plus, existing technologies have been further developed to deploy the most advanced technologies available to Next-Gen Mazda3.
- Passive safety has been enhanced with a higher percentage of high-tensile steel employed for the body, plus Next-Gen Mazda3 is the first Mazda to add a driver's knee airbag joining front, side and side curtain airbags as standard equipment.
- More than six million Mazda3s have been sold globally since the model's 2003 debut.
 In Australia, almost 900,000 Mazda3 vehicles have been sold, including its early iterations as the Mazda 323.
- Next-Gen Mazda3 is the fourth generation Mazda3, replacing the third generation model that was launched in 2014.



MODEL RANGE

NEXT-GEN MAZDA3 MODEL RANGE COMPRISES SIX MODEL GRADES IN BOTH FIVE-DOOR HATCHBACK AND FOUR-DOOR SEDAN BODY STYLES.

The new generation model also brings a name change with the Neo Sport, Maxx Sport, Touring, SP25, SP25 GT and SP25 Astina names largely giving way to a new family of vehicle designations to reflect the step up in vehicle quality.

Neo Sport and Maxx Sport have been removed from the line-up, with Next-Gen Mazda3 reorienting the level of quality to define new entry grades. The new model grades are G20 Pure, G20 Evolve, G20 Touring, G25 Evolve, G25 GT and G25 Astina.



MODEL GRADES, STEP-BY-STEP

G20 PURF

Powertrain:

2.0 litre in-line 4-cylinder 16 valve DOHC S-VT petrol (Skyactiv-G 2.0) engine with i-stop

- 16-inch alloy wheels (silver finish)
- Drivetrain: FWD
- Maximum torque: 114 kW @ 6,000 rpm
- Maximum power: 200 Nm @ 4,000 rpm
- Transmission: 6-speed manual (Skyactiv-MT) or 6-speed automatic (Skyactiv-Drive)
- G-Vectoring Control Plus (GVC Plus)

G20 Pure features:

- 16-inch alloy wheels (silver finish)
- 7-inch TFT LCD multi-information meter display
- 8.8-inch widescreen colour display (Mazda Connect)
- ABS, EBA and EBD
- Active Driving Display (windscreen projected)
- Advanced keyless push-button engine start
- Airbags SRS: front (driver and passenger), side (front), knee (driver) and curtain (front and rear)
- Air-conditioning
- Apple CarPlay® and Android Auto®
- Audio system with: AM/FM tuner,
 DAB+ Digital Radio and 8 speakers
- Blind Spot Monitoring (BSM)
- Bluetooth® (hands-free compatible)*
- Bluetooth® audio (MP3 compatible)*
- Driver Attention Alert (DAA)
- Electric parking brake with Auto Hold

- Emergency Stop Signal (ESS)
- Forward Obstruction Warning (FOW)
- Headlamps (LED) with auto on/off function
- High Beam Control (HBC)
- Hill Launch Assist (HLA)
- Lane Departure Warning (LDW)
- Lane-keep Assist System (LAS)
- Mazda Radar Cruise Control (MRCC) with Stop & Go
- Multi-function commander control
- Parking sensors (rear)
- Power mirrors (body coloured, auto folding)
- Power windows with auto up/down (all windows)
- Rear Cross Traffic Alert (RCTA)
- Rear spoiler (hatch only)
- Reverse camera
- Satellite navigation
- Seat trim: Black cloth
- Seat (driver) with cushion tilt adjustment
- Seats (rear) with 60/40 split-fold backrest
- Smart Brake Support (SBS)
- Smart Brake Support [Rear] (SBS R)
- Speed sensing door locks
- Tilt and telescopic adjustable steering wheel extended to 70mm
- Traffic Sign Recognition (TSR)
- Tyre Pressure Monitoring System (TPMS)
- USB input (iPod® compatible)
- Wiper (rear) with intermittent function (hatch only)
- Wipers (front) 2-speed with rain-sensing function









G20 EVOLVE

Powertrain:

2.0 litre in-line 4-cylinder 16 valve DOHC S-VT petrol (Skyactiv-G 2.0) engine with i-stop

• Drivetrain: FWD

• Maximum torque: 114 kW @ 6,000 rpm

• Maximum power: 200 Nm @ 4,000 rpm

 Transmission: 6-speed manual (Skyactiv-MT) or 6-speed automatic (Skyactiv-Drive)

• G-Vectoring Control Plus (GVC Plus)

G20 Evolve features:

In addition to G20 Pure features:

• 18-inch alloy wheels (hatch: metallic grey finish, sedan: silver finish)

• Air-conditioning (dual-zone climate control) with rear vents

• Auto dimming interior rear-view mirror

 Leather-wrapped: gear shift knob and steering wheel

• Paddle shift gear control (auto only)

• Seats (rear) with centre fold down armrest

G20 TOURING

Powertrain:

2.0 litre in-line 4-cylinder 16 valve DOHC S-VT petrol (Skyactiv-G 2.0) engine with i-stop

• Drivetrain: FWD

• Maximum torque: 114 kW @ 6,000 rpm

• Maximum power: 200 Nm @ 4,000 rpm

 Transmission: 6-speed manual (Skyactiv-MT) or 6-speed automatic (Skyactiv-Drive)

• G-Vectoring Control Plus (GVC Plus)

G20 Touring features:

In addition to G20 Evolve features:

Advanced keyless entry

 Auto dimming exterior rear-view mirror (driver side)

• Overhead sunglass storage box

• Seat trim: Black leather

• Vanity mirrors (front) with illumination

 Seat (driver) with 10-way power adjustment, lumbar adjustment and auto slide function

 Seat (driver) and rear-view mirrors with 2 position memory function

G25 EVOLVE

Powertrain:

2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (Skyactiv-G 2.5) engine with i-stop

• Drivetrain: FWD

• Maximum torque: 139 kW @ 6,000 rpm

• Maximum power: 252 Nm @ 4,000 rpm

 Transmission: 6-speed manual (Skyactiv-MT) or 6-speed automatic (Skyactiv-Drive)

• G-Vectoring Control Plus (GVC Plus)

• Cylinder Deactivation

G25 Evolve features:

In addition to G20 Evolve features:

- Advanced keyless entry
- Seat (driver) with 10-way power adjustment, lumbar adjustment and auto slide function

G25 GT

Powertrain:

2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (Skyactiv-G 2.5) engine with i-stop

• Drivetrain: FWD

• Maximum torque: 139 kW @ 6,000 rpm

• Maximum power: 252 Nm @ 4,000 rpm

 Transmission: 6-speed manual (Skyactiv-MT) or 6-speed automatic (Skyactiv-Drive)

• G-Vectoring Control Plus (GVC Plus)

• Cylinder Deactivation

G25 GT features:

In addition to G25 Evolve features:

- Auto dimming exterior rear-view mirror (driver side)
- Front seats with heating function
- Overhead sunglass storage box
- Power mirrors (heated)
- Premium Bose® amplifier and 12 speakers
- Seat trim: Black leather*
- Steering wheel with heating function
- Vanity mirrors (front) with illumination





G25 ASTINA

Powertrain:

2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (Skyactiv-G 2.5) engine with i-stop

• Drivetrain: FWD

• Maximum torque: 139 kW @ 6,000 rpm

• Maximum power: 252 Nm @ 4,000 rpm

- Transmission: 6-speed manual (Skyactiv-MT) or 6-speed automatic (Skyactiv-Drive)
- G-Vectoring Control Plus (GVC Plus)
- Cylinder Deactivation

G25 Astina features:

In addition to G25 GT features:

- 18 inch alloy wheels (hatch: black finish, sedan: bright finish)
- 360° View Monitor
- Adaptive LED Headlights (ALH)
- Cruising & Traffic Support (CTS)
- Driver Monitoring
- Front Cross Traffic Alert (FCTA)
- Front parking sensors
- Seat trim: Black leather or optional Pure white leather (sedan) or Burgundy leather (hatch)
- Smart Brake Support [Rear Crossing] (SBS-RC)
- Sunroof



PRICING

MANUFACTURER'S PRICE LIST

GRADE	Manual	Automatic
G20 Pure	\$24,990	\$25,990
G20 Evolve	\$26,690	\$27,690
G20 Touring	\$28,990	\$29,990
G25 Evolve	\$29,490	\$30,490
G25 GT	\$33,490	\$34,490
G25 Astina	\$36,990	\$37,990

OPTIONS

Vision Technology	\$1,500
Soul Red Crystal Metallic paint	\$495
Machine Grey Metallic paint	
Polymetal Grey Metallic paint	





EVOLVED AND MATURED KODO DESIGN LANGUAGE

Next-Gen Mazda3 represents a new stage of compelling Mazda design.

Next-Gen Mazda3 is the first example of Mazda's new generation styling, and an evolution of its KODO – 'Soul of Motion' design philosophy that invokes classic Japanese aesthetics to deliver quality at the highest possible level.



EXTERIOR DESIGN

Japanese aesthetics - taking KODO design a step further

Since the launch of the first generation Mazda CX-5 in 2012, Mazda has continued to evolve and add depth to its KODO design philosophy by presenting a consistent theme that has been carried through successive generations.

At Mazda, a car is not merely a tool; breathing life into its form creates an emotional bond between car and owner.

As the next step in the ongoing evolution of KODO design, Mazda has taken inspiration from traditional Japanese aesthetics as it aims to hone every element in its efforts to create clean, beautiful designs.

Mazda refers to this as the 'less is more' approach and examples include the RX-VISION concept car unveiled at the 2015 Tokyo Motor Show and the VISION COUPE. exhibited there in 2017.

These design concepts feature extremely simple 'single motion' in their form which defies the reality of the amount of detail that went into creating their body contours.

The way light and shadow move across the surfaces has given birth to dramatic expression that goes well beyond what has been seen to date. In other words, the keyword phrases 'less is more', 'single motion' and 'light shifts and reflections' give this latest evolution of KODO design a strong sense of vitality and dynamism.

Based on these concepts, the styling of Next-Gen Mazda3 gives emotion to the hatchback and more elegant proportions to the sedan and despite sharing the 'Mazda3' model name the two represent entirely different personalities.



EXTERIOR FEATURES

NEXT-GEN MAZDA3 HATCHBACK AND SEDAN SHOW-OFF THE MOST DISTINCTIVE STYLING CHARACTERISTICS EVER

The hatchback design concept – Condensed and Emotional

Next-Gen Mazda3 was designed with the concept of 'condensed and emotional' in mind, with designers looking to build a hatchback sportier and more seductive than any other on the market.

A number of key elements give it a powerful presence. First, the aggressive body sides which replace character lines with constantly shifting reflections to create an expression of vitality.

These combine with a roofline suggesting speed, and distinctive C-pillars giving the appearance of drawing

the cabin and body together as a strong, solid single mass when viewed from behind.

The result is a new design with a powerful, solid presence not found in any other hatchback either currently on the market or on any previous Mazda3 models, giving it a seductive expression and lasting appeal.

The sedan design concept - Sleek and Elegant

The design goal for the Next-Gen Mazda3 sedan was to deliver a true sedan look rather than coupe-like styling.

To achieve this, the simple beauty of Mazda's evolved KODO design has been skilfully applied to the bonnet, cabin and boot, presenting them as three distinct design elements, as well as the overall form which adopts a horizontally-oriented flow.

The result is sedan styling with an air of elegance holding great appeal to a more mature buyer group.

Next-Gen Mazda3 sedan's design concept called for it to be 'sleek and elegant' and in execution, the body flows from front to rear in a single movement, creating a strong and graceful profile. The attention to detail shown in the smooth surface movements gives it an air of simple beauty.

All of the sedan's front and rear elements adopt a horizontal design orientation which accentuates its wide, low stance.

Two different faces, two distinct personalities

The nose of Next-Gen Mazda3 is shared between body styles, but has been lowered from the previous model to create greater flow and beauty to its proportions.

This however has not eliminated any of the functional parts concentrated around the face; the bonnet framework was improved to reduce below-bonnet space needed for pedestrian protection in the case of an accident.

Wing and headlamp designs are also common to both the hatchback and sedan but instilling variation in the colour of the wings and the designs of the bumper and grille clearly establish the distinct personalities of each version.

The hatchback's wings are painted in a gloss black, the dark tone emphasising the car's bold, sporty nature. In contrast, the sedan's chrome-plated wings express a quality matching the elegance of its design.

EXTERIOR CRAFTSMANSHIP

New lamp expressions symbolise Mazda's design future

The Next-Gen Mazda3 features a more beautiful lamp design and lighting pattern than before, conveying a strong sense of vitality and creating a new lamp expression underlining KODO design's further evolution.

In keeping with the 'less is more' philosophy, any unnecessary elements have been taken away from the lamps and what remains is the element of the lighting fixture.

