

MAZDA3
SKYACTIV-X M HYBRID

ZOOM-ZOOM



A scenic photograph of a Mazda3 driving on a coastal bridge. The car is positioned in the middle ground, moving away from the viewer. The bridge is a multi-arched concrete structure with a dark railing. The background features dramatic, rugged cliffs overlooking the ocean under a warm, golden sunset sky. The overall mood is serene and adventurous.

SKYACTIV-X

Mazda3 is simply a drive you need to feel to believe. And, with the option of a revolutionary Skyactiv-X M Hybrid engine, it will be a drive that's cleaner and more efficient than ever.

Skyactiv-X utilises Mazda's world-first Spark Controlled Compression Ignition (SPCCI) which combines the fuel-efficiency of a diesel with the power and driveability of a petrol engine. This engine switches seamlessly between conventional spark ignition and a compression ignition mode where a lean fuel-air mix is compressed so it combusts more efficiently – releasing fewer emissions than a conventional engine.

M Hybrid also employs new electric technology, replacing the alternator and starter motor with an Integrated Starter Generator (ISG), which captures energy that would normally be wasted during braking. This electrified energy is stored in a lithium-ion battery and then used to power electrical systems and assist the engine under acceleration. The result is improved efficiency and a smoother driving experience.

The combination of these two systems takes Mazda3 Skyactiv-X M Hybrid to a new level of efficiency without compromising the Zoom-Zoom driving experience.



Overseas model shown with Kuroi Sports pack



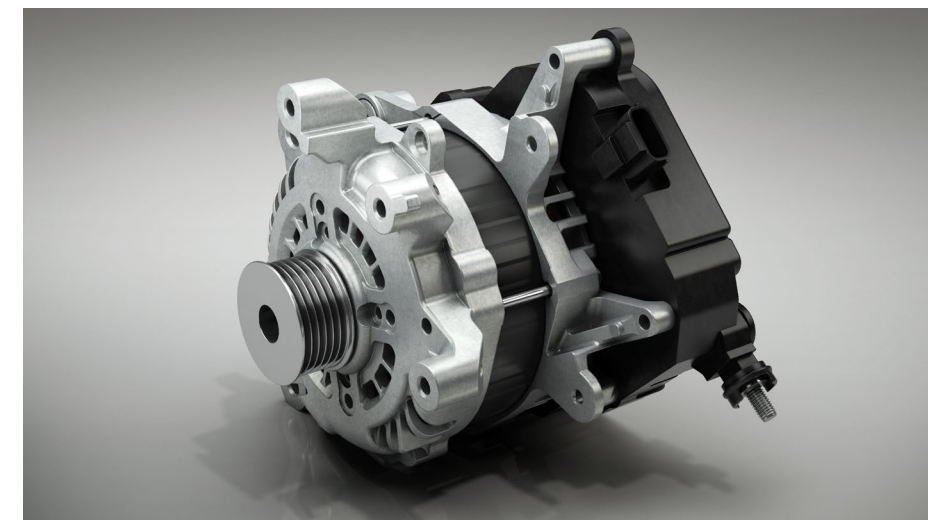


MAZDA3 HATCH X20 ASTINA – SKYACTIV-X M HYBRID

- » 18-inch alloy wheels (black finish)
- » 360° View Monitor†
- » Adaptive LED Headlights (ALH)†
- » Cruising & Traffic Support (CTS)†
- » Driver Monitor†
- » Front Cross Traffic Alert (FCTA)†
- » Parking sensors (front)
- » Glass sunroof with power tilt and slide
- » Seat trim: Black leather or optional Burgundy leather#
- » Lithium-Ion battery
- » Engine capsule
- » High response air supply system

POWERTRAIN

- » 2.0 litre in-line 4 cylinder 16 valve DOHC SPCCI petrol M Hybrid with i-stop
- » 132kW @ 6,000rpm (max. power)
- » 224Nm @ 3,000rpm (max. torque)



INTEGRATED STARTER GENERATOR

A small Integrated Starter Generator (ISG) captures energy normally wasted during braking and stores in a 24-volt battery that then can be used to start the engine and help you pull away.



