



PRESS MATERIAL – MAZDA MOTOR EUROPE

2018 LOS ANGELES AUTO SHOW PRESS INFORMATION

ALL-NEW MAZDA3

TABLE OF CONTENTS

| | |
|---|----|
| THE DAWN OF A NEW ERA: STRENGTHENING THE BRAND'S BOND WITH CUSTOMERS | 2 |
| ALL-NEW MAZDA3 – AN OBJECT OF UNIVERSAL DESIRE | 3 |
| A NEW FORM OF ELEGANCE BASED ON JAPANESE AESTHETICS. MAZDA DESIGN ENTERS AN EXCITING NEW STAGE. | 5 |
| HUMAN-CENTRIC DESIGN FURTHER ENHANCES RELAXING COMFORT | 7 |
| MAZDA'S NEXT GENERATION OF DRIVING PLEASURE, REFINED AND FURTHER EVOLVED THROUGH HUMAN-CENTRIC DESIGN | 9 |
| SAFETY FEATURES DESIGNED TO EXCEL IN THE REAL WORLD | 12 |
| MAJOR SPECIFICATIONS EUROPE | 14 |
| CONTACTS MAZDA MOTOR EUROPE | 15 |

Note:

This press information is a summary of comprehensive specifications of the products. All figures and specifications may vary according to market. Also, data are subject to change upon homologation.



PRESS MATERIAL – MAZDA MOTOR EUROPE

THE DAWN OF A NEW ERA: STRENGTHENING THE BRAND'S BOND WITH CUSTOMERS

Our goal at Mazda is to achieve Mazda Premium. That means gaining customers' trust and becoming an essential part of their lives by pursuing and forever refining the distinctive driving pleasure that is unique to the Mazda brand.

The all-new Mazda3 unveiled at this year's Los Angeles Auto Show will play an important role in raising this driving pleasure to new levels and beginning a new era in which Mazda Premium will become a reality.

What is Mazda's driving pleasure? In everyday situations – driving to work, to the mall, or taking a trip with the family – the car accelerates, turns and brakes in a way that feels natural and intuitive, like a tool you have been using for many years.

The feeling of interaction is pleasurable and makes you want to keep on driving. Passengers can relax and enjoy the ride too because the motion of the car is congruent with natural human movements and feels natural to everyone on board. The design captivates you from the first glance, and the way its expression changes with the light and surrounding scenery makes you want to gaze at the car forever. Which makes you want to drive it again.

Owning, driving and spending time with the car offers a truly satisfying experience. This is Mazda's driving pleasure.

Last year, we announced our "Sustainable Zoom-Zoom 2030" long-term vision for technology development, which lays out how Mazda plans to use this driving pleasure in the search for solutions to the issues facing the earth, society and people.

The all-new Mazda3 is the first commercial model to feature some of the technologies that will realise this vision – a revolutionary new gasoline engine called Skyactiv-X and a set of structural technologies called Skyactiv-Vehicle Architecture. It is also the first to adopt a more mature interpretation of the Kodo design language that explores the essence of Japanese aesthetics, and pursues elegant and sophisticated styling.

Mazda3 is a global model that has led the company from both a brand and business growth perspective. Since its launch in 2003, it has sold more than 6 million units, delivering Mazda's driving pleasure to customers around the world and raising awareness of the Mazda brand globally. As a core model in our lineup, the Mazda3 has always reflected the latest advances in the company's vehicle engineering and manufacturing and supported the operations of production facilities worldwide.

We want owning a Mazda to enrich our customers' lives so they see us as a partner in their journey through life and stick with the brand for the long haul. Starting this new era with the Mazda3, a model aimed at first-time car buyers, shows our determination to earn customers' trust and become an essential part of their lives. In other words, our determination to make Mazda Premium a reality.

A new era of Mazda begins now.



