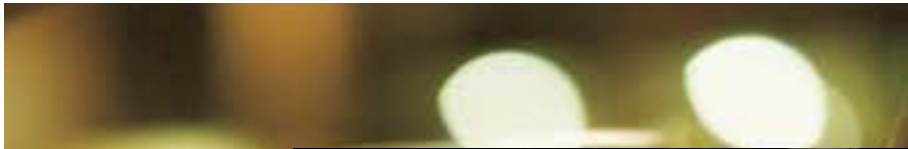




# MAZDA 2





We believe in the power of human potential;  
creativity, imagination and the amazing things  
we're all capable of when we're inspired.

We believe in taking the unconventional road  
and going the extra mile to do work that inspires.

We believe in artisans, designers, engineers and ambassadors  
who pour human energy into their work.

We believe in the power of cars to move human emotions.  
To awaken senses, heighten reflexes, make pulses race.

We believe the joy of being alive comes from  
what we discover on our journey,  
and the inspiration we find in every mile.

MAZDA MAKES YOU FEEL ALIVE.







ALLURING & INSPIRING











ART OF SHADE EXPRESSION





GRACE WITH RICHNESS  
AND BEAUTY











# HUMAN-CENTRIC ENGINEERING: THE KEY TO SATISFACTION

At Mazda, all our research and development revolves around human perception: you are the centre of our universe. Our unique Skyactiv Technology began as an initiative to re-evaluate and revise every aspect of automotive engineering from the ground up, to give you a soul-stirring drive along with superior safety and environmental performance. Skyactiv-Vehicle Dynamics and its G-Vectoring Control Plus (GVC Plus) were the next step in the evolution of this groundbreaking technology. Firmly rooted in human sensibilities — how you and your passengers physically experience motion in a moving vehicle — GVC Plus brings a new dimension to the enjoyment of the road. And now we are developing Skyactiv-Vehicle Architecture with an intensified focus on our human-centric design philosophy. By maximizing the body's inherent ability to balance itself in response to driving inputs, the new vehicle architecture provides the ultimate *Jinba-ittai* driving feel.

## THE BIRTH AND EVOLUTION OF SKYACTIV TECHNOLOGY

Exhilarating, fun driving combined with unprecedented environmental and safety performance — it seems like an impossible dream. And it required tearing up the rule book of conventional ideas plus a series of quantum leaps in technology to achieve. But this is what inspired the development of Skyactiv Technology, and what continues to drive its evolution along a path charted by human-centric engineering. From its very beginnings, Skyactiv Technology was squarely aimed at eliminating inefficiency and waste throughout the entire vehicle to deliver unheard-of levels of fuel efficiency along with cutting-edge safety and unmatched driving pleasure, helping to realize Mazda's future vision of 'Sustainable Zoom-Zoom'.