The development team felt that limiting the design to the minimum elements necessary – the light source, lens and base – created a new expression of beauty.

Establishing a simple shape with three-dimensional depth expresses the ability to push forward in a powerful way and adopting a simple ring-shaped lighting pattern for the headlamps and accenting that by illuminating the side sections created clear expressions of linearity and depth.

The rear combination lamps feature four round lights with gradations in their illumination creating an appearance of being directed forward.

In addition, the three-dimensional design of the hatchback's outer lenses creates a solid look while the sedan's lights are placed more closely together to convey elegance and stability.

Seamless reflections from the body surfaces

Smooth transitions in the reflections from the body sides add a layer of depth to Next-Gen Mazda3's simple design theme.

The expression changes seamlessly, depending on the viewing angle or the way light hits the surface, the reality highlighting the dedication to craftsmanship shown in an effort to create a continual flow over the panel surfaces.

Each side of the car's body is comprised of a number of panels. If each one is not made with a high level of precision the reflection will be distorted. To overcome that, Mazda blended computer analysis with years of accumulated knowledge when making the dies used to press the panels.

Skilled craftsmen were involved in the latter stages of the development process and designers and engineers evaluated the first panels produced. The process was repeated until the quality met every expectation – the Mazda way of component development.

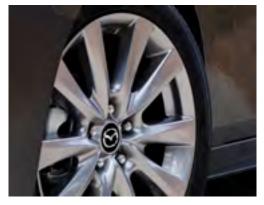
Enhanced quality supports design beauty

Several departments worked together co-creating various aspects of Next-Gen Mazda3 in order to accurately reproduce the designers' vision and create an even more beautiful finish.

The gaps between the wheel arches and tyres, for example, is just one factor that affects overall design harmony.

On Next-Gen Mazda3, the edges of the wheel arches are folded completely, allowing the tyres to protrude further outward to better highlight the car's stylish looks.







BODY COLOURS

Next-Gen Mazda3 hatchback comes in eight exterior colours, seven for sedan

In addition to Mazda's two signature colours, Soul Red Crystal Metallic and Machine Grey Metallic, the new Polymetal Grey Metallic colour is exclusive to Next-Gen Mazda3 hatchback.

As well as those three colours, the full exterior palette includes Titanium Flash Mica, Deep Crystal Blue Mica, Snowflake White Pearl Mica, Sonic Silver Metallic and Jet Black Mica for a total of eight colours for the hatchback and seven for sedan.

Polymetal Grey brings a new expression of quality

Polymetal Grey was developed specifically and exclusively for Next-Gen Mazda3 hatchback.

Fusing the hard appearance of metal with the characteristic glossy smoothness of plastic created an entirely new expression of quality.

Polymetal Grey represents a break from conventional thinking, a unique Mazda colour that accentuates Next-Gen Mazda3's form while giving forward-thinking customers a new colour choice born from a mixture of bright aluminium flakes and opaque pigment.

It completely changes its expression to match its environment, the metal quality emphasised wherever light strikes the body and accentuates the beautiful form, particularly the body sides.

Seen in the shade, the colour takes on a solid appearance that possesses the characteristic sheen of polycarbonate.

INTERIOR DESIGN

Skilfully crafted interior comfort captures the 'less is more' ideal

Next-Gen Mazda3 development team focussed on further strengthening the connection between car and driver, making the cockpit of prime importance to their efforts.

From the instruments to the ventilation louvres, every aspect of the cockpit is defined with a perfectly horizontal symmetry with the driver at the centre; every element faces the driver, emphasising the driver-centric axis running from front to rear.

By doing this, the designers have created a comfortable environment allowing car and driver to work together with a natural dialogue that lets the driver simply focus on the job of driving.

A cockpit design that is both beautiful to look at and easy to use

Next-Gen Mazda3's cockpit design features a symmetrical horizontal layout that takes away all unnecessary elements to achieve a level of open, uncluttered comfort, quality and driving pleasure.

The steering wheel, three-gauge instrument cluster and ventilation louvres create perfect cockpit symmetry. Greater attention was also paid to the 'vanishing point' concept used on previous models.

The vertical steering wheel spoke is narrower than the two horizontal spokes, and the right and left instrument faces of the three-meter cluster are angled inward to face the driver.

The centre display is also angled towards the driver, its square-edged bezel angled to aim toward the vanishing point.

Evolving each component on a part-by-part basis rather than simply redesigning the shapes of various items further heightens the sense of a driver-centred axis running front to rear through the cockpit.

A second axis is expressed by the horizontal layout of the forms running left and right from the instrument panel to the left- and right-side door trims.

By pursuing cabin simplicity using the 'less is more' philosophy, the Mazda design team honed the form of every element, minimising ornamentation and parting lines.

For example, while the climate control air-conditioning panel is easier for drivers to access if it is positioned high on the dashboard it is also an item designers do not want to make conspicuous and Next-Gen Mazda3 addresses that by integrating it into the instrument panel's left-right axis.

Embedding the passenger side's ventilation louvres along the same axis also achieves a clean design that is both beautiful and easy to use.



Richly-grained interior trims give a feel of genuine leather

Select interior trim used for Next-Gen Mazda3 employ Mazda's own, newly developed leather grain that uses 'growth marks' to convey a deeper sense of quality.

Incorporating the different depths and shapes of the creases seen in many natural leathers, the individual grain used on various interior parts has given a lively, rich texture and a non-repetitive pattern.

A rich play of light from the two-layer shift panel

Next-Gen Mazda3's newly-designed shift panel features a deeply transparent quality while also presenting a fine pattern when hit by light.

The typical approach for using ornamentation around the gear lever is to use a metallic or woodgrain finish but Mazda refused to be bound by such thinking.

Because the interior design uses the 'less is more' philosophy it does not feature any excess ornamentation so the goal was to express fine detail by using black as the base colour before adding an extra and enticing transparent layer using a combination of glass and acrylic.

The design takes advantage of new technology called 'two-layer moulding' in which the clear panel forming the surface layer transmits and accentuates light and the black metallic base panel, which has been engraved using a laser, emits a scattered reflection through the clear panel.

If no light strikes the panel it appears as a glossy, lacquered panel but when light is present the engraved pattern appears, accentuating the panel's fine detail and transparency.

INTERIOR COLOURS

Interior trim colours

The interior colour line-up has been evolved for Next-Gen Mazda3.

The interiors of both the hatchback and sedan are available with either Black cloth or Black leather trim. Pure White leather is uniquely offered on G25 Astina sedan, while a new, vivid Burgundy is offered exclusively to G25 Astina hatch models.

Burgundy: deep and vivid

Burgundy leather was newly-developed for Next-Gen Mazda3 hatchback. Deep and vivid, it heightens the appeal of the exterior's emotional design.

The colour's development involved several rounds of trial and error testing to achieve the right balance of colour saturation, brightness and hue to achieve visual depth.

As a result, the final colour called for the addition of a small amount of blue to introduce the cool quality necessary to compliment the brightness and depth of the red and achieve an expression befitting the hatchback's seductive appeal.

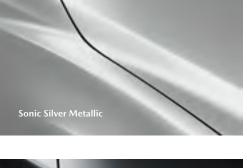
The leather used for the Burgundy interior heightens the finished gloss compared to the leather normally used, creating a leather interior with a rich expression.



EXTERIOR COLOURS

Snowflake White Pearl Mica







INTERIOR TRIMS





















A PERFECT FIT

COCKPIT ENVIRONMENT

Experiencing driving pleasure in a clean, relaxing and user-friendly cockpit

A natural seating position that does not force drivers to adopt uncomfortable postures reduces fatigue, especially on long drives.

In Next-Gen Mazda3, all the necessary information is in perfect view and arranged in a natural fashion with switches that can be naturally and easily operated, freeing-up the driver to operate the car with greater reassurance and confidence.

The driver can intuitively sense uniformity in the way information is given by the gauges and displays and also by the way the switches feel in their fingers.

The result is a pleasing interaction whether the driver is viewing information or touching the controls, Next-Gen Mazda3's cockpit providing a natural and enjoyable experience from the very first drive.



DRIVING POSITION

Intuitive operation, fatigue-free driving and clear views

Comfortable and confident driving starts with the correct driving position, one that provides a natural and relaxed posture to minimise the burden on the driver's muscles which, in turn, reduces fatigue.

To enable this to happen, meticulous care has been taken with the seat structure, pedal layout and pedal operation.

Forward visibility is another important element for driver confidence and safety and directly affects the way drivers sense distance and speed, important factors that both contribute to the field of view.

To brake with precision drivers must be able to accurately judge distances, but if the view is focussed on the area close to the car's bonnet, driving at highway speeds can become distracting.

Next-Gen Mazda3's design takes this reality into consideration and gives the driver an optimum view maximised by paying careful attention to the adjustment range of the driver's seat.

Drivers of all statures can concentrate on driving

One very important point about the driving position of Next-Gen Mazda3 involves the central console, which has a new design to virtually eliminate confinement and awkwardness.

The cup holders have been relocated from their position behind the Commander Control to a position in front of the gear shift lever, eliminating any need for the driver to lift his or her arm or elbow to avoid bumping it against a cup or bottle when changing gears or using the Commander Control.

The new position also puts the cup holders in the corner of the driver's field of vision, making it easy to reach for a drink without taking his or her eyes away from the road, effectively removing one cause of driver distraction.

The gear lever and Commander Control have also been moved forward, positioned where they can be operated with the driver's arm placed at a more natural angle. This helps drivers of a smaller stature feel less cramped when the seat is moved forward.

In conjunction with the changes to the console layout the padded armrest has been increased in size and is now almost double the length of that used in the previous model, so drivers of average or large stature can comfortably rest their forearm on it. Smaller drivers can rest their wrist on it, like a palm rest.

This change to the central console area, which also matches the armrest height to that of the front door armrests, achieves greater comfort and enhances driver stability when operating the Commander Control.

Extending the steering wheel's telescopic range accommodates a wide variety of physiques

Next-Gen Mazda3's cockpit design benefits from a wider adjustment range for the telescopic steering column.

In a bid to eliminate the frustration of wanting just a little more adjustment to achieve the perfect position, the steering column now has a 70mm range, giving an extra 10mm of movement at either end of the adjustment range.

The result for both is more precise control of the driving position adjustment.

A new tilt mechanism ensures the driver's seat can be adjusted to perfectly position the driver's thighs

The driver's seat cushion tilt adjustment which was previously only available on power-operated seats is now available on manual seats, across all grades.

This was done to eliminate discomfort caused when the cushion's slide position and height matched the driver's body but the cushion angle left the thighs virtually floating above the cushion or placed pressure on them.

Perfectly matching the seat cushion to the driver's thighs brings firm support that keeps the pelvis upright to maintain the ideal seating posture.

A revised lifter track for smoother seat position adjustment

Mazda's recommended method for adjusting the driving position involves the following four steps:

- Adjusting the seat back's recline angle
- Sliding the seat backward or forward
- Using the lifter to adjust seat height for the best vision
- Adjusting the steering wheel angle

In the past, adjustments made to the slide position to match the driver's heel angle were brought undone when the seat height was adjusted, changing the heel angle and once again forcing an adjustment to the slide position because the movement of the lifter repositioned the driver's posterior, moving it forward.

Next-Gen Mazda3 addresses this by placing the lifter's track pivot in an arc centred on the pedals, enabling the driver to quickly and smoothly perform the three steps needed to properly position the seat.



All models feature height-adjustable driver's seats, rake and slide adjustment and a seat back pocket for the passenger's seat. G25 GT and G25 Astina have heated front seats and all models, with the exception of G20 Pure, have passenger's seat height adjustment. G20 Touring, G25 Evolve, G25 GT and G25 Astina have driver's seat adjustable lumbar support.

Rear seats for all models feature a 60/40 split-fold backrest and adjustable head restraints. With the exception of G20 Pure, all models have a folding centre rear seat armrest.

Finding the ideal seating position every time

The two-position memory function on G20 Touring and up has been advanced, now including rear-view mirror settings.

These grades also now includes an auto-slide function, making for easier entry and exit.

When the ignition is switched off, the seat will gently slide back to give the driver wider leg room to comfortably exit the cabin. When the driver gets back into the car and switches the ignition on, the seat moves back to the previous driving position.

EASE OF VISUAL CONFIRMATION AND RECOGNITION

Drivers can see what they want, when they want

Increasing driver visibility for Next-Gen Mazda3 meant focussing on two innate human abilities.

The first is the characteristic by which we view objects with either the left or right eye and let the mind synthesise the image so the object can be recognised. The second is the innate ability to remember a series of still images and combine them into a continuous moving picture, much like viewing a cartoon flipbook.

In other words, as long as the environment enables drivers to keep one eye on an object they can continue to track it. These characteristics are reflected in the design of the Next-Gen Mazda3's A-pillar.

