

MAZDA CX-5





HUMAN-CENTRIC DESIGN: THE KEY TO COMMUNICATION

Human-centric design is the key to complete and intuitive communication between you and CX-5. 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 MZD 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.

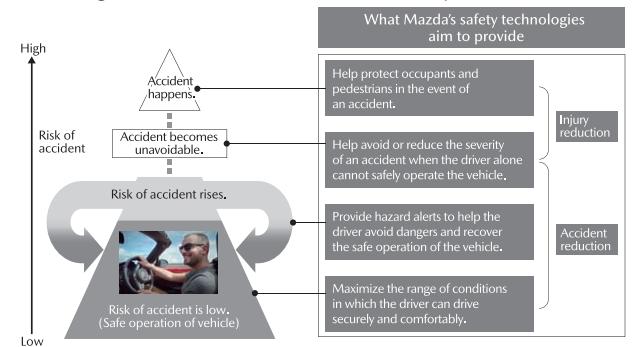




HUMAN-CENTRIC INNOVATION: THE KEY TO SAFER, MORE SECURED DRIVING

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. Safer driving demands early recognition of potential hazards, good judgment and appropriate action, and Mazda works to support these essential functions so you can drive securely and with peace of mind despite changing driving conditions. First is an optimum driver environment with good visibility, well-positioned controls, easy-to-read instruments and minimal distractions. Next is i-Activsense, a portfolio of active safety measures to incrementally warn you when a potentially dangerous situation is developing. Finally there is passive safety, designed to help protect occupants and minimize injuries if an accident should occur.

Driving with Mazda Proactive Safety



EXTERIOR AND INTERIOR COLOURS

BODY COLOURS



Soul Red Crystal Metallic (46V)



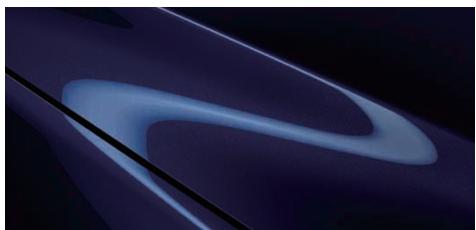
Machine Grey Metallic (46G)



Polymetal Grey Metallic (47C)



Eternal Blue Mica (45B)



Deep Crystal Blue Mica (42M)



Sonic Silver Metallic (45P)



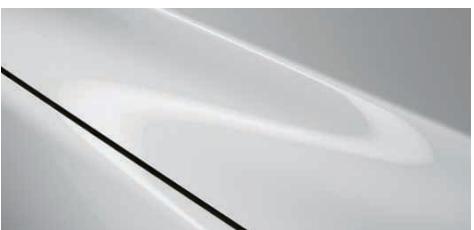
Titanium Flash Mica (42S)



Jet Black Mica (41W)



Snowflake White Pearl Mica (25D)



Arctic White (A4D)