PRESS MATERIAL – MAZDA MOTOR EUROPE

ALL-NEW MAZDA3 – AN OBJECT OF UNIVERSAL DESIRE

As we begin a new chapter in Mazda's history, the mission of the all-new Mazda3 is to amaze and delight customers all over the world. The development theme was 'An object of universal desire'. Making a car that would evoke longing in any person would require the creation of a new, hitherto unknown value. We set out to achieve this by applying our human-centric philosophy for dramatic improvements in every area: design, driving performance, NVH, environmental performance and quality.

The all-new Mazda3 embodies two characters with widespread appeal. The first is the free spirit, determined to follow their own convictions and not be bound by conventional wisdom. This character is represented in the hatchback. To achieve such a look we took an unprecedented approach to design that eliminates all character lines and relies entirely on lustrous and beautifully curved body panels that reflect the surrounding environment. As such, the model delights onlookers with a countenance that changes by the season and the hour of the day.

The other character is that of a lady or gentlemen who combines dignity with a strong individualistic streak. Their adherence to formality and traditional styles conceals an idiomatic beauty that is breathtaking when glimpsed. This character is embodied in the sedan. Aspiring to create the most gorgeous sedan in its class, we set aside the notion of a C-segment car,¹ removed all constraints and extended the overall length. We overcame numerous technical challenges in order to keep the hood and trunk low. The resulting proportions are sleek and elegant, giving the impression of a single flowing brushstroke.

We also raised the quality of driving and riding in the car. Driving an automobile requires the paying of constant attention to your surroundings, making split-second judgments and taking appropriate action. Mazda wants to make driving less stressful and more natural for everyone. To achieve this, we decided to undertake a thorough scientific study of human beings.

When walking or running, people make subtle adjustments in the legs, pelvis and spine so that head sway can be controlled using only the slightest muscular effort. In order to make this natural action possible in the car, we redesigned and organically linked every component to draw out people's innate ability to maintain balance. The result is Skyactiv-Vehicle Architecture, a new set of structural technologies that make riding in a car feel as natural and stress-free as walking on your own two feet.

In addition, we achieved a comfortable quietness by focusing not only on noise volumes but on the time it takes for sounds to be transmitted and the direction from which they arrive. Next, we built a clear and expressive sound system with speakers positioned to deliver sound directly to the driver's ears and set about creating a comfortable cabin space for all vehicle occupants.

Thanks to the benefits of Skyactiv-Vehicle Architecture and the latest Skyactiv gasoline and diesel engines, which allow intuitive control of vehicle speed in any situation, the all-new Mazda3 offers driving pleasure of unprecedented quality.

¹ Between 431 and 469 cm in length



PRESS MATERIAL – MAZDA MOTOR EUROPE

The powertrain lineup includes Skyactiv-X, a new kind of combustion engine that combines the advantages of gasoline and diesel engines. Its innovative Spark-Controlled Compression Ignition system enables us to choose gear settings that accentuate performance without sacrificing emissions or fuel economy. Engine response is quick and driving is smooth with a reassuring feeling of control. Skyactiv-X will realize even greater driving pleasure and superior real-world environmental performance, enhancing the joy the car-ownership.

The all-new Mazda3 will add colour and brilliance to your daily routine. The captivating character of the design stirs the emotions and the driving experience sharpens the senses, making even your daily commute feel like a journey of new discovery.

My hope is that this car will help customers discover the joys of living a life truer to oneself.

Kota Beppu
All-new Mazda3 Program Manager



PRESS MATERIAL – MAZDA MOTOR EUROPE

A NEW FORM OF ELEGANCE BASED ON JAPANESE AESTHETICS. MAZDA DESIGN ENTERS AN EXCITING NEW STAGE.

Introduced in 2010 and making its production model debut with the launch of the CX-5 and the Mazda6 in 2012, Mazda's Kodo—Soul of Motion design has been a key driving force in enhancing the brand's global value.

Mazda now takes Kodo to higher levels of depth and sophistication as it enters a new stage that raises car design to the level of fine art.

The goal of this new evolution of Kodo design is to express a new form of elegance inspired by Japanese aesthetics. The first cars to embody Mazda's new design language were the RX-Vision concept shown at the 2015 Tokyo Motor Show and the Vision Coupe concept exhibited at the 2017 show.