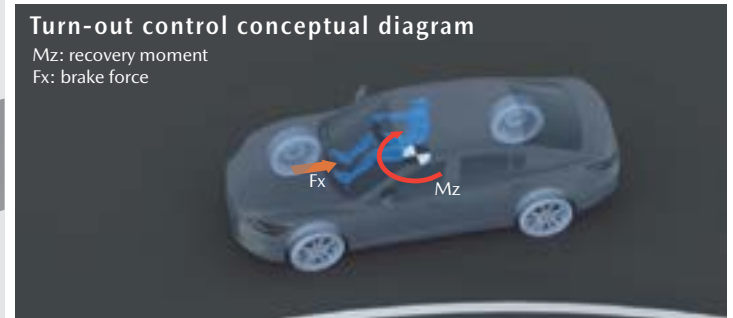
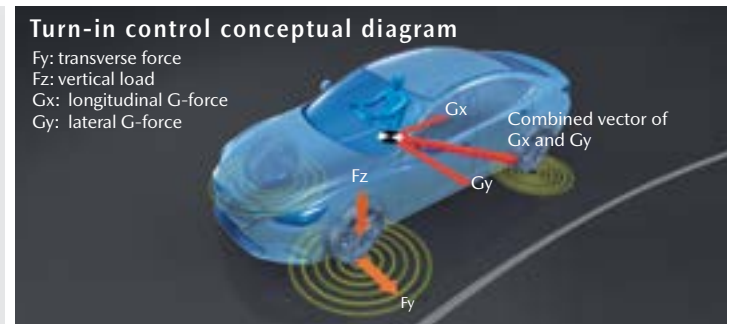
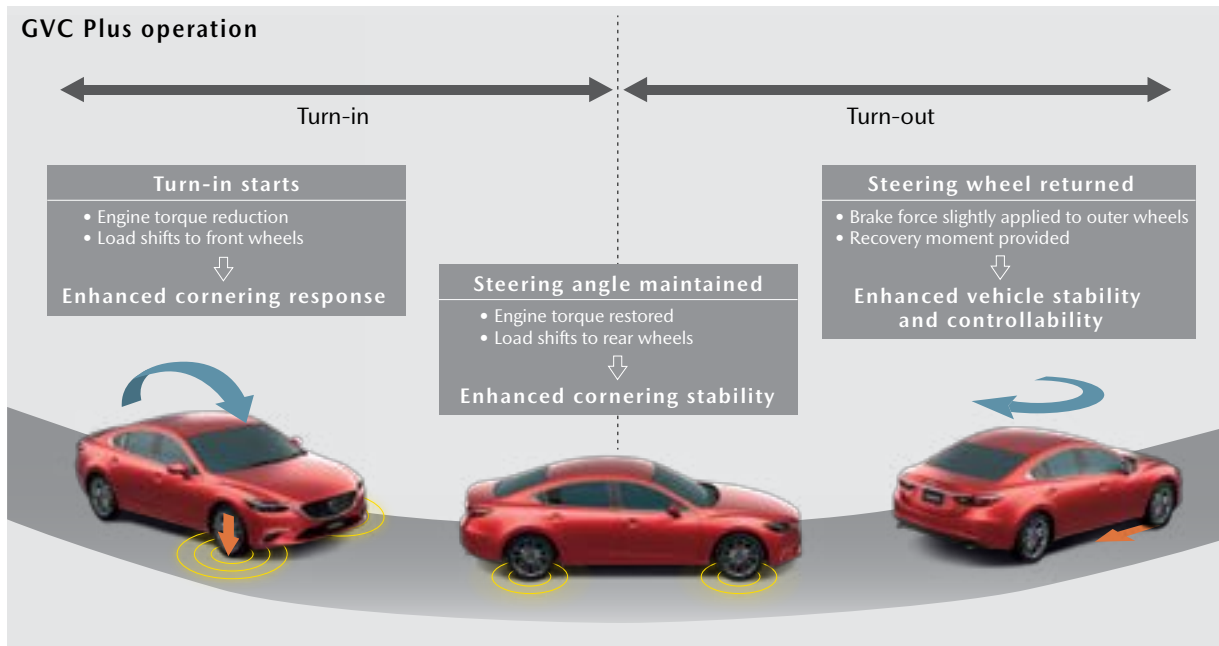
## SKYACTIV-VEHICLE DYNAMICS

*Jinba-ittai*, the intimate connection between driver and vehicle, is what makes every Mazda so different. It's the bedrock of Skyactiv Technology and it reaches an even higher level with Skyactiv-Vehicle

Dynamics' G-Vectoring Control Plus. This evolution of Skyactiv Technology provides integrated control of the engine, transmission, chassis and body to further enhance the *Jinba-ittai* feel of oneness between car and driver. So a Mazda responds to your intentions as simply and naturally as if it's an extension of your body. And you enjoy an entirely new and satisfying driving experience.