The greater the obstruction angle of the A-pillar, the bigger the blind spot grows in relation to objects further away, creating a condition in which pedestrians can continually fall within the parameters of the blind spot.

This in turn can lead to a situation in which a driver is unaware of a pedestrian until an accident actually happens.

Next-Gen Mazda3's A-pillar design reduces the size of the area obscured so drivers are better able to see objects ahead with either the left or right eye and combine the images as a constant movement that continues to be observed.

In cars with thicker A-pillars, drivers can move their upper body to see objects that might otherwise be obscured in the blind spot, but that is far from a being a safe situation.

Drivers also need to maintain a continuous view while keeping the correct driving position, which requires calculating the degree of necessary eye and neck movement without causing driver discomfort, and then carefully design each detail of the A-pillar shape to give a natural field of view.

Drivers can judge speed and distance while maintaining a natural posture

A key point for visual recognition is to create the strong sense of an axis existing before the driver's eyes.

When people walk they are subconsciously aware of axes existing within that given space and by recognising their location in relation to their respective axes are able to determine the distance to their destination and the direction needed to get there.

Driving a car, however, means sitting in a defined cabin space which restricts the view compared to walking in an open space. Next-Gen Mazda3 attempts to compensate for that by allowing drivers to sense much of the input they are unable to see.

The beltline along the upper section of the door trim, for example, helps trace the path of lane markings that can be seen through the windows and the line extending from the top of the instrument hood is aimed towards the lane markers' convergence point.

These elements allow drivers to firmly sense the spatial axis ahead. Even if there are some spots that cannot be seen they give drivers a perfect sense of distance and speed between Next-Gen Mazda3 and the world outside, making driving easier and drivers more confident.

More precise headlamp high beam control enhances visibility at night

The evolved version of Mazda's Adaptive LED Headlights (ALH) adopted for Next-Gen Mazda3 further improves visibility at night by making it easier for drivers to identify pedestrians and other objects, raising confidence and providing reassurance when driving at night.

In terms of functionality and performance the ALH used for Next-Gen Mazda3 is the same as that used for Mazda6, which was updated in 2018. The lamps comprise an array of 12-block LEDs for the low and glare-free high beams and an additional array of eight-block LEDs for the high beams.

These combine to deliver outstanding long distance illumination with a range of approximately 200 metres. The system accurately controls the switching on and off of the high beams which help make it easier to identify pedestrians walking near oncoming vehicles.

The system distributes light from the high beams in three different patterns depending on vehicle speed and features six-stage directional control which is linked to the steering angle.

Evolutionary windscreen wipers give a wider, clearer field of view

Next-Gen Mazda3 is fitted with evolved windscreen wiper functions featuring a broader coverage area and a new method for spraying washer fluid onto the windscreen.

Whether it is raining or the windscreen simply gets dirty, the evolved wipers will more quickly give drivers a wider, clearer field of view with greater visibility, the wiper blades sweep a clear field close to the driver's side A-pillar, playing a critical role in spotting pedestrians or confirming objects coming around corners.

To achieve this the wipers now have a control system that calculates the amount of overrun based on the windscreen's initial level of resistance and constantly adjusts the operating angle in fine increments so the wipers can clean right to the A-pillars whether driving slowly or at highway speeds.

Another evolutionary touch to ensure clear visibility is the repositioning of the washer nozzles to the wiper arms from their previous position ahead of the windscreen, where they temporarily blocked vision when washer fluid was sprayed on the windscreen.

By fixing the nozzles to the wiper arms the fluid is wiped away immediately after it is applied, not only cleaning the windscreen more quickly and efficiently but doing so without blocking visibility.

When they are not in use, the wipers are housed beneath the bonnet's trailing edge, giving a clear downward view across the bonnet. Additionally, drivers can easily park the wipers in an upright position whenever necessary.



HUMAN MACHINE INTERFACE (HMI)

Cutting situational recognition times allows intuitive actions

One of the main causes of inattention while driving is 'cognitive distraction'.

Driver attention is drawn away from the road ahead when he or she struggles to comprehend the messages from information displays or cannot understand how to operate a control.

To reduce the frequency of driving distractions Next-Gen Mazda3 has adopted the latest iteration of Mazda's Human-Machine Interface (HMI), letting drivers control the car using intuitive actions, meaning operating the car without any hesitation.

The instant a driver looks at the hazard light switch, for example, no time is wasted wondering about its purpose or the way in which it is operated.

To understand what something is, what it does and how to operate it, all with a single glance, is the rule that served as the basis for developing the information conveyed by the meters, Active Driving Display and central display, as well as the sound patterns used for the audible alerts.

Next Gen Mazda3's 7-inch, thin film transistor, liquid crystal display and easy-to-read gauges

Next-Gen Mazda3's meter cluster manages a variety of information, displaying it clearly within the instrument display where it can be quickly read and understood.

Its left-right symmetry and the orientation of all displays toward the driver adds to the benefit of the meter design. As well, the vertical alignment between the central gauges and the Active Driving Display enhances the connection between car and driver.

The result is more focussed, confident and reassured driving and the driver's eye movement, together with the left-right symmetry of the displays, brings a strong sense of axes being present.

The information appearing on the centre instrumentation is displayed using a thin-film transistor (TFT) colour liquid crystal display (LCD). Information critical to driving safety, which changes from moment to moment, is concentrated in the upper-central section, where it can be seen instantly.

Warning indicators and texts are also concentrated in the centre and help drivers by quickly making them aware of irregularities and reacting smoothly when prompt action is taken.

Smaller needle caps on the analogue dials on the left and right of the main cluster combine with lettering that has been pushed as close as possible to the edge to create a design that speaks of both space and compactness.

The end result is instrumentation that not only has a more attractive appearance but is also easier to read.

Unified displays and operations for improved ease of use

The windscreen projected Active Driving Display, which is now standard equipment on Next-Gen Mazda3, gauges and centre display have all been redesigned to present information in a simple fashion and with unified fonts to give a sense of consistent expression.

Next-Gen Mazda3 also adopts an 8.8-inch wide centre infotainment display, operated exclusively using the Commander Control, to simplify operations in comparison to previous models on which the centre display could be managed using either the touchscreen panel or the Commander Control.

The display also adopts an on-screen depiction of the Commander Control which suggests how best to use it, the intuitive guidance making the Commander Control easier to operate.

When selecting a menu item from the centre display a faint ring resembling the top of the Commander Control appears on the screen. When, for example, the selection reaches the bottom-most menu item on the list, the ring will tilt to the left to let the driver know he or she can move back up the list by turning the control to the left.

Unified warning messages assist driver understanding

Mazda Connect presents a large number of screen displays and supporting them all meant implementing rules for consistent behaviour across the various types of displays and selections.

Operational warnings for Next-Gen Mazda3 are unified to accurately help drivers better understand important information in any given situation, making it possible to quickly give a sense of safety and reassurance in the event a warning is activated.



For example, if an icon illuminates and/or a warning sound is made when a problem occurs while driving, inexperienced drivers may find it hard to understand the seriousness of the warning or what it means.

Next-Gen Mazda3 addresses the issue by clearly separating the roles of audible alerts and visual warning displays. Sounds are used to guide driver awareness or convey the level of urgency while displays describe the situation and methods of problem resolution.

The sounds of the audible warning alerts were designed in accordance with human characteristics while the content and number of repetitions were carefully selected to make the respective levels of urgency immediately apparent.

In addition, warnings intended to urge drivers to confirm the nature of their meaning on the instrument display are played through the front speakers while warnings of a possible rear-end collision sound from the rear speakers.

By enabling drivers to intuitively grasp the nature of the warnings, the alert's effectiveness is further increased.

Meter displays use simple language and easily understood words instructing drivers on what needs to be done to maintain driving safety. At the same time, the centre display gives a more detailed explanation of the degree to which the problem may affect the car and, specifically, tells drivers how to respond and compensate to bring the car back to normal operation.

Feedback from owners of previous models served as the basis for grouping the necessary information on each of the respective displays and simple, everyday words were chosen so the descriptions and text created would be clear and easily understood by everyone.

These measures offer drivers a higher level of support that helps them maintain their safety and composure if a problem does arise.





MAZDA CONNECT

Evolved to be more user-friendly with better basic performance

We are awash with information when we drive thanks to current connective technologies such as smartphones and the internet.

Mazda Connect, an evolved version of MZD Connect, lets us enjoy such connectivity safely, redesigned from the ground up for Next-Gen Mazda3.

The hardware's enhanced processing ability and optimised software has halved the time taken from ignition to infotainment screen start-up. Even if the user was to start driving immediately after starting the car the navigation system will be working smoothly.

In addition to that, the system now uses a digitised signal transmission from the audio and cameras, bringing a significant improvement in sound and image quality.

Based on these improvements the overall performance of the navigation and audio systems has been enhanced, as has the unit's visibility. Plus, by including the all-new Digital Owner's Manual, Mazda Connect has evolved to become an even more user-friendly system.

BETTER VISIBILITY AND EASIER OPERATION

Unified operation patterns of the Commander Control

Mazda's basic idea for a Human-Machine Interface (HMI) was to put the highest priority on driver safety by minimising driver distractions and never sacrificing safety features despite an increasing amount of in-car information.

Next-Gen Mazda3 features an HMI that has been further evolved with Mazda Connect, to provide drivers with a comfortable, smooth operating system free from confusion.

To give fully intuitive operation to the Commander Control the operation pattern to select the menu has been unified so drivers 'rotate to move, push to select'. With this operating pattern the screen display is shown on a simple longitudinal list.

A new 8.8-inch wide centre display

Next-Gen Mazda3 now has an 8.8-inch wide centre display which also extends its size horizontally, allowing a split-screen display.

Scrolling through the menu, any illustration and caption display is shown on the right of the screen, giving an intuitive understanding of what the menu can offer.

In navigation mode, searching for destinations displays possible destinations on the screen's left with a map on the right for easier understanding by users. Also, navigation and audio displays are shown on the split screen, making the infotainment even more user-friendly.

Voice recognition system has been improved

The performance of the voice recognition system has been improved for Next-Gen Mazda3, giving safer operation while driving.

Compared to the outgoing system, its understanding of voice commands has improved, allowing for easier operation. In addition, new functions called 'Barge-in' and 'One-shot Command' have been added.

- Barge-in: this function lets users jump-in and make a command while the system is still giving voice guidance. There is now no need to wait for the system to finish before making a command.
- One-shot Command: this new function lets users skip individual steps in the command process.
 Rather than going through a number of steps as with the previous system ('Navigation' > 'Find Café' > 'Name of Café') the new system needs just one command ('Find name of nearest café').

EVOLVED NAVIGATION SYSTEM

Greater vehicle positioning accuracy

A newly-installed dedicated 3D gyro sensor with optimised control logic more accurately calculates the car's location and gives greater vehicle positioning in locations in which GPS location is often difficult, including multi-storey and underground parking stations, motorway underpasses, central city locations and even roundabouts, which can often confuse positioning systems.

This accurate positioning information can also be applied to smartphone navigation apps (Apple CarPlay® and Android Auto®), giving drivers even more convenience.

The 'One Box Search'

Next-Gen Mazda3 introduces a new function known as 'One Box Search' which searches for a destination by inputting key words through the web search.

One Box Search predicts candidate destinations with less letter input and also learns to prioritise input destinations. As a benefit, users enjoy a much-improved, easy-to-use interface.

Improved map-drawing speed and quality

Now with an upgraded processer, an even more precise, smooth and quick 3D map is displayed to enable better map visibility to give users a better grasp of their surrounding environment.

This also contributes to a higher quality feel within the vehicle.

USB video replay

Vision stored on a USB memory stick can be replayed on the centre display. For user safety, this feature will have limited use while driving.

In-car Digital Owner's Manual

Next-Gen Mazda3 has adopted a variety of functions for a number of benefits and uses.

Users can check and search them on the centre display, which connects to the caution lamp system to show how to cope with any caution lamps should such situations arise.

Information offered in the video content, such as 'how to achieve the correct driving position' for example, is one Next-Gen Mazda3's unique values.



OPERATING EASE

Unified switch operations deliver quality feel throughout the cabin

Mazda's human research for Next-Gen Mazda3 development extended to the field of KANSEI engineering which was applied to a study of the way people respond to the feeling of switch operation.

The research showed that people are delighted by good quality and that something providing consistency also stirs their interests, leaving them with a desire to not only see it firsthand but also give it a try.

Based on the results of that research, Next-Gen Mazda3 development aimed to leave a strong impression on buyers such that the act of satisfying switch operation adds to the overall driving pleasure.

To deliver the same sense of driving enjoyment that comes from steering wheel or pedal placement and operation, the switch operations were adjusted in 0.01mm increments to examine the way the operating feel changed.