In the exterior design of both models, finely honed elements creating clean, beautiful designs combine with a delicate play of light and reflections to realise elegant and sophisticated styling with a natural, dynamic feel.

The new Mazda3 is the first production model to adopt this evolved version of Kodo design. While featuring a simple 'single motion' overall form, the way that light and shadows shift and reflections move over the body creates a highly vital and dramatic impression that goes beyond previous iterations of the design language.

Another goal in styling the new Mazda3 range was to give each model its own distinctive design personality: the hatchback with its own more emotive design, and the sedan offering more elegant, prestigious proportions.

Exterior design

In designing the hatchback and sedan versions of the new Mazda3, the development team took a fresh look at their respective values and personalities and then worked to maximize the unique appeal of each.

The powerful and seductive look of the Hatchback has lasting visual appeal that evokes a sense of excitement. In contrast, the clean, sleek and sophisticated beauty of the Sedan speaks of maturity and refinement. The result is two body types with personalities so distinct one might even think they were completely different models.

- The design concept for the hatchback focused on creating a powerful form that conveys a fresh approach to hatchback styling. When viewed from the rear, the cabin and body come together to appear as a single solid mass. This unique form creates a powerful presence and an expression of seductive and lasting appeal.
- The design concept for the sedan is 'sleek and elegant'. While conforming to traditional sedan styling by bringing together the bonnet, cabin and boot as three distinct elements, the development team aimed to enrich the styling of these elements and achieve a new level of beauty that befits a Mazda sedan. The result is a refined, mature expression of elegance.



PRESS MATERIAL – MAZDA MOTOR EUROPE

- A new lamp design is one more element key to the further evolution of Kodo design. In keeping with the 'less is more' aesthetic, all unnecessary elements are shaved away to leave only the essence of a light fixture. The development team felt that limiting the design to the minimum necessary elements – the light source, lens and base – would create a clean and beautiful look. The new, round design creates an expression of depth and has a dynamic presence that accentuates the new Mazda3's physique and fore-aft axis, while distinguishing the Mazda brand.
- Polymetal Grey was newly developed as an exclusive colour for the hatchback. Fusing the hard appearance of metal with plastic's characteristic glossy smoothness creates an entirely new expression of quality. Changes to the colour's tonality depending on the light accentuate the beautiful form of the hatchback's body.

Interior design

To further strengthen the connection between the car and driver, every aspect of the cockpit is laid out in perfect horizontal symmetry centred on the driver. At the same time, every element is designed to directly face the driver and help emphasise the driver-centered axis that runs from front to rear.

Furthermore, the Mazda3 interior incorporates the 'less is more' ideal that is a key to the further evolution of Kodo design. Keeping all elements other than the cockpit as simple as possible helps strengthen the presence of the cockpit zone itself. This creates a comfortable, ergonomically excellent environment in which the car and driver engage in a natural dialogue with a focus on the task of driving.

- The cockpit design applies the 'vanishing point' concept down to detailing of individual components, including the steering wheel spokes and centre display. This design approach not only emphasises the driver-centered axis running from front to rear through the cockpit zone, but also expresses a second horizontal axis through the layout of the forms that run from the instrument panel to the door trim on either side.
- Based on the 'less is more' aesthetic, the design goal was simplicity throughout. For example, the climate-control panel and passenger-side air vents are integrated into the left-right axis within the instrument panel, resulting in a clean, sweeping design.
- Interior parts feature Mazda's own grain texture, designed to express the richness and warmth of genuine leather. By introducing differing depth and shapes on different parts, this new material adds textural richness to the overall design.
- The newly designed shift lever panel takes advantage 'two-layer molding' technology. It incorporates a laser-engraved black layer covered by a second clear layer, to present a glossy black finish with a look of deep transparency. Shifts in light create a rich linear appearance that helps the panel accentuate the new Mazda3's sporty nature and high quality finishes.
- The newly developed red leather is exclusive to Hatchback models equipped with the Skyactiv-X powertrain. The deep, vivid look of this special red leather heightens the seductive appeal of the exterior design, creating a cabin environment which appeals to mature tastes.