## SKYACTIV-VEHICLE ARCHITECTURE

As Skyactiv Technology has matured, new potential and possibilities have opened up. And Skyactiv-Vehicle Architecture is Mazda's response. By sharply focusing on fine-tuning and co-ordinating individual technologies to achieve comprehensive whole-vehicle optimization, Skyactiv-Vehicle Architecture helps driver and passengers comfortably and naturally maintain balance in a moving environment. For example, seats are specifically designed to hold the pelvis at the correct angle, control the body's centre of gravity and stabilize movement of the head. The result is minimized fatigue and an enhanced sense of comfort and well-being, even on long journeys.



## G-VECTORING CONTROL PLUS (GVC PLUS)

### SMOOTHER RESPONSE FOR A MORE SATISFYING DRIVE

Smooth transitions between G-forces when braking, turning and accelerating are an essential element of *Jinba-ittai*, and have been a major development focus at Mazda for many years. This unified feel to braking, steering and acceleration, along with consistent feedback, allows the driver to control the vehicle easily and precisely. And Mazda's G-Vectoring Control (GVC) — the debut technology of Skyactiv-Vehicle Dynamics — took this dynamic, unified feel to an even higher level. Now, advanced GVC Plus offers even greater capability. It's a logical extension of Mazda's human-centric design and engineering philosophy that not only concentrates on mechanical efficiency but also considers how a vehicle should be in light of human characteristics. GVC Plus is a new approach to controlling vehicle dynamics that uses the engine and brakes to enhance handling performance, and it gives Mazda vehicles even smoother transitions between G-forces in all driving scenarios.

### ENHANCED CHASSIS PERFORMANCE VIA INTELLIGENT ENGINE CONTROL

Conventionally both lateral and fore-aft G-forces are controlled separately. In contrast, GVC Plus adjusts engine torque according to the driver's steering inputs to give unified control of G-force in all directions and dynamically optimize the vertical load on each wheel. For example, the instant the driver begins to turn the wheel to enter a curve, GVC Plus momentarily lowers engine torque to transfer weight to the front wheels and enhance the front tyres' grip. Then while a constant steering angle is maintained, GVC Plus recovers engine torque to transfer load back to the rear wheels and heighten vehicle stability. This series of load transfers not only maximizes front and rear tyre grip to enhance response and stability in accordance with the driver's intentions, GVC Plus does it so smoothly and naturally that neither the driver nor passengers feel any discomfort. Thanks to this dynamic load allocation, GVC Plus greatly reduces the necessity for steering corrections, enabling the driver to maintain a chosen line with greater confidence and lower fatigue on long drives. What's more, by smoothing the transitions

between G-forces, GVC Plus suppresses the swaying of heads and bodies to give all occupants a smoother and more enjoyable ride.

### YAW MOMENT CONTROL AT TURN-OUT VIA INTELLIGENT BRAKE CONTROL

In addition to providing a dynamic, unified feel at turn-in, GVC Plus now adopts direct yaw moment control via the brakes to enhance vehicle stability, especially at turn-out. During cornering, GVC Plus slightly applies brake force to the outer wheels as the steering wheel is returned to the centre position, providing a recovery moment to restore the vehicle to straight line running. The result is not only consistent effectiveness over a range of situations from low-speed everyday driving to high-speed sporty driving, GVC Plus now also boasts a higher capability for emergency avoidance that requires sudden lane changes, as well as more controllable, confidence-inspiring vehicle behaviour while driving on slippery surfaces such as snowy roads.





### SKYACTIV-G 1.5

The high-efficiency Skyactiv-G direct-injection petrol engine delivers spirited, responsive performance along with outstanding fuel economy and low emissions thanks to Mazda's unique engine technology. High-tumble intake ports, shape-optimized piston heads, and high-pressure multi-hole fuel injectors with three-stage split injection control enable an extremely high compression ratio while suppressing knock. The result is a new standard in fuel efficiency. In particular, the innovative injector produces a high-pressure atomized fuel spray that helps prevent wasteful adherence of fuel to the cylinder walls to enhance combustion. In addition, optimized piston skirt and piston ring configurations lower mechanical resistance. And an intelligent coolant control system helps prevent thermal loss at start up in cold weather to further improve real-world fuel economy. Together, these technological breakthroughs deliver better fuel economy and significantly lower emissions, while also delivering higher torque at all engine speeds for dynamic response that truly makes you feel at one with the car.