REGENERATIVE-FRICTION BRAKE COORDINATION SYSTEM

The system converts kinetic energy into electricity as the car decelerates and stores it to power headlights, climate control, audio system and any other electrical equipment.



SPARK CONTROLLED COMPRESSION IGNITION

Using a process similar to a diesel, petrol is burned more quickly and more completely so you get better performance and fewer emissions than a conventional engine.

† Driver assist technology only and should not be used in place of skilled and safe driving practices. It is the driver's sole responsibility to monitor vehicle surroundings and conditions and comply with all applicable laws at all times. *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. #Leather interior includes some Maztex material on selected high impact surfaces.



MAZDA3 SEDAN X20 ASTINA – SKYACTIV-X M HYBRID

- » 18-inch alloy wheels (bright finish)
- » 360° View Monitor†
- » Adaptive LED Headlights (ALH)†
- » Cruising & Traffic Support (CTS)†
- » Front Cross Traffic Alert (FCTA)†
- » Parking sensors (front)
- » Glass sunroof with power tilt and slide
- » Seat trim: Black leather or optional Pure white leather#
- » Integrated starter generator
- » Regenerative-friction brake Coordination system
- » Spark controlled compression ignition
- » Driver Monitor†

POWERTRAIN

- » 2.0 litre in-line 4 cylinder 16 valve DOHC SPCCI petrol M Hybrid with i-stop
- » 132kW @ 6,000rpm (max. power)
- » 224Nm @ 3,000rpm (max. torque)



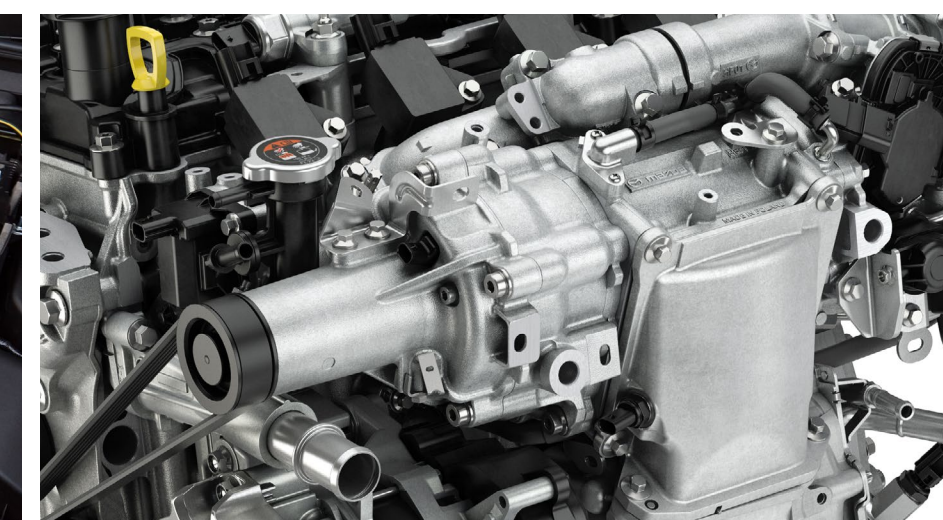
LITHIUM-ION BATTERY

Electricity is stored in the Lithium-Ion Battery, allowing the system to recover and store approximately two and a half times the deceleration energy as the capacitor-based i-Eloop.



ENGINE CAPSULE

Using sound absorbent fiberglass to cover the top of the engine and urethane to cover the sides and base, the capsule reduces noise and improves thermal insulation for better real-world fuel economy.



HIGH RESPONSE AIR SUPPLY SYSTEM

The system utilises a supercharger to provide optimal and responsive control of the amount of intake gas needed for efficient performance and intuitive acceleration.

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