PRESS MATERIAL – MAZDA MOTOR EUROPE

HUMAN-CENTRIC DESIGN FURTHER ENHANCES RELAXING COMFORT

The cockpit and cabin were carefully designed in accordance with Mazda's own human-centric philosophy, providing all drivers with a confidence-inspiring ease of operation that helps them to concentrate on driving, while make time spent on board comfortable and enjoyable.

Mazda combined a focus on ergonomic excellence with state-of-the-art technology in designing the driving position, visibility, Human-Machine Interface (HMI), and audio sound quality. As a result, the new Mazda3 offers all occupants the pleasure of a natural, comfortable and relaxing driving experience.

Driving position

- The telescopic steering features an additional 20mm of movement, offering a wider adjustment range of 70mm and delivering more precise control over the adjustment of the driving position. In addition, front seat cushion tilt adjustment is now fitted as standard. This helps prevent the angle of the seat from causing the occupant's thighs to float above the cushion or placing undue pressure on the thighs. The cushion offers firm support that keeps the pelvis in an upright position to maintain an ideal seating posture.
- The gear shift lever has been moved forward and positioned higher on both automatic and manual transmission versions, making it easier to both reach and operate. The commander control has also been moved forward, the cupholders repositioned in front of the shift lever and the center armrest lengthened. This new floor console layout significantly improves operating ease and comfort.

Human-Machine Interface (HMI)

- The Active Driving Display, meters and center display have been redesigned to present information in a clearer fashion, while the fonts used were unified for visual consistency.
- The new Mazda3 features an 8.8-inch wide center display. Offering simplified operation via the commander control, it also features a new intuitive guidance system that makes the commander control easier to operate.

Visibility and Field of View

- The thickness and shape of the A-pillar design have been optimized to minimize its obstruction angle and associated blind spots. Every detail of the pillar shape has been carefully designed after calculating the degree of neck and eye movement that would not burden the driver. As a result, the new design significantly reduces blind spots ahead of the car, providing the driver with a continuous view of pedestrians or potential obstacles while maintaining a natural driving posture.



PRESS MATERIAL – MAZDA MOTOR EUROPE

- The windshield wiper operating speed control has been carefully designed to improve wiper performance. The operating angle of the wipers is also constantly adjusted in fine increments. This allows them to clean right up to the A-pillar and greatly expand visibility near the A-pillar on the driver's side. The wipers are housed beneath the bonnet line, which helps provide a clear downward view out of the windshield. In addition, the washer nozzles are attached to the wiper arms so their spray can be wiped away immediately after application. These measures combine to provide the driver with a clearer view and maintain clear visibility faster in inclement weather.

Connectivity

- Mazda's MZD Connect system now includes a Digital Owner's Manual as an app. When a warning appears on the center display, it is accompanied by an indication of the priority level and a link to the Digital Owner's Manual. The driver can then quickly access the manual for an explanation of the warning and instructions on how best to respond to the situation.

Audio system

- Mazda has conducted a series of new studies into how sounds are transmitted through a car's cabin. This has led improvements in sound quality by placing the bass speakers in corners, where the sound is amplified. To avoid the tonal quality of mid to high frequency sounds from being affected by reflection, the other speakers were positioned in the sail garnish and upper sections of the door trim, where sound is transmitted directly toward the occupant's ears. This distinguishes the sound's point of origin more naturally and enhances the depth and clarity of that sound.
- The 8-speaker standard audio system uses a three-way layout, with 3L woofers positioned on the sides of the front cowl, a pair of 2.5cm tweeters on the sail garnish and 8cm squawkers on the upper section of the front and rear door trim. The 12-speaker Bose® sound system adds an 8cm center speaker, a pair of rear satellite speakers, and a subwoofer. It also features custom tuning to provide more powerful bass and higher audio quality.



PRESS MATERIAL – MAZDA MOTOR EUROPE

MAZDA'S NEXT GENERATION OF DRIVING PLEASURE, REFINED AND FURTHER EVOLVED THROUGH HUMAN-CENTRIC DESIGN

Mazda's Jinba-ittai driving philosophy requires the car to work in perfect harmony with the driver's intentions to provide greater safety, confidence and reassurance. In working to achieve this, Mazda has remained committed to building cars according to its human-centric design philosophy.