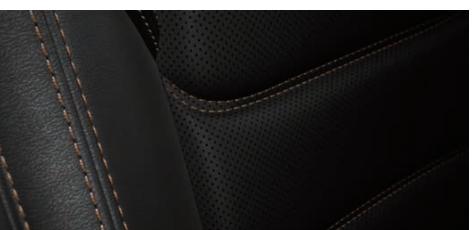
SEAT MATERIALS



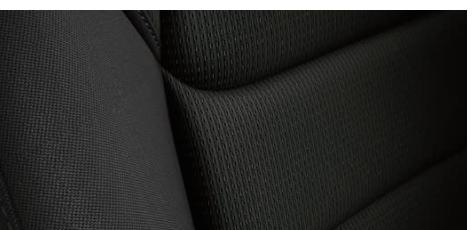
Nappa leather, Deep Red



Leather, Pure White



Leather, Black



Cloth B, Black

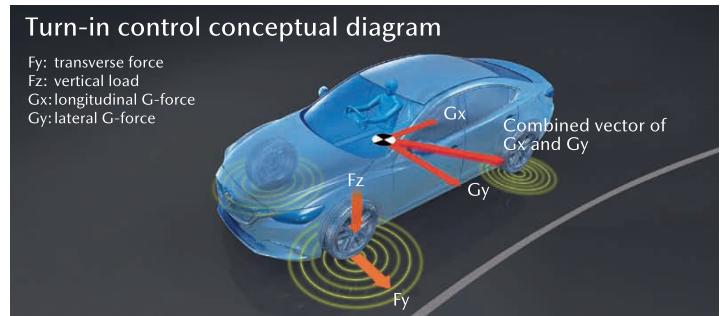
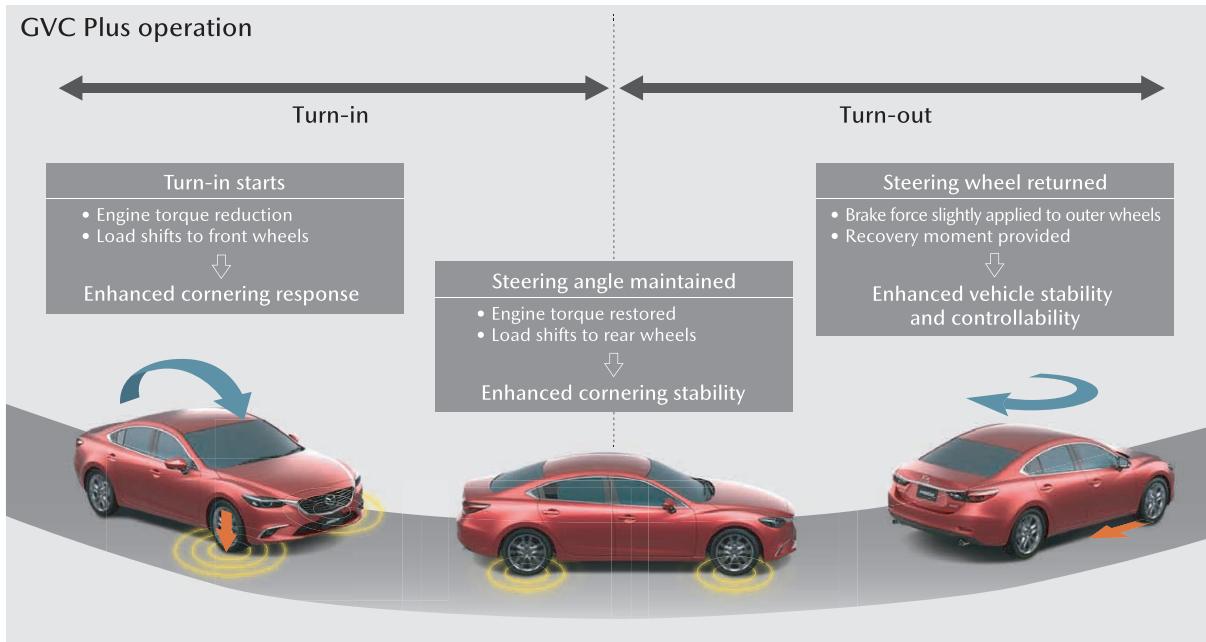




HUMAN-CENTRIC ENGINEERING: THE KEY TO SATISFACTION

At Mazda, driver satisfaction is always the driving force. So all our research and development is centred on you, the driver, to give you the confidence and peace of mind that comes with Mazda's trademark Jinba-ittai feeling of unity with the car. And to deliver soul-stirring driving along with superior safety and environmental performance, Mazda developed the innovative Skyactiv Technology. Now Skyactiv Technology is even further evolved with Skyactiv-Vehicle Dynamics and G-Vectoring Control Plus (GVC Plus) to deliver outright driving pleasure for the driver alongside unparalleled comfort

and serenity for all on board. Taking how you and your passengers physically experience CX-5's dynamic, unprecedented SUV performance as their base, Mazda's human-centred innovations open a new world of enjoyment of the road.



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 fee dback, 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.

SPECIFICATIONS

PARTICULARS	[MAZDA CX 5] 2.0L HIGH	[MAZDA CX 5] 2.5L HIGH +
• Overall length (mm)	4550	
• Overall width (mm)	2115	
• Overall height (mm)	1680	
• Gross vehicle weight (kg)	2050(HIGH)	2140(HIGH+)
• Engine Type		
Displacement (litre)	1990(HIGH)	2488(HIGH+)
Maximum output (kW/rpm)	115Kw@6000rpm	140Kw@6000rpm
Maximum torque (Nm/rpm)	200Nm@4000rpm	250Nm@4000rpm
• Transmission	6EAT	
• Suspension	Front/rear MacPherson Strat Multi Link	
• Brakes	Front/rear Ventilated disk & RR Disk, Strat, /Rr:EPB	
• Tyre size	225/55R19	