#### Engine performance

Max. power: 82kW (111PS)/6,000rpm Max. torque: 144Nm/4,000rpm

Values for engines with the 4-1 exhaust system and 12.0:1 compression ratio.

Values for engines with the 4-2-1 exhaust system and 14.0:1 compression ratio are

85kW/6,000rpm and 149Nm/4,000rpm.



### SKYACTIV-DRIVE

This six-speed automatic transmission combines the smooth operation of a conventional automatic with the fast shifting of a twin-clutch gearbox. Lockup is extended to nearly 90% for the solid feel of a manual transmission, and there's also the choice of Sports and manual shift modes for sportier driving.



### SKYACTIV-BODY

Innovations in structure, construction and materials make Mazda2 lighter, safer and more rigid. Straight structural members, a continuous framework and extensive use of high-tensile steel achieve the contradictory requirements of lighter weight and greater collision-resistance, particularly in the occupants' area. Exacting noise suppression measures realize a quiet space that encourages conversation.



### SKYACTIV-CHASSIS

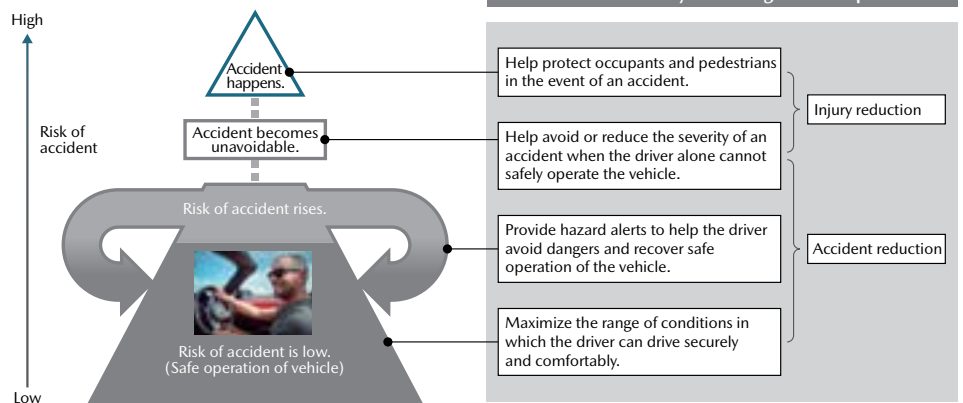
The updated suspension system features MacPherson struts at the front and a torsion beam axle at the rear, with dampers tuned to give high damping force on flat roads and low damping on bumpy roads to provide smooth, stable body motion. Engineered to work in close conjunction with the suspension system, the redesigned front seats keep the pelvis upright and maintain the spine's natural S curve to reduce head sway for easier driving. And Electric Power Assist Steering provides natural, responsive operation with positive feedback, as well as pinpoint control through bends and during straight-line cruising.