These efforts include advancing its Skyactiv technologies. Beginning with the new Mazda3, they also include the introduction of new technologies that further evolve the level to which human-centric design is applied. The ongoing goal is to realize the ultimate expression of Jinba-ittai by enabling the driver to enjoy the pleasure of driving with natural action, as though moving his or her own body without any need for conscious effort.

These new technologies are founded on intensive human research studies that go beyond merely studying body characteristics and movements by also investigating emotional responses. Rather than simply pursuing mechanical efficiency of the human anatomy, Mazda is focusing efforts on maximising inherent physical abilities while exploring how to realize a driving experience that best matches human sensibilities.

By coordinating the development of these technologies as an organic whole, Mazda has honed a dynamic performance in which the basic movements of the car – accelerating, turning and stopping – feel natural to the driver.

The new Mazda3 is powered by the latest Skyactiv engines, including Mazda's new Skyactiv-X, and also adopts the latest iteration of Skyactiv-Vehicle Architecture, adding a new layer of polish to its driving dynamics.

Powertrains

- The gasoline engine line-up for the new Mazda3 in Europe features 1.5 and 2.0-litre versions of the latest Skyactiv-G powerplant. Both units adopt optimised intake port and piston shape, split fuel injection and a coolant control valve to deliver higher levels of dynamic performance, fuel economy and environmental friendliness.
- A Skyactiv-D 1.8 diesel engine is also available. The use of ultra-high-response multi-hole piezo injectors equips the engine with high-pressure, precisely controlled multi-stage injection. This realises a finer balance of enhanced fuel economy, quietness and reduced exhaust gases, while also delivering smoother, more robust performance.
- This is the first production car to feature Mazda's innovative Skyactiv-X SPCCI (Spark Plug Controlled Compression Ignition) engine. Features include superior initial response, powerful torque, faithful linear response and free-revving performance. The engine is assisted by Mazda's intelligent new M Hybrid system, which supports greater gains in fuel economy, and achieves higher levels of driving pleasure and environmental friendliness. The new M Hybrid system is also available for Skyactiv-G engines.



PRESS MATERIAL – MAZDA MOTOR EUROPE

i-Activ AWD

- Mazda's evolved i-Activ AWD now features 'four-wheel vertical load' detection, and works in harmony with G-Vectoring Control Plus (GVC Plus) to control torque distribution between the front and rear wheels. As a result, it is more capable of responding faithfully to the driver's intentions, regardless of driving conditions. The upgraded i-Activ AWD system also reduces overall mechanical loss by approximately 60% over the previous model, contributing to improved fuel economy.
- G-Vectoring Control Plus (GVC Plus) adds direct yaw moment control via the brakes. This enables the car to better handle emergency avoidance maneuvers and offers more confidence-inspiring controllability in various situations, including lane changes at high speed and driving on slippery roads.

SKYACTIV-VEHICLE ARCHITECTURE

Next-generation Structure Technologies

- The seats adopt a basic structure designed to maintain the natural S-shaped curve of the spine. The seat cushion and lower seatback support the lower pelvis, upper pelvis and thighs to keep the pelvis in an upright position, while the upper seatback bolsters the centre of gravity center of the rib cage. This structure enables the driver to stabilize his or her head naturally by shifting his or her pelvis and spine to maintain balance without any conscious effort.
- The bodyshell is a further evolution of Mazda's straight framework and continuous ring structure concept. New front-to-back connections complement the existing vertical and lateral connections of the previous body to form multi-directional ring structures. This increases rigidity while reducing lag in the transmission of energy, which helps maximize the function of the dampers and tires. By concentrating energy input from the road surface in specifically chosen locations and adopting a newly developed damping structure that helps absorb it, vibration that causes noise is reduced without increasing vehicle weight.
- Based on the concept of smoothing the transmission of force to the sprung mass over time, the suspension system uses MacPherson struts in front and a newly developed torsion beam set-up to the rear. A new spherical shape for the internal structure of the bushings combines with new suspension geometry to realise lag-free transmission and linear action.