These efforts also extended to finely crafting the switches to deliver the same feeling regardless of whether they are pushed, pulled, flicked or turned.

Steering wheel switches designed for intuitive operations

The steering wheel switch layout for Next-Gen Mazda3 combines toggle switches with the push-pull style to deliver the ultimate non-visual operating experience with great care put into raising the surface of each switch for instant recognition.

Next-Gen Mazda3 links the operating direction and function of each switch to make them even more intuitive. For example, functions that call for movement, such as volume control or track selection, are managed by toggle switches. Moving the switch up increases volume or advances to the next track and moving it down lowers the volume or jumps back to the previous track.

A simple touch of the surface tells the driver of the dividing point for upward and downward movement, the feature helping prevent driver inattention caused by looking at switches rather than the road.

Using toggle switches allows for a narrower steering wheel spoke design and the final result is a combination of greater functionality and beauty.

Meticulous design for the manual transmission's gear knob

For Next-Gen Mazda3 the shift levers for both the manual and automatic transmissions were moved forward and raised, making it easier for drivers to move the left hand between steering wheel and shift lever.

The manual transmission shift lever features a pleasant, crisp action while gear changes are accompanied by a feeling of smoothness as the lever is gently drawn to the next position in the shift gate.

For the manual transmission gear knob, which gets frequent use, Mazda has introduced a design that is noticeably flat on both the top and sides, the flat top giving drivers a sense of vertical axis.

The flattened sides were chosen particularly for the way in which they help guide the hand when moving the shift lever from side to side.





A CABIN TO PLEASE ALL THE SENSES

REDUCED NVH AND EVOLVED AUDIO TO ACHIEVE IDEAL CABIN QUIETNESS

The quiet cabin is a relaxing environment, with visual, tactile and audible qualities all satisfying the senses. Development of Next-Gen Mazda3 was aimed at achieving that special connection with the car.

Next-Gen Mazda3 instils this sense of pleasure and wellbeing for every outing, its added value supported by three pillars – the pleasantly quiet cabin, its enhanced new audio and its fine craftsmanship – all of them the result of Mazda's diligent research into human characteristics and sensibilities.

The quality and finish of Next-Gen Mazda3 are the direct product of Mazda's ongoing commitment to building cars that put the people who drive and ride in them at the centre of everything the company does.



DRAMATICALLY IMPROVED NVH

Only the sounds that matter are heard in a pleasant, natural fashion

Cabin occupants hear a variety of sounds while driving, ranging from street sounds to the car's exhaust note and road noise set to the melodies playing from the audio speakers.

Not all of them are necessary to the act of driving or particularly enjoyable. Some of them are necessary, however.

This is what makes sound management so difficult. The philosophy adopted for developing cabin quietness and the audio system for Next-Gen Mazda3 was to make only pleasing sounds reach the ears of cabin occupants.

Based on this, great effort went into delivering quality sound that feels natural to the ears.

Creating a refined cabin space in which pleasing sounds are heard

Prolonged exposure to noise and vibration eventually causes drivers and passengers to experience fatigue.

In other words, NVH reduction plays an important role in driving safely and more comfortably, which is why Mazda is so keenly committed to achieving a pleasant level of quietness in its cars.

Related efforts include running human research studies and innovating to make breakthroughs in structural performance with the result, applied in the development of Next-Gen Mazda3, seen in the level of refined quietness achieved.

Occupants experience a sense of tranquil peace which separates them from the outside world whenever they enter the cabin and close the door. Then, when they drive the car, only the necessary sounds are heard, and in a pleasing way.

Studies in the area of human research focussed on three sound characteristics that are felt directly. They are volume of sound, changes in pitch and tone over time and the direction from which sounds originate.

Mazda has long worked on issues concerning volume and puts great effort into controlling sounds that penetrate the interior, with the goal being to eliminate sounds vehicle occupants may find unpleasant because of the way they fluctuate or from the direction from which they reach the ears. These measures were previously implemented on the Mazda6 2018 update.

Suppressing noise generation and reducing its volume, while at the same time controlling sound fluctuation and direction, is something aimed not only at achieving a quiet cabin environment but also leads to achieving a 'quality of quietness' in the cabin with a level satisfying to all occupants.

One such example of a structural breakthrough made during Next-Gen Mazda3's development is the 'two wall' construction comprising the carpet and floorplan which defies conventional thinking that suggests mass must be increased to enhance sound insulating capabilities.

This new method views the carpet and floorplan as two walls and designs then to match the characteristics of the fibre material attached to the carpet which increases the insulation efficiency without gaining mass.

Introducing measures first studied in architecture helps Mazda determine where maximum efficiencies can be achieved.

Eliminating holes to sounds penetrating the cabin

There is no way to fully block sounds from penetrating the cabin if there are holes in the parts being used so, for Next-Gen Mazda3, the number of holes was reduced wherever possible and the structure of the carpet covering the floor panel was revised to enhance sound insulation.

Major changes were also made to the mounting structures of audio speakers fitted in the doors, improving sound insulation. As a result, Next-Gen Mazda3 achieves a level of cabin quietness on par with Mazda CX-8 and CX-9 models.

The new 'two-wall' structure with space between the carpet and floorplan was used to enhance the floor's sound insulation properties. As well, the amount of fibre backing material used for the carpet was tuned to achieve an optimum density across the whole floor.

On another front, studies revealed that holes accounting for just one percent of the floor carpet's total area would reduce sound insulation performance by 30%.

The development team examined each hole and eliminated those that were not essential to the carpet and the remaining holes covered by relocating some parts to improve sound insulation levels.

Audio speakers previously mounted in the doors need large mounting holes in the door panels and the speakers themselves used lightweight paper cones. As well, holes in the speaker grilles negatively impacted the sound insulation's efficiency.

Next-Gen Mazda3 addresses these problems by using a new, independent door speaker design that eliminates holes and gaps in the door panels. The inner panel and door trim also now employ a two-wall design to minimise weight increases while contributing significantly to the increased sound insulation performance of the doors.

Exhaustive examination found the causes of rear cabin wind noise

Next-Gen Mazda3, new measures to reduce wind noise coming from the area of the hatchback's lift gate and the sedan's boot were applied to the inside of the parting lines.

As a result of that work, rear seat passengers will now experience a far quieter ride when travelling at highway speeds.

Wind noise heard in the rear seats is generated by wind entering the parting lines between the roof panel and the hatchback's lift gate or the sedan's rear window and boot and swirling around inside.

The parting lines serve a necessary function and cannot be eliminated so the solution was to introduce an internal seal to block the gap.

While it was not possible to see the inside of the parting line's structure using past analyses, a new method enabled a realistic reproduction of the details, making it possible to determine the actual cause.



NEW AUDIO SYSTEM

New speaker layout is based on both human and cabin characteristics

The design goal for Next-Gen Mazda3's audio was to deliver the same level of high quality sound regardless of the volume.

The speaker layout used has been engineered to provide clear sound from the lowest audible volume level through to high volume levels, at which reproduction quality tends to fall away.

Mazda conducted a series of studies into the ways sound is transmitted through a vehicle cabin, the studies showing particular locations at which bass sounds are amplified and resonate while it dissipates and is lost in other locations.

This discovery led to the placement of bass speakers in the corners of the upper dashboard where sounds are particularly amplified.

The studies also showed that, mid to high-range frequencies, tonal quality can change when sound coming from the speaker mixes with reflected sounds in certain locations. To avoid this the speakers are positioned and angled to where their sound is less likely to be affected by reflected sound.

This layout achieves greater efficiency in increasing the quality of sound heard within the cabin.

Another human characteristic is the increased ability to sense the origin of higher frequency sounds, which is why the high-range speakers are positioned on the left and right of the cabin with the door speakers mounted in the upper sections of the door trim.

Raising the speakers to sit closer to the ears of occupants makes distinguishing the sound's origin a more natural experience while also making it easier to feel the sound's depth and clarity.

Eight-speaker audio and 12-speaker Bose® sound system

Next-Gen Mazda3's sound system adopts a threeway layout which includes 3L woofers on the sides of the front cowl, a pair of 2.5cm tweeters on the sail garnish and 8cm squawkers on the upper sections of the front and rear door trims.

The standard audio for G20 Pure, G20 Evolve, G20 Touring and G25 Evolve uses this design in an eight-speaker layout while the 12-speaker Bose® sound system fitted to G25 GT and G25 Astina adds an additional pair of 8cm satellite speakers in the rear corners and a sub-woofer in the rear centre.



MOVING TO THE DRIVER'S OWN RHYTHM

Skyactiv-Vehicle Architecture pursues driving pleasure

Jinba-ittai is a Japanese phrase that describes the unity between horse and rider, and a key tenant of Mazda's vehicle design philosophy.

Next-Gen Mazda3 was developed in pursuit of *Jinba-ittai*, to give drivers the enjoyment of driving as a natural action without any need for conscious effort.

Whether it is an enjoyable solo drive, a family outing or even the drive home after a long day at work a wide variety of driving scenarios exist and driving styles can vary according to the situation.

Whether pressing the accelerator pedal firmly in anticipation of an active run, driving gently and smoothly because the children are sleeping or taking it easy when tired, with Next-Gen Mazda3 the car's movement is in perfect harmony with driver intentions, regardless of the driving situation or driving style.

This is true regardless of whether drivers are new or experienced or the choice of powertrain, the natural driving sensation is felt the moment the driver presses the accelerator pedal or turns the steering wheel.

Drivers move to their own rhythm in a fashion as natural as moving arms or legs and the combined advantages of Skyactiv-Vehicle Architecture, Mazda's next-generation, human-centric vehicle structure technologies, combined with Mazda's original new powertrains, support this added value.

Next-Gen Mazda3 is an open call to all drivers to experience a new evolution of Mazda's 'Joy of Driving'.

SKYACTIV-VEHICLE ARCHITECTURE

Maximising the innate human ability to maintain balance

In terms of handling stability and ride comfort, the development goal for Next-Gen Mazda3 was to deliver motion as natural and pleasant as walking and the cue to realising this came directly from observing human characteristics.

When people walk they maintain a dynamic balance by moving both pelvis and spine to control the centre of gravity.

The ability to do this is precisely why they are able to change direction and climb up and down without discomfort. Moreover, people control these extremely complicated movements without any conscious thought, such is the innate human ability to maintain balance.

Mazda's Skyactiv-Vehicle Architecture lets drivers fully maximise this human ability to maintain balance, even when seated in the car.

By designing the seats, body and chassis as a whole based on human characteristics, Skyactiv-Vehicle Architecture brings ride comfort and handling stability that perfectly matches human sensibilities and stays free of any unpleasant or concerning elements.

Parallels can be drawn roughly between the seats, body and chassis of a car and the legs and joints of a person walking in terms of how they work to correctly transmit information from road to driver when the car is moving.

If that information is not transmitted properly the ability to maintain dynamic balance becomes limited, whether walking or driving and in such cases unexpected vibrations cause the head and body to sway, inhibiting any ability to move smoothly and naturally.

Going beyond the pursuit of simple mechanical efficiency, Mazda's Skyactiv-Vehicle Architecture creates movement that feels natural to occupants and for that reason demands total co-ordination of every aspect of construction.





SEATS ENSURE OCCUPANTS MAINTAIN THEIR IDEAL POSTURE

Next-Gen Mazda3's seats firmly support the pelvis, keeping it in an upright position so the spine maintains a natural S-shaped curve.

This seated posture is the same as that naturally assumed when walking. By moving the pelvis and spine to maintain balance, the body absorbs input from the surface to stabilise the head.

Because this posture requires no extra exertion to support the body, occupants experience greater comfort and are less fatigued, even on long drives.

To create this ideal condition, the seat cushions have been specifically designed to support the upper and lower pelvis and thighs, keeping the pelvis in an upright position and supporting the lower part of the spine, specifically the S-shaped curve.

At the same time the upper seatback bolsters the rib cage's centre of gravity to best support the top section of the S-curve. Moreover, the optimised shape and spring constant of each seat section allows occupants across a wide range of physiques to adopt an ideal posture and maintain it throughout the drive.

The spring constant was also revised. Mazda measured body firmness across a wide cross-section of people then quantified the results, calculating the

optimum seating spring constant using that data. A series of test runs were carried-out to achieve optimisation.

Rather than depending on intuition, the ideal seat design was determined through detailed examination of human characteristics and vetting related theories.

Next-Gen Mazda3's body processes energy to absorb vibrations

Next-Gen Mazda3's further evolves Mazda's body concept based on a straight framework and continuous ring structures. The new body achieves greater rigidity and better absorbs vibration energy, contributing to more natural and consistent vehicle behaviour.