## HUMAN-CENTRIC INNOVATION: THE KEY TO SAFER, MORE SECURED DRIVING

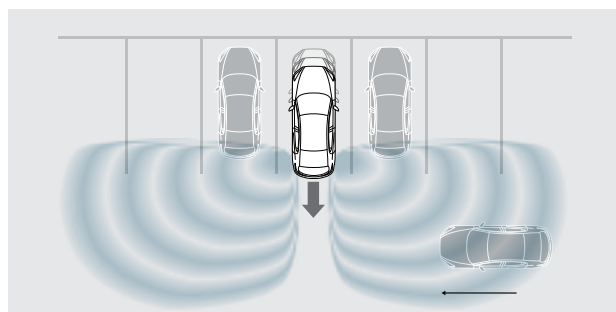
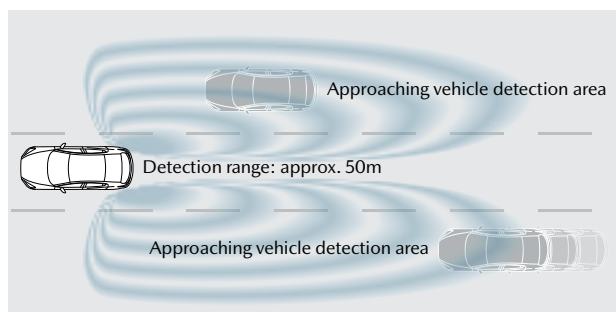
Mazda's Proactive Safety philosophy is firmly grounded in a belief in the driver's abilities, aiming to support safer driving while maintaining all the fun of the open road. First is an optimum driver environment with good visibility, well-positioned controls, easy-to-read instruments and minimal distractions, enhanced by Mazda's excellent recognition support. Next is i-Activsense, a portfolio of active safety measures such as Blind Spot Monitoring (BSM) and Rear Cross Traffic Alert (RCTA) to incrementally warn you when a potentially dangerous situation is developing. And finally there is passive safety to help protect occupants and minimize injuries if an accident should occur.

### MAZDA PROACTIVE SAFETY





## i-ACTIVSENSE



### BLIND SPOT MONITORING (BSM) AND REAR CROSS TRAFFIC ALERT (RCTA)

BSM uses 24GHz quasi-milliwave radar sensors to detect vehicles in the blind spots behind and to the side: using a turn signal while BSM detects a vehicle triggers visual and audio warnings. RCTA uses the same sensors to alert the driver when it detects vehicles approaching from either side when reversing.

## OTHER SAFETY MEASURES



### AIRBAGS

Front airbags are fitted as standard equipment to provide ample protection in a frontal collision. Side and curtain airbags mitigate the effects of side impacts within the relatively short occupant-to-door distances in a compact car, providing another layer of protection in depth against physical shock and injury in a collision.



### BODY STRUCTURE

The body provides excellent collision safety performance. Extensive use of ultra-high-tensile steel gives strength with low weight, while the framework absorbs and channels energy away from the cabin.



# HUMAN-CENTRIC DESIGN: THE KEY TO COMMUNICATION

Human-centric design is the key to complete and intuitive communication between you and Mazda2. As well as real-time communication with the world when you're on the road. It's all thanks to Mazda's latest iteration of the Human-Machine Interface (HMI) and Mazda Connect system. HMI and its human-centric design philosophy now include even your driving position to further enhance the *Jinba-ittai* experience with a panoramic view of the road and all instruments and controls ideally placed to support you in safer, enjoyable driving.

## HMI — CONTROL CENTRED ON YOU

Modern cars constantly present more and more information which can confuse, and even distract. So Mazda engineered its HMI entirely around you, to provide detailed information with minimal eye movements and stress. Controls, instruments, steering wheel and shift lever are all ideally placed in relation to the driver's seat, with the main instrument cluster and steering wheel — with ergonomic shape that optimizes grip comfort — directly centred on the driver, while the pedals are positioned symmetrically to fall naturally under the feet. Excellent visibility is assured thanks to A-pillars located rearward to offer a broader view of the road. Mazda2 also features a full-colour Active Driving Display with enhanced definition, brightness and contrast. This head-up display shows key driving information just above the instrument cluster and just below your horizontal line of sight to keep you fully informed without the need to take your eyes off the road. The large, seven-inch centre display on the dash shows entertainment-related items and functions as a touchscreen when the car is stationary. In

motion, the rotary commander provides control. By rotating, pressing and toggling this knob, you can operate entertainment functions while keeping your body and your eyes in the normal driving position. Unlike a touchscreen, there's no need to look at the commander when operating it, minimizing visual distraction. The commander is surrounded by five buttons giving shortcuts to four common screens plus a back button.

## MAZDA CONNECT KEEPS YOU IN TOUCH

Mazda Connect gives you versatile internet connection while on the road, offering an extremely wide range of infotainment options when connected to your smartphone via Bluetooth®. The system's Audio feature lets you access multiple audio sources including AM/FM radio, internet radio, streaming audio services and mobile audio players. The Communication feature provides the hands-free convenience of both making and receiving phone calls via voice commands. System software is easily updated to give you ongoing access to the latest services without swapping out any hardware.