Reduced NVH

- As a result of Mazda's human research studies, development focused on three sound characteristics that directly impact cabin occupants. Those are 'sound volume', 'changes in pitch and tone over time', and 'the direction from which sounds originate'. Suppressing noise generation and reducing its volume, while also controlling the fluctuations in and direction of sounds, is aimed not only at achieving a 'quiet' cabin environment but also at providing a 'high quality quietness' that is satisfying to all cabin occupants.



PRESS MATERIAL – MAZDA MOTOR EUROPE

- To improve the basic insulation qualities key to reducing NVH, the new Mazda3 marks Mazda's first application of a 'two-wall' structure that leaves space between the body and carpeting on the floor. Considering the carpet and the body panel as two walls, and then designing them to match the characteristics of the fiber material attached to the carpet increases acoustic efficiency without increasing weight. The number of holes in the carpeting has also been reduced wherever possible to significantly enhance sound insulation.
- Measures to deal with road noise focused on minimizing noise and vibrations, and to make any noises transmitted when the road surface changes reach the ears of cabin occupants in a linear fashion. The improved sound absorption qualities of the headliner and floor mats effectively suppress high-frequency noise. Tires with optimized vertical spring action and increased rigidity at possible entry points help prevent the transmission of unwanted vibrations to the cabin. Lag-free transmission of permitted sounds and vibrations create a more reassuring and comfortable cabin environment.



PRESS MATERIAL – MAZDA MOTOR EUROPE

SAFETY FEATURES DESIGNED TO EXCEL IN THE REAL WORLD

The fundamental aims of Mazda Proactive Safety are to offer the driver confidence-building reassurance and to afford all cabin occupants a thoroughly enjoyable driving experience.

Based on this philosophy, the development team evolved basic ergonomics such as the driving position, pedal layout and good visibility, along with advanced i-Activsense systems and passive safety technologies designed to protect cabin occupants in the event of a collision.

With an eye on the future, Mazda is constantly evolving the levels of safety offered by its cars. The aim is to provide a safe and reassuring driving experience for everybody, from novice drivers with little time behind the wheel, to elderly drivers and passengers in the rear seats. Mazda is committed to further advancing its safety technologies as it works step-by-step toward making car accidents a thing of the past.

Active safety: i-Activsense

- The new Mazda3 is available with Mazda's newly developed Driver Monitoring system. The system uses both an infrared camera and infrared LED to observe the driver's condition while driving. It monitors how wide open the driver's eyelids are at any given time, the number of times he or she blinks, and also the angle of the mouth and face in order to determine levels of drowsiness or fatigue. It also monitors the driver's line of sight and eye movement to determine when the driver is being inattentive. If the system judges that the situation has become dangerous, it sounds an alert to make the driver aware and works in conjunction with the Smart Brake Support (SBS) system to shorten the time required for the brake warning to sound.
- Front Cross Traffic Alert (FCTA) is available on the new Mazda3. The system uses newly adopted front side radars to detect other vehicles approaching from blind spots at the front right or left of the vehicle and alert the driver of their presence. This helps prevent a common cause of accidents, when cars enter a T junction with a partially obscured view.
- Also available on the new Mazda3 is Mazda's new Cruising & Traffic Support (CTS) system. CTS contributes to reduced driver fatigue by assisting with accelerator, brake pedal and steering operations when stuck in traffic jams on the highway. It also supports a safer, more reassuring and more comfortable driving experience in conditions that demand constant operation of the assisted functions.

Passive safety

- The ratio of ultra-high-tensile steel rated 980MPa or higher has been greatly increased, from 3% on the previous model to 30% on the new Mazda3. This, combined with the addition of a new perimeter beam and rear side frames that deform in an accordion-style pattern, creates a solid body that can withstand impact force and a frame structure that effectively absorbs energy.