By joining the cowl side panels and front and rear damper mounts to form new ring structures, Next-Gen Mazda3 adds new front-to-rear connections that complement the vertical and lateral connections of the previous Mazda3's body.

This multi-directional ring structure both increases vehicle rigidity and maximises tyre and damper functions, at the same time concentrating vibration in specific locations rather than dispersing it.

The simplest way to improve body performance is to increase rigidity but the trade-off is that it comes at the expense of increased weight with resultant sacrifices in performance and fuel economy.

As part of this process a newly-developed 'damping wellbond' system occupies those locations where energy is concentrated and go beyond the traditional role of attaching frame components, instead becoming a buffer material to effectively absorb energy.

The damping wellbond achieves both the high level of rigidity needed to reduce vibration energy and the somewhat contradictory capability of absorbing it. As a result, vibration is reduced without increasing weight.

This breakthrough supports Next-Gen Mazda3's natural, pleasing ride quality.

Refined suspension gives linear road input

Next-Gen Mazda3's suspension system was carefully developed and built to respond immediately to road surface input, and uses independent front MacPherson struts and a rear torsion beam design.

Adding a new layer of precision to what Mazda has long worked to offer – controllability that meets driver input and expectations – the new suspension system brings handling stability that can be enjoyed naturally.

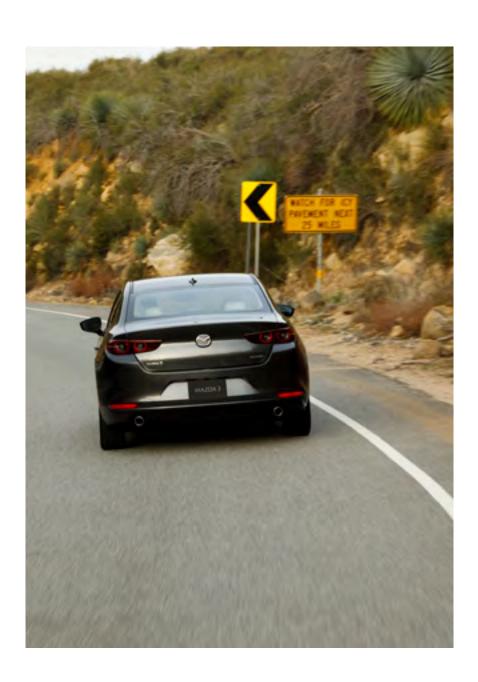
To make the suspension respond to input by moving in the desired direction, the internal structure of the bushings was changed from a simple cylindrical shape to a new spherical design. In addition, the shortened fore-aft distance between the lower arm's forward bushings and the ball joints increases longitudinal rigidity in response to lateral input.

As a result, it suppresses front-to-rear movement in response to lateral input and supports its rapid, lag-free transmission.

Suspension geometry was also redesigned to reduce the amount of steering direction change in relation to suspension stroke, giving a more linear movement during cornering.

The rear torsion beam also adopts a new structure featuring different diameters for its centre and outer sections, effectively increasing the rigidity of the rear wheel mounts and contributing to enhanced vehicle response.





EVOLVED SKYACTIV-VEHICLE DYNAMICS: G-VECTORING CONTROL PLUS (GVC PLUS)

Mazda constantly pursues ways to make driving more enjoyable by focusing on the continuity of vehicle movement.

Deceleration, turning and acceleration translate to 'smooth G continuity' (or gravity from acceleration) and it is what Mazda calls the 'unified feel of dynamic performance' which makes cars easy to drive through their consistent feel and responsiveness to braking, steering and acceleration input.

G-Vectoring Control (GVC) was developed using Mazda's human-centric philosophy and a breakthrough idea for enhanced chassis performance giving the unified feel for which Mazda has striven.

It does not exist just to control mechanical efficiency but also to be in accordance with the development philosophy of the human-centric vehicle ideal, or how vehicles should be based on human characteristics.

The G-Vectoring Control system gives smooth 'G' continuity (acceleration) for more users, adjusting engine torque output according to steering input, giving integrated control of both lateral and front/rear 'G' (acceleration), optimising four-wheel grip with smooth, effective vehicle motion.

Lateral and front/rear direction have always been controlled separately without the GVC system but this technology optimises traction in response to steering input, resulting in fewer steering adjustments.

Drivers are able to enjoy the full *Jinba-ittai* driving experience with confidence-inspiring cornering abilities.

This also reduces the fatigue of long drives by reducing the body movements of vehicle occupants for improved overall comfort.

GVC has been evolved to GVC Plus, and adopted by Next-Gen Mazda3.

GVC Plus uses the brakes to add direct yaw moment control to the conventional engine control, further enhancing handling stability.

As a driver steers out of a corner by turning the steering wheel to the centre position, GVC Plus lightly applies braking force to the outer wheels, providing a stabilising moment which helps transition the vehicle to straight line travel.

The system consistently transitions smoothly between yaw, roll and pitch, even with high cornering forces, improving a vehicle's ability to accurately track sudden steering inputs and smoothly exit corners.

In addition to improving handling during emergency collision avoidance situations, GVC Plus brings a reassuring feeling of control during highway lane changes or when driving on slippery road surfaces.

BRAKING PERFORMANCE

Delivering the ideal braking performance

The ability for people to maintain balance, even in a car, is also demonstrated when the brakes are applied.

There is a natural response, when braking, to the body's forward movement that unconsciously keeps the head from moving but when it does not respond as expected - such as locking-up the brakes when the brake pedal is only lightly pressed – then the body cannot maintain its natural balance, leading to car sickness and fatigue.

Ideally, the brakes will react promptly with braking force building gradually so that a constant level of strength is required on the pedal. That ideal situation also includes having the brake force release smoothly when the brake pedal is released.

If such vehicle behaviour is achieved, occupants will maintain their balance and enjoy a comfortable travel experience.

Development of Next-Gen Mazda3 focussed on making it easy for drivers to sense the brakes engaging and adjust the deceleration rate by backing-off the pedal as well as a high level of chassis rigidity to suppress jittering during firm brake applications.

The goal was to give drivers ultimate control and this involves a one-to-one ratio between pressing the brake pedal and the amount of braking force generated, maintaining the same braking strength for the time the pedal is held at a given angle and reducing braking force by the same ratio when releasing the brake pedal.

Bridging the opposing elements of controllability and rolling resistance

Braking force is created when the brake callipers push the brake pads against the brake rotors, generating friction.

The less clearance between pads and rotors, the greater the brake pressure and the faster the braking response. On the other hand, if the clearance is too tight, the pads can make unintentional contact with the rotors, generating excess friction, and causing a rolling resistance that adversely affects fuel economy and generates unpleasant vibrations.

Mazda wanted to both enhance controllability and reduce rolling resistance. The breakthrough needed to bridge these contradictory elements for Next-Gen Mazda3 required the development team to start by redesigning the brake callipers.

The key was in the movement of the seal attached to the piston that activates the brake pad. Because it did not perfectly follow the movement of the piston in the past there were instances when the piston did not fully return after firm brake applications, an indication that the clearances were too tight.

Redesigning the seal to optimise its movement achieved constant clearance at all times, regardless of how the brakes were applied, effectively resolving the issue.

Achieving this high level of controllability while eliminating the issue of rolling resistance also ensured the new design maximised fuel economy while also contributing greatly to the ultimate controllability Mazda wanted to achieve.

Pedal operations based on human physical characteristics

Not content with delivering the desired responses when pressing the pedals, Mazda also wanted to optimise Next-Gen Mazda3's overall pedal operation.

Based on the knowledge gained from years of human research, the development team focussed on muscle movement involved with pedal operation, examining the muscles best suited to each operation and how best to effectively leverage their movement.

The next step was to apply this perspective, finely crafting the accelerator and brake pedals to improve controllability.

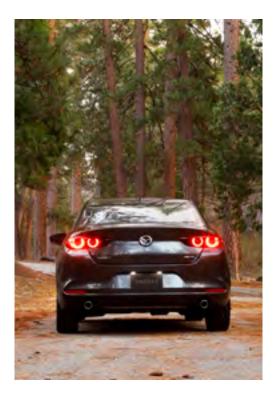
Studies showed the soleus muscle on the lower calf to be particularly suited to fine muscle movement and staying power, making it the ideal muscle to use for operating the accelerator pedal which is an evolved version of the organ-style pedal used for the previous Mazda3.

The newly-developed structure takes advantage of this by moving the organ-style pedal's pivot point closer to the driver's heel position, making pedal operation smoother, more stable and more controllable.

Brake pedal structures inevitably result in lateral rattling when pushed and although the effect is not pronounced enough to be felt as an actual vibration the body responds to this subtle hint of looseness.

To cope with such lateral movement drivers instinctively use muscles that should not be necessary for pedal operation.

For Next-Gen Mazda3 the brake pedal components were reviewed and a new fabrication process initiated to reduce the amount of brake pedal jiggle. As a result, the brake pedal reduces fatigue and aids car control so drivers no longer use muscles unnecessarily.





Full control for drivers, comfort for all occupants

The engine line-up for Next-Gen Mazda3 includes advanced versions of Mazda's Skyactiv-G 2.0L and 2.5L petrol engines, and the new Skyactiv-X engine.

The development of each engine focussed on delivering a performance feel that gives every driver the reassuring confidence of being in full control, a feeling matched by a comfortable driving experience, free from any unpleasantness, for passengers.

The powertrains, as well as the Skyactiv-Vehicle Architecture, form a unified package showcasing the latest iteration of Mazda's 'Joy of Driving' experience.

Next-Gen Mazda3 will first launch in Australia with a choice of Skyactiv-G engines. Skyactiv-X will arrive before the end of 2019.

THE CONCEPT OF PERFORMANCE AND FUEL ECONOMY

Vehicle controllability is the key to human-centric performance

People demonstrate a highly-developed ability to maintain balance when they walk and how, when rearward force is applied to the body when a person takes a step there is an instinctive reaction to use the neck muscles to balance the head.

The body is used in the same way when pressing a car's accelerator pedal. Since people control their own body movements they feel nothing odd about its movement, regardless of the type.

When it comes to driving a car though the amount of acceleration is dependent on how the accelerator pedal is pressed and if there is some disparity between the driver's action and the car's behaviour there will be feelings of unease and discomfort.

This explains why Mazda places such great importance on giving instant, linear vehicle response to driver actions.

This philosophy is at the heart of Mazda's goal of delivering a human-centric driving experience. In other words, the vehicle should respond quickly to driver input and react in perfect harmony with human sensibilities.

It is this simple, yet highly complex concept of controllability, that Mazda strives to build into all its cars and regardless of the powertrain, the driver's skill level or the driving situation, vehicle control should feel completely natural.

Powertrains from well-to-wheel

In August 2017 Mazda announced its 'Sustainable Zoom-Zoom 2030' policy as its long-term vision for technological development.

As part of the vision for solving the environmental issues that impact Earth, Mazda also announced it would make efforts to cut 'well-to-wheel' carbon dioxide emissions.

'Well-to-Wheel' refers to carbon dioxide released at every stage of fuel extraction to its use in vehicles, going beyond the amount of carbon dioxide output from cars to also cover the production of electricity and other forms of 'fuel' used to power vehicles.

Recent attention has focussed on electric vehicles, because they do not emit carbon dioxide during operation. However, as long as they use electricity generated by coal, oil or thermal power, carbon dioxide will be released as part of the process.

Internal combustion engines running on petrol or diesel are forecast to continue powering most of the world's motor vehicles in future. Even hybrid and plug-in hybrid power plants use internal combustion engines.

Mazda feels that internal combustion engines will continue to play an important part for many years to come and will continue to strive to improve both combustion efficiency and engine performance.

Mazda believes its efforts will help both reduce carbon dioxide emissions and contribute to society on a much broader front.



Mazda's Skyactiv-G series have been revised to further improve efficiency, with advanced technologies applied, including optimised intake ports and piston shapes, split fuel-injection and a coolant control valve, all designed to deliver enhanced performance, maximised fuel economy and environmental friendliness.

Skyactiv-G 2.5 also benefits from cylinder deactivation to improve fuel economy, and it makes gains in power and torque. Power is boosted from 138kW to 139kW and torque is lifted from 250Nm to 252Nm.

Intake port and piston shapes contribute to greater torque and fuel economy

The shape of the intake ports increases the strength of the tumble-flow during intake and piston shape increases tumble-flow strength during compression, increasing the speed at which the combustion chamber's flame front spreads after ignition, contributing to greater torque output in the low to mid rev range and fuel economy improvements in the high rev range.

Split fuel-injection improves environmental friendliness

Petrol does not vaporise easily in cold environments, a situation that can lead to the fuel mixture not burning completely.

Mazda resolves this issue by using split fuel-injection to inject a small amount of fuel in three stages. By promoting rapid vaporisation the split fuel-injection system significantly suppresses the generation of harmful particulates.