# EXTERIOR AND INTERIOR COLOURS

## BODY COLOURS

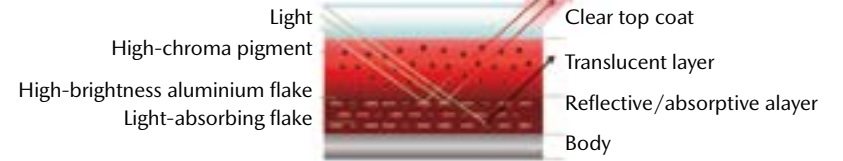


Soul Red Crystal Metallic (46V)



Machine Grey Metallic (46G)

## Paint-coat composition



**TAKUMI-NURI** Mazda's unique painting technology Takumi-Nuri (*takumi*: master craftsman, *nuri*: painting), with its unprecedented combination of colour, highlights, shade and depth, further emphasizes the sheer beauty and quality of the dynamic body shape. The lineup includes two Takumi-Nuri body colours: Soul Red Crystal Metallic and Machine Grey Metallic.



Snowflake White Pearl Mica (25D)



Jet Black Mica (41W)



Platinum Quartz Metallic (47S)

## SEAT MATERIALS



Leather, Blue Grey

# EQUIPMENT



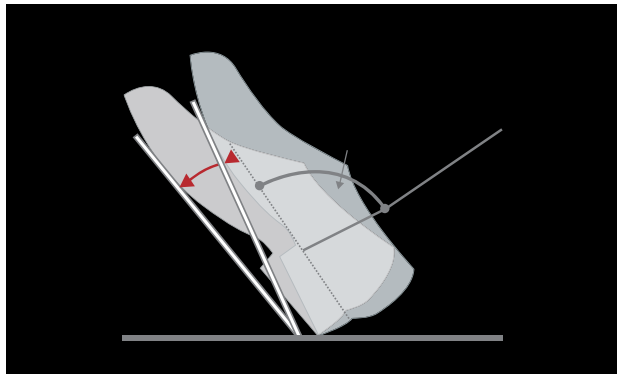
16-inch wheels feature a straight spoke design which combines a sporty, sculpted look with an impressive air of quality.



The steering wheel has narrow spokes and a rim with varying cross-section to better fit the hands and give a confident grip for sporty driving.



The full-colour Active Driving Display shows high-priority information as it changes from moment to moment, minimizing risks associated with looking away from the road and the time taken for the eyes to refocus.



Compared to conventional hanging-type pedals, the organ-type accelerator offers more precise control for enhanced operability. In addition, the organ-type pedal makes it easier to move the foot over to the brake.

# MAZDA 2



## MAJOR SPECIFICATIONS AND EQUIPMENT

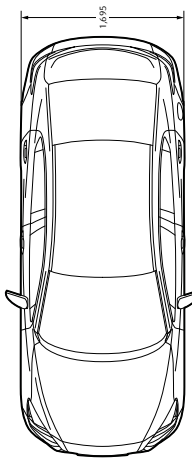
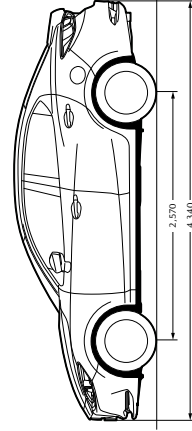
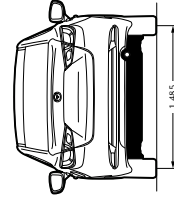
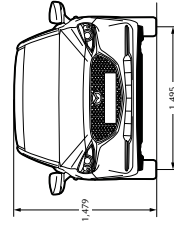
### SPECIFICATIONS