PRESS MATERIAL – MAZDA MOTOR EUROPE

- The new Mazda3 introduces a new driver's knee airbag. A first on a Mazda car, this will be included as standard equipment worldwide. By suppressing forward motion of the driver's body in the event of a collision, this new airbag helps lessen injuries to the driver's legs, chest and abdomen. Each of the side airbags is divided into a front and rear chamber. Using reduced air pressure in the forward chamber and higher pressure in the rear chamber reduces the load taken by the rib cage, while firmly holding the body in place.
- The bonnet adopts a new energy-absorbing inner structure designed to gradually dampen the impact force of a pedestrian's head from the initial moment of contact, more quickly absorbing the impact energy. The front bumper is designed to support the thigh and shins if contact is made with a pedestrian's legs, while softening the blow to the knee area. This reduces the degree of injury to the knees and ligaments due to bending and twisting.



PRESS MATERIAL – MAZDA MOTOR EUROPE

MAJOR SPECIFICATIONS EUROPE

| | |
|---------------------------------|--|
| Body type | Sedan/Hatchback |
| Seating capacity | 5 persons |
| Overall length x width x height | Sedan: 4,662mm x 1,797mm x 1,445mm Hatchback: 4,459mm x 1,797mm x 1,440mm |
| Wheelbase | 2,725mm |
| Engine | Skyactiv-G 1.5 Skyactiv-G 2.0 Skyactiv-D 1.8 Skyactiv-X |
| Transmission | 6-speed automatic transmission 6-speed manual transmission |
| Front suspension | MacPherson strut |
| Rear suspension | Torsion beam |
| Steering type | Rack-and-pinion |
| Brake (front/rear) | Vented discs/solid discs |
| Tires | 205/60R16 215/45R18 |

Inquiries:

Mazda Motor Europe GmbH

Postfach 10 09 60 | D-51309 Leverkusen

Tel: +49 2173 943 505 | Fax: +49 2173 943 553

mazda-press@mazdaeur.com | www.mazda-press.com

zoom-zoom

For further information please contact:

Mazda Motor Europe GmbH, Hitdorfer Strasse 73, D-51371 Leverkusen

mazda-press@mazdaeur.com, www.mazda-press.com



PRESS MATERIAL – MAZDA MOTOR EUROPE

CONTACTS MAZDA MOTOR EUROPE

| Countries | Contacts | Telephone |
|---|--|-------------------|
| Europe Mazda Motor Europe GmbH www.mazda-press.com | John Rivett jrivett@mazdaeur.com | +49 172 654 3206 |
| Austria Mazda Austria GmbH www.mazda-press.at | Iris Schmid iris.schmid@mazda.at | +43 463 3888 226 |
| Albania Mazda Central and South East Europe | Robert Špiranec spiranec@mazda.hr | +385 1 6060 259 |
| Belarus Atlant-M Holpy | Olga Nikishima Olga_Nikishima@atlantm.com | +375 172 010 010 |
| Belgium Mazda Motor Belux www.mazda-press.be | Peter Gemoets gemoetsp@mazdaeur.com | +32 3 860 66 05 |
| Bosnia & Herzegovina Mazda Central and South East Europe | Robert Špiranec spiranec@mazda.hr | +385 1 6060 259 |
| Bulgaria Mazda Central and South East Europe | Robert Špiranec spiranec@mazda.hr | +385 1 6060 259 |
| Croatia Mazda Motor Croatia www.mazda-press.com.hr | Robert Špiranec spiranec@mazda.hr | +385 1 6060 259 |
| Cyprus Mazda Cyprus A.Stefanides & Son Automotive Ltd | Elena Evgeniou e.evgeniou@gpa.com.cy | +357 2258 1121 |
| Czech Republic Mazda Motor Czech Republic www.mazda-press.cz | Markéta Kuklová mkuklova@mazdaeur.com | +420 739 681 120 |
| Denmark Mazda Motor Danmark www.mazda-press.dk | Jannik Olsen jolsen@mazdaeur.com | +45 43 25 21 06 |
| Finland Inchcape Motors Finland Oy | Sampo Salovuori sampo.salovuori@inchcape.fi | +358 50 572 6000 |
| France Mazda Automobiles France S.A.S. www.mazda-presse.fr | David Barrière david.barriere@mazda.fr | +33 1 61 01 65 95 |
| Germany Mazda Motors (Deutschland) GmbH www.mazda-presse.de | Jochen Münzinger jmuenzinger@mazda.de | +49 2173 943 220 |
| Hungary Mazda Motor Hungary KFT www.mazda-press.hu | Eszter Burovinc burovinc@mazda.hu | +36 1 464 5007 |