Skyactiv-G 2.5's cylinder deactivation also contributes to fuel economy

Cylinder deactivation technology switches-off two of the engine's four cylinders when full power is not needed, such as when driving at a constant speed, contributing to real world fuel economy improvements by effectively halving engine displacement.

It automatically switches between two and four cylinder operation and without any noticeable change in the car's operation. Drivers enjoy the fuel savings while operating the car as normal.



ENGINE DETAIL

Skyactiv-G 2.0

Mazda's Skyactiv-G 2.0 is a 1,998cc, inline four-cylinder petrol engine with electronically-controlled direct fuel-injection, double overhead camshafts, S-VT variable valve timing, four valves per cylinder and i-stop.

The engine, which features electronic drive-by-wire throttle control, develops a maximum 114 kilowatts of power at 6,000rpm and 200 Newton metres of torque at 4,000rpm.

Skyactiv-G 2.5

The Skyactiv-G 2.5 is a 2,488cc, inline four-cylinder petrol engine with electronically-controlled direct fuel-injection, double overhead camshafts, S-VT variable valve timing and four valves per cylinder. It also features i-stop and cylinder deactivation.

The engine, which features electronic drive-by-wire throttle control, develops a maximum 139 kilowatts of power at 6,000rpm and 252 Newton metres of torque at 4,000rpm.

Power and torque figures for both the Skyactiv-G 2.0 and Skyactiv-G 2.5 engines used for Next-Gen Mazda3 were determined using 91RON fuel. Both engines meet Euro6 emission standards.

Transmissions

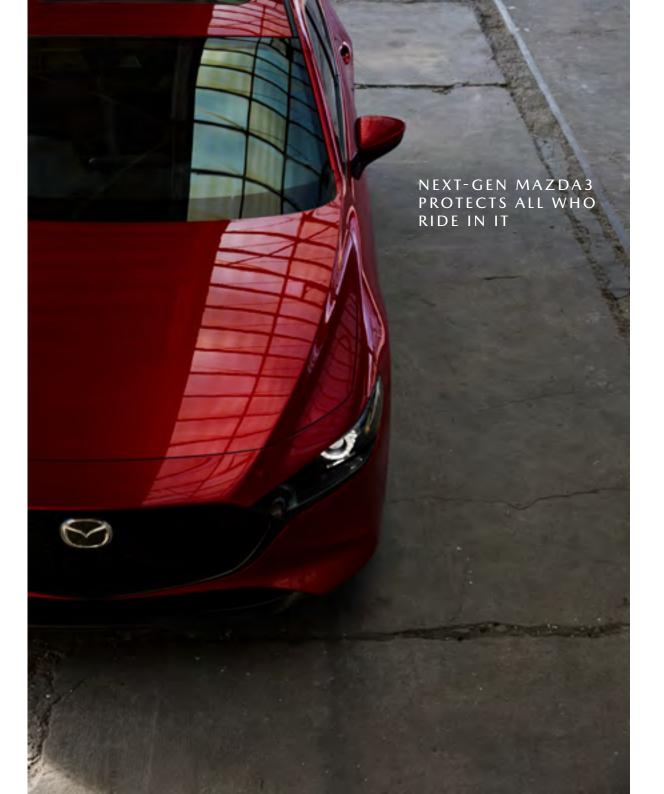
Next-Gen Mazda3 is offered with a choice of 6-speed Skyactiv-MT manual and optional 6-speed Skyactiv-Drive automatic transmissions. With the exception of the G20 Pure model, paddle shift gear control is standard on all cars fitted with automatic transmission.

Powertrain layout

All model variants have front, transverse engines and all are front-wheel-drive.







Next-Gen Mazda3 makes people the focus of safety while delivering pure fun

The fundamental aims of the Mazda Proactive Safety philosophy are to offer drivers reassurance that enables a confident and thoroughly enjoyable driving experience.

Mazda has relentlessly pursued this in its cars, from creating an environment that lets drivers concentrate on the road ahead and advanced active safety technologies such as automatic braking to passive safety technologies of a level that protects occupants in the event of an accident.

Mazda is committed to further advancing its safety technologies as it works step-by-step towards making car accidents a thing of the past.

Based on this philosophy, Next-Gen Mazda3 is further evolved to introduce both new active and passive safety technologies and new functions.

Next-Gen Mazda3 introduces three brand-new i-Activsense safety technologies, and is the first Mazda in the range to offer a driver's knee airbag, bringing the total number of airbags offered to seven.

SAFETY FEATURES

Enhanced sensing technologies monitor actual conditions

Mazda's i-Activsense advanced safety technologies help drivers recognise potential hazards, accident prevention and accident mitigation.

For Next-Gen Mazda3, development focussed on not only monitoring drivers but also on taking action to help them continue to drive properly and respond appropriately to the sorts of conditions that most frequently cause accidents.

This philosophy led to the development of the new Driver Monitoring and Front Cross Traffic Alert (FCTA) features.

Auto-braking technologies add the ability to detect cyclists and improve pedestrian nighttime detection.

Mazda's new Cruising & Traffic Support (CTS) system has also been adopted as a driver support function, these new features designed to provide greater reassurance for every occupant travelling in Next-Gen Mazda3.

Evolved i-Activsense features adopted by Next-Gen Mazda3

SUPPORT FOR POTENTIAL HAZARD AWARENESS

Newly developed	Driver Monitoring	0
	Front Cross Traffic Alert (FCTA)	0
Newly available	Intelligent Speed Assistance (ISA)	•
Updated	Adaptive LED Headlights (ALH)	•*
Carried over	Blind Spot Monitoring (BSM)	•
	Traffic Sign Recognition system (TSR)	•
	360° View Monitor	0
	Lane-keep Assist System (LAS)	•
	Lane Departure Warning (LDW)	•
	Driver Attention Alert (DAA)	•

DRIVER SUPPORT

Newly developed	Cruising & Traffic Support (CTS)	0
Updated	Mazda Radar Cruise Control (MRCC) with Stop & Go function added	•

ACCIDENT PREVENTION AND DAMAGE MITIGATION

Updated	Smart Brake Support (SBS)	•
	Smart Brake Support [Rear] (SBS R)	•
	Smart Brake Support [Rear Crossing] (SBS RC)	0

Standard = •

Standard on G25 Astina, optional on all other models as part of Vision Technology = $\,\circ\,$

Standard on G25 Astina, not available on other grades = ●*







ACTIVE SAFETY: I-ACTIVSENSE

NEWLY DEVELOPED I-ACTIVSENSE SAFETY TECHNOLOGIES

Front Cross Traffic Alert (FCTA) helps confirm safety at T-intersections

Mazda's newly-developed FCTA system detects other vehicles approaching from blind spots on either side at the front of the vehicle and alerts drivers to their presence, helping prevent a common accident caused when cars enter intersections which have partially obscured views for drivers.

FCTA is effectively a forward-facing version of the Rear Cross Traffic Alert (RCTA) system Mazda has offered previously. It uses newly-adopted side radar to monitor the left and right front diagonal areas drivers cannot easily confirm visually.

The system operates at speeds up to 10km/h and has been designed to only detect other vehicles.

Driver Monitoring watches driver expressions and line-of-sight to monitor sleepiness or inattention

This new technology uses a camera to observe a driver's condition while driving to detect sleepiness or inattention by monitoring expression changes or movement of the driver's line of sight.

If the system determines a dangerous situation it sounds a driver alert, at the same time fast-tracking the warning timing for automatic braking in preparation for a potential accident.

The system uses both an infrared camera and infrared LED so it can work properly day or night and functions correctly even if the driver is wearing sunglasses.

Because the camera is mounted within the centre display bezel its ability to consistently monitor the driver is not affected by driver hand movements around the steering wheel.

If a driver dozes or becomes inattentive the system sounds an alert. Recognising that it could take a small amount of time for the driver to react to an alert and a collision is possible, the system works in conjunction with the Smart Brake Support (SBS) system and shortens the time required for the brake warnings to sound.

Detecting levels of drowsiness or fatigue

The system constantly monitors the driver's eyelid position, the rate of blinking and the angle of the mouth and face in order to determine the level of drowsiness or fatigue.

It has been carefully designed to sound an alert only when the level reaches one that demands a warning. It will not bother the driver during normal driving operations by sounding an alert when the driver has only briefly closed his or her eyes.

The system's operating parameters were designed as a result of numerous research studies involving a large number of subjects from highly diverse groups representing broad age and gender gaps and a range of cultural backgrounds.

The system features two warning alert levels. The first sounds when it determines driver drowsiness. If the driver becomes sleepier a second alert sounds to warn of associated dangers.

Driver Monitoring has been carefully designed for appropriate control of its operation and to sound an alert only when the driver's condition demands it.

Eye movement is the key to monitoring attention

Drivers do not necessarily keep their focus on the road at all times. Turning the head to look at road signs, scenery and billboards is commonplace, as is looking behind before changing lanes.

Driver Monitoring is the key to accurately determining when drivers are looking away from the road for the sake of driving safely and when they are being truly inattentive. Because of that, it only sounds an alert only it determines there is a high risk level.

Driver Monitoring first checks that the driver is looking ahead or, for some reason, looking away and then monitors driver eye movement. If there is no eye movement and the driver continues to look away from the road the system determines that the driver may be inattentive.

If the car gets closer to the vehicle ahead while this process is happening the timing of an alert is brought forward in an effort to avoid any potential danger. In situations where no danger of collision exists, the system will not sound an alert, even if the driver is looking away from the road.

Cruising & Traffic Support (CTS) assists driving operations and reduces fatigue

By assisting with accelerator, brake and steering operations when the car is stuck in highway traffic jams, Cruising & Traffic Support contributes greatly towards reducing driver fatigue and supporting a safer, more reassuring and more comfortable driving experience.

CTS automatically operates the accelerator and brake pedals to maintain the correct following distance between Next-Gen Mazda3 and the vehicle ahead.

It also helps steering operations, keeping the car in its lane but, because the steering control is strictly limited to a driver assist role, it is still the driver who steers the car and CTS will not manage turns autonomously if a driver takes his or her hands off the steering wheel.

Updated i-Activsense safety technologies

Mazda Radar Cruise Control (MRCC) with Stop & Go

Next-Gen Mazda3 adopts the most advanced version of MRCC, adding the stop and go function as standard.

Mazda Radar Cruise Control measures the relative speed and distance to the vehicle immediately ahead and maintains the correct speed and optimum following distance by automatically controlling the engine and brakes.

The updated MRCC uses both the millimetre-wave radar of the previous system and adds a forward-sensing camera to reduce its minimum operating speed from 30km/h to zero.

These updates ensure the system now works across the full speed range and allows Next-Gen Mazda3 to follow the car in front all the way to a full stop and pull away again from a standing start. When driven with the MRCC activated, Next-Gen Mazda3 will automatically slow and stop if the car ahead does the same and will remain stopped until that car accelerates away.

Smart Brake Support (SBS)

SBS aims to help the driver avoid or reduce the severity of collisions, particularly when driving at mid- to high speeds (between 15 km/h and 145 km/h), by automatically applying the brake if there is a danger of collision.

For Next-Gen Mazda3, Advanced Smart City Brake Support (Advanced SCBS) has been integrated into SBS, helping the driver avoid frontal collisions while driving at the slow speeds common in urban areas or congested traffic.

Further to this, SBS has evolved to include bicycle detection and improves night time pedestrian detection.

Smart Brake Support [Rear] (SBS R)

Smart City Brake Support [Reverse] has been renamed. The system works between 2-8km/h, applying the brakes if an obstacle is detected behind the car.

Smart Brake Support [Rear Crossing] (SBS RC)

SBS RC works in conjunction with the Rear Cross Traffic Alert (RCTA) system. SBS RC applies the brakes if the driver tries to reverse when there is cross-traffic approaching from the rear.

i-Activsense technologies newly available to Next-Gen Mazda3

Intelligent Speed Assistance (ISA)

When ISA is active and Mazda's Traffic Sign Recognition (TSR) system recognises speed limit signs along the roadside, ISA adjusts vehicle speed in accordance with the posted speed limit.

As a result, the system helps prevent the driver from exceeding the speed limit unintentionally or because he or she failed to spot a traffic sign. If the system is unable to properly control the vehicle's speed – for example, when driving down a steep hill – and the car exceeds the speed limit, its graphic on the display flashes and an audible alert is sounded.

Adaptive LED Headlights (ALH)

For Next-Gen Mazda3, the ALH system has evolved, with the LED array divided into 20 blocks to further extend the illumination range.

Vision Technology

Maximising driver assistance

Next-Gen Mazda3 signals the debut of Vision Technology, a suite of brand-new and advanced i-Activsense safety technologies that further bolster driver and occupant safety.