		Mazda 2
Drivetrain		FWD
Grade		SEDAN
<b>DIMENSIONS &amp; WEIGHTS</b>		
Overall length (without number-plate holder)	mm	4,340
Overall width (without wheel arch molding)	mm	1,695
Overall height (without shark fin antenna)	mm	1,479
Wheelbase	mm	2,570
Tread	mm	1,495
	mm	1,485
Headroom	mm	984
Front Row	mm	937
2nd Row	mm	
Shoulder room	mm	1,352
Front	mm	1,275
2nd Row	mm	
Legroom	mm	1,063
Front	mm	881
2nd Row	mm	150
Ground clearance (Unladen)	mm	
Minimum turning radius	m	4.9
Curb weight	kg	1,119
<b>ENGINE</b>		
SKYACTIV-G 1.5		
Type	In-line, 4-cylinder DOHC 16 valve S-VT	
Displacement	cc	1,496
Bore x stroke	mm	74.5 x 85.8
Compression ratio		13.0 : 1
Maximum output	EEC	82 (111) / 6,000
Maximum torque	EEC	144 / 4,000
Recommended fuel type		Unleaded 90RON
Fuel tank capacity	L	44
<b>DRIVETRAIN</b>		
Transmission type	6-speed automatic	
Gear ratios		
1st		3.529
2nd		2.025
3rd		1.348
4th		1,000
5th		0.742
6th		0.594
Reverse		2.994
Final gear ratio		4.319
<b>STEERING</b>		
Type	Rack and pinion	
Power steering type	Electric Power-Assisted Steering	
<b>SUSPENSION</b>		
Type	Front	MacPherson strut
	Rear	Torsion beam axle
<b>BRAKES</b>		
Type	Front	Ventilated discs
	Rear	Solid discs
Diameter	Front	258
	Rear	255

### DIMENSIONS

Sedan

Unit: mm





# MAZDA2

## MAJOR SPECIFICATIONS AND EQUIPMENT



MAZDA

### EQUIPMENT

Grade	Mazda 2 SEDAN
<b>MECHANICAL</b>	
Idling stop system(i-stop)	●
<b>EXTERIOR</b>	
Tyres & wheels	185/60R16 with 16X5.5J aluminum wheels
Front wipers	Intermittent, timing adjustable
Headlamps	LED with Daytime running lamp
	Auto on/off
	Auto levelling
Outer mirrors	Electric adjustment, electric folding, turning lamp
Smart Keyless Entry	●
<b>INTERIOR</b>	
Audio system	MZD connect, 7-inch TFT color display
	Commander control
	6-speakers
	Wireless smartphone integration
Wireless Smartphone Charger (Qi)	●
Steering wheel	Leather, audio & bluetooth control switches
	Paddle Shift
	Cruise Control
	Tachometer
Meter set	Analog
Active driving display (ADD)	●
Front auto climatic control A/C	●
Power windows	One-touch down and up (Driver Side)
Front seats	Driver: 6-way Manual seat adjustment Front passenger: 4-way Manual seat adjustment
Rear seats	40/60 fold down seat
Seat Material	Leather
Shift knob	Leather
Inner mirror	Manual dimming
<b>SAFETY - ACTIVE Standard</b>	
Antilock Brake system (ABS) with Electronic Brakeforce Distribution (EBD) and Brake Assist (BA)	●
Dynamic Stability Control (DSC) and Traction Control System (TCS)	●
Hill Launch Assist (HLA)	●
Rear parking sensors (Corner & Center)	●
Back-up monitor (w/ static line)	●
<b>SAFETY - PASSIVE Standard</b>	
Airbags	Dual Front
	Side & Curtain
High-mount stop lamp	●
Side-impact door beams	●
Collapsible steering shaft & injury-minimizing brake pedal	●
Neck injury mitigation front seats	●
Ring Structure unibody construction	●
<b>SAFETY - i-ACTIVENSENSE</b>	
Blind spot monitoring (BSM)	●
Rear cross-traffic alert (RCTA)	●
<b>SECURITY</b>	
Power door locks with Auto door lock system	●
Immobilizer & burglar alarm	●