PRESS MATERIAL – MAZDA MOTOR EUROPE

| | | |
|---|---|-------------------|
| Rep. of Ireland Mazda Motor Ireland www.mazda-press.ie | Avril Brophy abrophy@mazdaeur.com | +353 1233 476 0 |
| Italy Mazda Motor Italia S.r.l. www.mazda-press.it | Erika Giandomenico egiandomenico@mazdaeur.com | +39 06 60 297 800 |
| Luxemburg Mazda Motor Belux www.mazda-press.lu | Peter Gemoets gemoetsp@mazdaeur.com | +32 3 860 66 05 |
| Macedonia Mazda Central and South East Europe | Robert Špiranec spiranec@mazda.hr | +385 1 6060 259 |
| Malta GasanZammit Motors Ltd. | Sarah Kennard skennard@mps.com.mt | +356 2569 72 06 |
| Moldavia Mazda Central and South East Europe | Eszter Burovinc burovinc@mazda.hu | +36 1 464 5005 |
| Montenegro Mazda Central and South East Europe | Robert Špiranec spiranec@mazda.hr | +385 1 6060 259 |
| Netherlands Mazda Motor Nederland www.mazda-press.nl | Jur Raatjes jraatjes@mazdaeur.com | +31 182 685 080 |
| Norway Mazda Motor Norge www.mazda-press.no | Petter Chr. Grüner Brinch pbrinch@mazdaeur.com | +47 66 81 87 81 |
| Poland Mazda Motor Poland www.mazda-press.pl | Szymon Soltysik ssoltysik@mazdaeur.com | +48 223 181 980 |
| Portugal Mazda Motor de Portugal Lda www.mazda-press.pt | Sandra Ferro sferro@mazdaeur.com | +351 21 351 2774 |
| Romania Free Communication | Daniel Amzar daniel.amzar@freecomm.ro | +40 21 20 74 740 |
| Russia Mazda Motor RUS www.mazda-press.ru | Maria Maguire mmaguire@mazdaeur.com | +7 499 500 4856 |
| Serbia Mazda Central and South East Europe | Robert Špiranec spiranec@mazda.hr | +385 1 6060 259 |
| Slovakia Mazda Motor Slovak Republic www.mazda-press.sk | Markéta Kuklová mkuklova@mazdaeur.com | +420 739 681 120 |
| Slovenia Mazda Motors Slovenia (MMS d.o.o.) www.mazda.si | Dimitrij Vušnik dimitrij.vusnik@mazda.si | +386 1 420 40 89 |



PRESS MATERIAL – MAZDA MOTOR EUROPE

| | | |
|--|--|-------------------|
| Spain Mazda Automóviles España S.A. www.mazda-press.es | Natalia García ngarcia@mazdaeur.com | +34 91 418 5468 |
| Sweden Mazda Motor Sverige www.mazda-press.se | Johan Lagerström jlagerstrom@mazdaeur.com | +46 300 31 810 |
| Switzerland Mazda (Suisse) SA www.mazda-press.ch | Giuseppe Loffredo gloffredo@mazda.ch | +41 22 719 3360 |
| Turkey Mazda Turkey www.mazda-medya.com | Hülya Pamuk hpamuk@mazdaeur.com | +90 216 430 70 60 |
| Ukraine AUTO International | Julia Sivak sivak@auto-intl.kiev.ua | +380 442 30 15 04 |
| United Kingdom Mazda Motors UK Ltd. www.mazda-press.co.uk | Graeme Fudge gfudge@mazdaeur.com | +44 1 322 622 691 |