Vision Technology is standard on G25 Astina and optional for G20 Pure, G20 Evolve, G20 Touring, G25 Evolve and G25 GT.

The complete Vision Technology system incorporates:

- 360° View Monitor
- Cruising & Traffic Support (CTS)
- Driver Monitoring
- Front Cross-Traffic Alert (FCTA)
- Front parking sensors
- Smart Brake Support [Rear Crossing] (SBS-RC)









Measures to protect against frontal impact

Highly-efficient energy absorption and the use of ultra-high-tensile steel

Evolved safety measures implemented on Next-Gen Mazda3's body include the adoption of strong architecture capable of resisting impact coupled with a frame structure that effectively absorbs impact energy.

The evolved body has been designed to minimise cabin deformation in the event of a front-end collision while softening impact force on occupants, reducing the possibility of injury.

To respond to the variety of impacts the body further evolves the previous model's multi-path structure and straight framework. The bumper beam ends have been extended and a new perimeter beam added to reduce impact force generated in a frontal offset collision.

For that type of collision, where some overlap with another vehicle or obstacle occurs, the right and left ends of the perimeter beam have been carefully designed to guide energy to the load paths.

New paths were also designed to transmit impact energy to the rear of the car. As well, the Next-Gen Mazda3 uses a bendable front frame structure to bear the brunt of any impact and gradually absorb the energy, achieving highly efficient energy absorption properties.

Significantly increased use of ultra-high-tensile steel

Next-Gen Mazda3 takes advantage of greater use of ultra-high-strength in its construction, which is stronger than regular steel of the same weight.

For example, the ratio of ultra-high-strength steel rated at 980 megapascals (MPa) or higher used in the car has increased from 3% used for the previous model to 30% in the new car.

Next-Gen Mazda3 is also the world's first car to use 1310MPa ultra-high-tensile steel to form its framework, the hot-stamped material used for the bumper beam and B-pillars combining with the 1180MPa steel used for the side sills to create a light but remarkably strong body structure.

Measures to protect against side impact

Maximising the potential of the strong materials used

Strong materials which take the brunt of impact energy from a variety of directions and locations while also minimising cabin deformation by dispersing energy to the car's front and rear, are used to reinforce the front door hinges, B-pillars and rear body section.

Door hinge material strength has risen from the 780MPa-grade high-tensile steel used previously and are also thicker for increased strength.

A new reinforcement has been added to the rear body section and hot-stamped material is used for the B-pillars while a new multi-faceted cross-section shape of the material used for the B-pillars, side sills and roof adds further strength.

Increasing the strength of the material rather than adding extra reinforcing not only enhances its energy-absorbing ability but also reduces overall weight.

Measures to protect against rear impact

Accordion deformation effectively absorbs energy

A new side frame design that causes them to deform in an accordion-style pattern in the event of a collision has been newly-developed for Next-Gen Mazda3, making it possible to achieve more efficient energy absorption without increasing weight while also achieving high levels of safety, dynamic performance and fuel economy.

Conventional rear side frames tend to crack and fold on collision impact, absorbing only a small amount of energy. In contrast, the small folds of the accordion-style deformation pattern almost doubles the energy-absorption efficiency, made possible through a series of beads and holes incorporated in the rear side frames.

The positioning of those beads and holes is the result of meticulous calculations which ensure efficient deformation without sacrificing structural rigidity.

New knee and side airbags are tailored to fit the body

In addition to the front airbags, curtain airbags and front side airbags, Next-Gen Mazda3 introduces a new driver's knee airbag.

This new airbag suppresses forward motion of the driver's body in a collision, reducing the load on the seatbelt and reducing the amount of leg, chest and abdominal injuries.

Studies of the body characteristics of elderly people during development of the front side airbags showed that ribs are particularly susceptible to injury so the airbags were divided into front and rear chambers to better protect the ribs.

The forward chamber, which sits close to the ribs, has lower pressure and remains relatively soft while the rear chamber has higher pressure to reduce the load on the rib cage while holding the body firmly in place.

Front seats have controlled seat hardness to reduce neck injuries and prevent whiplash

Mazda's neck injury-mitigating front seats have been further evolved to give even more protection against whiplash caused by rear-end collisions.

The seat structure minimises the amount of movement of the head, chest and hips in a collision, with the aim being to reduce neck injuries.

Previous iterations of Mazda's front seats were designed to mitigate neck injuries by reducing the amount of rear seatback angling in a rear-end collision while also providing a structure that let the body sink into the backrest for greater support.

For Next-Gen Mazda3 the seats put even more emphasis on limiting the amount of seatback travel and the return of the backrest to its original position after an impact, reducing the chance of a seat causing injury by pushing its occupant's head forward as it returns to its original position.

Changes to the seat slider's support structure and the seat lifter bracket's support location have also increased rigidity so the seat side frames absorb energy and minimise the amount of reaction needed to return the seatback to its original position.

Seatbelts feature quick, gentle restraint

The front seat seatbelt mounts are attached to the seat itself, lowering the amount of slack in the belts and allowing them to more rapidly restrain occupants should a collision occur.

Combined with the pretensioner and load limiter, which tighten the seatbelt at the moment of impact then loosen in a controlled release, the seatbelts quickly and gently restrain occupants and reduce the chances of injury.

On previous models the seatbelts were floormounted, causing them to extend considerably when the seat was moved forward and creating a large amount of slack in the belt.

By mounting the belts on the seat means the amount of slack is consistent regardless of the seat position.

Protecting the heads of pedestrians

As part of Next-Gen Mazda3's development, engineers thought about how best to protect the heads of pedestrians in the event of a collision without changing the energy-absorption space between the bonnet and the top of the engine.

This led to a new approach that helps reduce the amount of possible injury by reducing the amount of bonnet deformation while giving more rapid energy absorption.

The approach taken on the previous model was to leave a significant amount of under-bonnet space. For Next-Gen Mazda3, a whole new approach was taken.

In a collision the bonnet's outer shell is the first part of the structure to make contact with the head while its inner structure absorbs impact energy more effectively than previous designs and as a result, the new design more quickly absorbs the impact energy.

To achieve this, the energy-absorbing structure inside the bonnet has been changed from a fan pattern to a series of parallel columns so that impact energy is more directly absorbed at the moment of impact.

After that initial contact the bonnet's inner struts shear, gradually diffusing the impact energy.

Upper and lower bumper control helps prevent pedestrian leg injuries

Next-Gen Mazda3's front bumper has been designed to control the way in which force is applied should a pedestrian's legs make contact with it, reducing injury severity by lowering impact pressure on the knee area at the moment of contact.

If the bumper contacts the leg at the knee it can bend the leg rearward, increasing the risk of knee or ligament damage. To prevent that, the bumper's upper section has a plastic fascia with small ribs attached as well as a plastic lower stiffener mounted in front of the perimeter beam.

This allows the bumper to reduce the amount of bending to which the legs are subjected in a pedestrian impact, softening the blow to the knee by supporting the pedestrian's thigh and shin when contact is made.



COMMITMENT TO CUSTOMERS

DOING EVERYTHING POSSIBLE TO PUT SMILES ON THE FACES OF OUR CUSTOMERS

Mazda wants every customer to always find his or her car fun to drive and it is for that reason we are constantly striving to make every aspect of Mazda ownership a pleasure.

Now, with Next-Gen Mazda3, Mazda has created something new and practical to put a smile on the face of every customer.

Transforming the owner's manual into a function of the car

If an owner needs to know the meaning of a warning lamp that illuminates while driving or wants to know how a particular function works then the owner's manual is one of the best resources for finding that information.

With the addition of so many new functions in recent years, flipping through the hundreds of pages in the owner's manual can make finding the right information difficult.

Seeking a practical solution, Mazda simply made the owner's manual a function of the car and by directly linking the information to the respective warning lamps has provided a level of convenience that can only be found in a digital format.

Providing the owner's manual in an appropriate format

Up until now, Mazda has provided customers with a printed owner's manual spanning several hundred pages as well as a web-based version accessible on devices such as personal computers, mobile phones and tablets.

A check of the access logs for the web version showed that many customers have used it to access all sorts of information, from changing the battery of the electronic key to correct use of the Mazda Radar Cruise Control (MRCC).

This confirmed that customers consider the owner's manual a necessity but the printed version, because of its size, is hard to use and the web version requires having a device available.

Just when it seemed there was not a better, more convenient way to access information, Mazda transformed the manual into a function of the car, introducing the Digital Owner's Manual for Next-Gen Mazda3.

Giving the right information as soon as it is needed

The Digital Owner's Manual was developed as an app for Mazda Connect with the concept behind it to provide the ability to pinpoint any piece of information as soon as it is needed.

This ties the car's status directly to the owner's manual, making it easier to confirm and act without panicking, even when a warning lamp suddenly illuminates.

If a problem does arise and a warning lamp lightsup, it is now accompanied by a brief description on the centre display, along with a priority level and related information.

A link to the relative entry in the hard copy owner's manual is displayed simultaneously, making it quick and easy to confirm the warning lamp's meaning and the appropriate response to it.



POWERTRAIN		2.0L I4 Petrol	2.5L I4 Petrol		
Bore and stroke (mm)		83.5 x 91.2	89.0 x 100.0		
Compression ratio		13.	0:1		
Emissions standard		Euro	stage 5		
Engine capacity (cc)		1,998	2,488		
Engine type		2.0 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (Skyactiv-G) with i-stop	2.5 litre in-line 4 cylinder 16 valve DOHC S-VT petrol (Skyactiv-G) with i-stop and cylinder deactivation		
Fuel consumption (I/100km) ¹ :	Manual (combined)	6.3 (sedan), 6.4 (hatch)	6.2 (sedan), 6.3 (hatch)		
Fuel consumption (I/100km) ¹ :	Manual (extra-urban)	5.3 (sedan), 5.4 (hatch)	5.0 (sedan), 5.1 (hatch)		
Fuel consumption (I/100km) ¹ :	Manual (urban)	8.1 (sedan), 8.2 (hatch)	8.2 (sedan), 8.3 (hatch)		
Fuel consumption (I/100km) ¹ :	Auto (combined)	6.1 (sedan), 6.2 (hatch)	6.5 (sedan), 6.6 (hatch)		
Fuel consumption (I/100km) ¹ :	Auto (extra-urban)	5.2 (sedan), 5.3 (hatch)	5.3 (sedan), 5.4 (hatch)		
Fuel consumption (I/100km) ¹ :	Auto (urban)	7.6 (sedan), 7.8 (hatch)	8.5 (sedan), 8.6 (hatch)		
Fuel system		Electronic di	irect injection		
Fuel tank capacity (litre	s)	5	51L		
Gear ratio -	1st	3.363 / 3.552	3.272 / 3.552		
Manual / Auto:	2nd	1.947	/ 2.022		
	3rd	1.300 / 1.347	1.379 / 1.347		
	4th	1.029 / 1.000	1.090 / 1.000		
	5th	0.837 / 0.745	0.880 / 0.745		
	6th	0.680	/ 0.599		
	Reverse	3.385	/ 3.052		
	Final drive	4.105 / 3.850	4.105 / 4.367		
Maximum power (kW	@ rpm)	114 kW @ 6,000 rpm	139 kW @ 6,000 rpm		
Maximum torque (Nm	@ rpm)	200 Nm @ 4,000 rpm	252 Nm @ 4,000 rpm		
Recommended fuel		Unleaded or E10	(91RON or higher)		
Throttle control		Electronic (c	drive-by-wire)		
Transmission:	Manual	6-speed S	Skyactiv-MT		
	Auto	6-speed Sk	kyactiv-Drive		

				St	andard =	• Not	Available	= -	Optional = 0
MODE AVAILA	L ABILITY		G20 Pure	G20 Evolve	G20 Tourir			G25 GT	G25 Astina
Hatch:	2.0L 14	Petrol 6-speed Manual	•	•	•	-		-	-
	2.0L 14	Petrol 6-speed Auto	•	•	•	-		-	-
	2.5L 14	Petrol 6-speed Manual	-	-	-		•	•	•
	2.5L 14	Petrol 6-speed Auto	-	-	-		•	•	•
Sedan:	2.0L 14	Petrol 6-speed Manual	•	•	•	-		-	-
	2.0L 14	Petrol 6-speed Auto	•	•	•	_		-	-
	2.5L I4	Petrol 6-speed Manual	-	-	-		•	•	•
	2.5L I4	Petrol 6-speed Auto	-	-	_		•	•	•
SEATS				G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	
Seat trim	:	Black cloth		•	•	-	•	-	-
		Black leather ²		-	_	•	-	•	•
		Pure White leather ²		-	-	-	-	-	0
		Burgundy leather ²		-	-	-	-	-	0
Front sea	ts with:	10-way power adjustme	ent (driver)	-	-	•	•	•	•
		2-position memory fund	ction	-	-	•	•	•	•
		Adjustable head restrain	nts	•	•	•	•	•	•
		Auto slide (driver)		-	-	•	-	•	•
		Cushion tilt adjustment	(driver)	•	•	•	•	•	•

•

Heating function

Rear seats with:

Height adjustment (driver) Height adjustment (passegner) Lumbar adjustment (driver) Rake and slide adjustment

Seat back pocket (passenger)

60/40 split fold backrest Adjustable head restraints Centre fold down armrest

SPECIFICATIONS

CHASSIS		G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Brake diameter	Front			2	95		
(mm):	Rear			2	65		
Brake type:	Front			Ventila	ted disc		
	Rear			Solid	d disc		
Steering type				Electric power	assist steering		
Suspension:	Front			MacPhe	rson strut		
	Rear			Torsio	n beam		
Turning circle kerb to	kerb (m)			10).6		
Tyre size		205/60R16			215/45R18		
Tyre index		92V			89W		
Wheel size		16x6.5J			18x7.0J		
Wheel type		Alloy (Silver finish)	(Hato		loy nish, sedan: silver	finish)	Alloy (Hatch: black finish, sedan: bright finish)
Tyre size (spare)				T125/	70D16		
Wheel type (spare)				Tempora	ry (steel)		

CHASSIS & POWERTRAIN TECHNOLOGY	G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Active Air Shutter	-	-	-	•	•	•
Automatic transmission drive selection	•	•	•	•	•	•
Automatic transmission kickdown switch	•	•	•	•	•	•
Electric Parking Brake with Auto Hold	•	•	•	•	•	•
Electric power assist steering	•	•	•	•	•	•
Hill Launch Assist (HLA)	•	•	•	•	•	•
i-stop	•	•	•	•	•	•
Cylinder Deactivation	-	-	-	•	•	•
Skyactiv-Body	•	•	•	•	•	•
Skyactiv-Chassis	•	•	•	•	•	•
Skyactiv-Vehicle Dynamics G-Vectoring Control Plus (GVC-Plus)	•	•	•	•	•	•
Paddle shift gear control	-	•	•	•	•	•

HATCH WEIGHTS & CAPACITIES		G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Cargo room volume VDA (lit	res)			29	95		
Kerb weight (kg):	Manual		1,317		1,3	39	1,351
	Auto		1,338		1,3	68	1,380
Towing capacity ³ (kg):	Braked			1,2	200		
	Unbraked			60	00		
Tow-ball download maximum	ı (kg)			8	0		

SEDAN WEIGHTS & CAPACITIES		G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Cargo room volume VDA (litres)				44	14		
Kerb weight (kg):	Manual		1,316		1,3	50	1,362
	Auto		1,339		1,3	76	1,388
Towing capacity ³ (kg):	Braked			12	00		
	Unbraked			60	00		
Tow-ball download maximum (kg)				8	0		

HATCH DIMENSIONS	G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Ground clearance laden (mm)			1:	50		
Overall length (mm)			4,4	160		
Overall width (mm)			1,7	795		
Overall height (mm)			1,4	135		
Track (mm): Front			1,5	570		
Rear			1,5	80		
Wheelbase (mm)			2,7	'25		

SEDAN DIMENSIONS		G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Ground clearance	e laden (mm)			15	50		
Overall length (mr	n)						
Overall width (mn	n)			1,7	795		
Overall height (mr	n)			1,4	140		
Track (mm):	Front			1,5	570		
	Rear			1,5	580		
Wheelbase (mm)				2,7	'25		

INTERIOR		G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Active Driving Displ	ay	•	•	•	•	•	•
Air-conditioning		•	-	-	-	-	-
Air-conditioning (du with rear vents	ual-zone climate control)	-	•	•	•	•	•
Ambient temperatu	re display	•	•	•	•	•	•
Centre armrest cons	sole with tray	•	•	•	•	•	•
Critical function wa	rning lights/chimes	•	•	•	•	•	•
Cupholders		•	•	•	•	•	•
Door bottle holders	(front and rear)	•	•	•	•	•	•
Electric Parking Brak	ce with Auto Hold	•	•	•	•	•	•
Glove box		•	•	•	•	•	•
Instrument panel lig	tht dimmer	•	•	•	•	•	•
Interior	Cargo room lamp	•	•	•	•	•	•
illumination:	Entry system with delayed fade	•	•	•	•	•	•
	Map reading spot lamps	•	•	•	•	•	•
Interior release for f	uel filler door	•	•	•	•	•	•
Leather-wrapped:	Gear shift knob	-	•	•	•	•	•
	Handbrake handle	-	•	•	•	•	•
	Steering wheel	-	•	•	•	•	•
Mazda Radar Cruise	e Control (MRCC) with Stop & Go	•	•	•	•	•	•
One touch (up and	down) power windows (all)	•	•	•	•	•	•
Overhead sunglass	storage box	-	-	•	-	•	•
Paddle shift gear co	ntrol (auto only)	-	•	•	•	•	•
Rear-view mirror wi	th auto dimming function	-	•	•	•	•	•
Tachometer and ele	ctronic odometer/ tripmeter	•	•	•	•	•	•
Tilt and telescopic a	djustable steering wheel	•	•	•	•	•	•
Trip Computer		•	•	•	•	•	•
Vanity mirrors (front	t)	•	•	•	•	•	•
Vanity mirrors (front	t) with illumination	-	-	•	-	•	•
				-			

VISION TECHNOLOGY*
360° View Monitor
Cruising & Traffic Support (CTS)
Front Cross Traffic Alert (FCTA)
Front parking sensors
Smart Brake Support [Rear Crossing] (SBS-RC)

*Optional on G20 Pure, G20 Evolve, G20 Touring, G25 Evolve and G25 GT, standard on G25 Astina

EXTERIOR	G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Daytime running lamps (LED)	•	•	•	•	•	•
Door handles (body coloured)	•	•	•	•	•	•
Exhaust extension (chrome)	•	•	•	•	•	•
Front and rear bumpers (body coloured)	•	•	•	•	•	•
Green-tinted windscreen, side and rear windows	•	•	•	•	•	•
Headlamps (LED)	•	•	•	•	•	•
Headlamps auto on/off function	•	•	•	•	•	•
Exterior mirror (driver side) with auto dimming function	-	-	•	-	•	•
Exterior mirrors with power adjustment	•	•	•	•	•	•
Exterior mirrors with auto folding function	•	•	•	•	•	•
Exterior mirrors with heating function	-	_	-	-	•	•
Power sliding and tilt glass sun-roof	-	-	-	-	-	•
Power windows with auto up/down (all windows)	•	•	•	•	•	•
Rear spoiler	•*	•*	•*	•*	•*	•*
Tail-lamps (LED)	•	•	•	•	•	•
Window demister (rear)	•	•	•	•	•	•
Wipers (front) 2-speed with rain-sensing function	•	•	•	•	•	•
Wiper (rear) with intermittent function	•*	•*	•*	•*	•*	•*

SPECIFICATIONS

SAFETY AND SECURITY		G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
360° View Monite	or	0	0	0	0	0	•
Adaptive LED Hea	ndlights (ALH)	-	-	-	-	-	•
Advanced keyless	entry	-	-	•	•	•	•
Advanced keyless	push-button engine start	•	•	•	•	•	•
Airbags SRS:	Front (driver and passenger)	•	•	•	•	•	•
	Side (front)	•	•	•	•	•	•
	Curtain (front and rear)	•	•	•	•	•	•
	Knee (driver)	•	•	•	•	•	•
Anti-lock Braking	System (ABS)	•	•	•	•	•	•
Blind Spot Monito	oring (BSM)	•	•	•	•	•	•
Childproof rear de	oor locks	•	•	•	•	•	•
Cruising & Traffic	Support (CTS)	0	0	0	0	0	•
Driver Attention A	Alert (DAA)	•	•	•	•	•	•
Driver Monitoring	3	0	0	0	0	0	•
Dynamic Stability	Control (DSC)	•	•	•	•	•	•
Electronic Brake-f	orce Distribution (EBD)	•	•	•	•	•	•
Emergency Brake	Assist (EBA)	•	•	•	•	•	•
Emergency Stop S	ignal (ESS)	•	•	•	•	•	•
Engine immobilise	er	•	•	•	•	•	•
Forward Obstruct	ion Warning (FOW)	•	•	•	•	•	•
Front Cross Traffic	Alert (FCTA)	0	0	0	0	0	•
G-Vectoring Cont	rol Plus (GVC-Plus)	•	•	•	•	•	•
High Beam Contro	ol (HBC)	•	•	•	•	•	•
High mount stop	lamp	•	•	•	•	•	•
Hill Launch Assist	(HLA)	•	•	•	•	•	•
Intelligent Speed	Assistance (ISA)	•	•	•	•	•	•
ISOFIX child restra	int anchor points and top tethers	•	•	•	•	•	•
Lane-keep Assist S	System (LAS)	•	•	•	•	•	•
Left-hand-side con	nvex (wide angle) exterior mirror	•	•	•	•	•	•
Parking sensors (f	ront)	0	0	0	0	0	•
Parking sensors (r	ear)	•	•	•	•	•	•
Rear Cross Traffic	Alert (RCTA)	•	•	•	•	•	•
Remote central lo	cking (2 transmitters)	•	•	•	•	•	•

SAFETY AND SECURITY CONT.	G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
Reverse camera	•	•	•	•	•	•
Seat-belt warning (front and rear)	•	•	•	•	•	•
Seat-belts (front) with pretensioners, load-limiters and height adjustable shoulder anchorages	•	•	•	•	•	•
Seat-belts 3-point lap-sash (all seats)	•	•	•	•	•	•
Side impact door beams	•	•	•	•	•	•
Smart Brake Support (SBS)	•	•	•	•	•	•
Smart Brake Support [Rear Crossing] (SBS-RC)	0	0	0	0	0	•
Smart Brake Support - [Rear] (SBS R)	•	•	•	•	•	•
Speed sensing door locks	•	•	•	•	•	•
Traction Control System (TCS)	•	•	•	•	•	•
Traffic Sign Recognition (TSR)	•	•	•	•	•	•
"Triple H" safety construction with front and rear crumple zones	•	•	•	•	•	•
Tyre Pressure Monitoring System (TPMS)	•	•	•	•	•	•
Whiplash-minimising front seats	•	•	•	•	•	•

INFOTAINMENT	G20 Pure	G20 Evolve	G20 Touring	G25 Evolve	G25 GT	G25 Astina
8.8-inch widescreen colour display (Mazda Connect)	•	•	•	•	•	•
AM/FM tuner	•	•	•	•	•	•
Apple CarPlay® and Android Auto®	•	•	•	•	•	•
Bluetooth® hands-free phone and audio capability ⁴	•	•	•	•	•	•
DAB+ digital radio	•	•	•	•	•	•
Miracast™ (Compatible Android devices) ⁴	•	•	•	•	•	•
Multi-function commander control	•	•	•	•	•	•
Premium Bose® amplifier and speakers	-	-	-	-	•	•
Radio Data System (RDS) program information	•	•	•	•	•	•
Satellite navigation	•	•	•	•	•	•
Speakers (8)	•	•	•	•	-	-
Speakers (12)	-	-	-	-	•	•
Steering wheel-mounted audio controls	•	•	•	•	•	•
USB-audio input port (iPod® compatible)	•	•	•	•	•	•

Specific disclaimers

- 1 Fuel consumption figures are based on ADR 81/02 test results. They are useful in comparing the fuel consumption of different vehicles. They may not be the fuel consumption achieved in practice. This will depend on traffic and road conditions and how the vehicle is driven.
- 2 Leather interior includes some Maztex material on selected high impact surfaces.
- 3 When fitted with a Mazda Genuine Towing kit. Subject to State and Territory regulations.
- 4 Please check the compatibility of your Bluetooth® device (particularly your mobile phone) with the specific Mazda vehicle you intend to purchase as not all devices operate correctly. Visit www.mazda.com.au/Bluetooth or consult your Mazda Dealer for further information.

General disclaimers

Apple CarPlay® functionality requires software update. Apple CarPlay® requires iPhone 5 or subsequent model (lightning cable) in order to operate. Apple and iPhone are registered trademarks of Apple Inc.

Please check the compatibility of your device (particularly your mobile phone) with your Mazda Dealer as not all devices support connectivity or use of all available features.

iPod is a trademark of Apple Inc., registered in the U.S. and other countries.

Apple CarPlay® is a trademark of Apple Inc., registered in the U.S. and other countries.

Android Auto® requires a device with Android™ 5.0 operating system or subsequent version, and USB cable in order to operate. Android™ is a trademark of Google Inc.

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