For immediate release 25th November 2015

**New Mazda3 SKYACTIV-D 1.5 on-sale from 1st December**

**with CO2 emissions of just 99g/km**

* Mazda3 line-up enhanced with addition of 105ps 1.5-litre SKYACTIV-D diesel engine.
* Refined, smooth and punchy SKYACTIV-D 1.5 available with hatchback and Fastback models.
* Delivers CO2 emissions from just 99g/km and combined economy of 74.3mpg.
* Available in SE, SE Nav, SE-L, SE-L Nav and Sport Nav trim from £18,895 on-the-road.

Mazda has added its smooth, frugal and clean 1.5-litre SKYACTIV-D diesel engine to the Mazda3. Having made its debut in the all-new Mazda2 and all-new Mazda CX-3, the 105ps SKYACTIV-D will boost the Mazda3 model line-up with frugal economy and sub-100g/km CO2 emissions.

Designed to appeal to both fleet and private buyers, when matched to the six-speed SKYACTIV-MT manual transmission, the 105ps SKYACTIV-D emits just 99g/km with a combined economy of 74.3mpg. Available in hatchback and Fastback body styles, the new 1.5 SKYACTIV-D is offered across all trim levels with prices starting at just £18,895 on-the-road, while ensuring even more customer choice, the hatchback version of the SKYACTIV-D 1.5 can be specified with a six-speed SKYACTIV-DRIVE automatic transmission.

In a UK marketplace that now sees 42 per cent of C-segment diesel sales delivering sub 100g/km CO2 emissions, Mazda’s SKYACTIV-D 1.5 will ensure the Mazda3 is now a strong contender in this competitive area of the family hatch market. With 270Nm of torque and 0-62mph performance of 11.0 seconds\*, the Mazda3 SKYACTIV-D 1.5 delivers the no compromise blend of performance, refinement and efficiency demanded by customers in this sector.

Developed with same Defy Convention approach as Mazda’s larger SKYACTIV-D 2.2, the smaller capacity diesel features an exceptionally low 14.8:1 compression ratio that sets new standards of efficiency and performance. When the compression ratio is lowered, compression temperature and pressure at top dead centre decrease. Consequently, ignition takes longer even when fuel is injected near top dead centre, enabling better mixture of air and fuel.

The advanced engine features high-dispersion solenoid fuel injectors to suppress cooling losses and provide the optimum injection pattern for the given driving conditions. This improves both combustion efficiency and engine refinement levels. In addition, the combustion chamber features a unique ‘shouldered’ design to suppress flow around the lip of the chamber and prevent combustion gas cooling.

As you’d expect, the engine comes as standard with Mazda’s i-stop idle-stop system, which delivers the world’s fastest restarts on a diesel engine. With a single variable turbine geometry turbocharger that delivers boost from low engine speeds and uses a rotation speed sensor to maintain output through to higher revs, the Mazda3 SKYACTIV-D 1.5 delivers excellent flexibility at cruising speeds and strong in-gear response. With peak torque of 270Nm available between 1,600 and 2,500rpm, the high-pressure exhaust gas recirculation system is supplemented by a low-pressure exhaust gas recirculation system to further enhance engine response, while the water-cooled intercooler is integrated into the engine’s lightweight manifold.

Steve Tomlinson, Head of Fleet Mazda UK: “putting the 1.5-litre SKYACTIV-D into the Mazda3 will significantly increase the appeal of the Mazda3 to those fleets who prefer their drivers to run vehicles with a sub 2.0-litre engine, and with CO2 emissions from 99g/km this will also make the car more popular with drivers who place low BIK taxation near the top of their consideration criteria” Adding, “I am confident that the addition of the Mazda3 1.5-litre diesel derivative to Mazda’s already extensive corporate vehicle choice list will enhance our fleet appeal even further when the car goes on sale on the 1st December.”

\*manual gearbox

- Ends -

Further press information is available at [www.mazda-press.co.uk](http://www.mazda-press.co.uk)

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**Pricing**

**Hatchback**

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| --- | --- | --- | --- | --- |
| **SKYACTIV-D Diesel** | **‘On the road’ retail** | **CO2**  **(g/km)** | **RFL**  **Band** | **Insurance Group** |
| 1.5 105ps SE | £18,895 | 99 | A | TBC |
| 1.5 105ps SE Nav | £19,495 | 99 | A | TBC |
| 1.5 105ps SE Auto | £20,095 | 114 | C | TBC |
| 1.5 105ps SE Nav Auto | £20,695 | 114 | C | TBC |
| 1.5 105ps SE-L | £20,395 | 99 | A | TBC |
| 1.5 105ps SE-L Nav | £20,995 | 99 | A | TBC |
| 1.5 105ps SE-L Auto | £21,595 | 114 | C | TBC |
| 1.5 105ps SE-L Nav Auto | £22,195 | 114 | C | TBC |
| 1.5 105ps Sport Nav | £21,945 | 99 | A | TBC |
| 1.5 105ps Sport Nav Auto | £23,145 | 114 | C | TBC |

**Fastback**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **SKYACTIV-D Diesel** | **‘On the road’ retail** | **CO2**  **(g/km)** | **RFL**  **Band** | **Insurance Group** |
| 1.5 105ps SE | £18,895 | 99 | A | TBC |
| 1.5 105ps SE Nav | £19,495 | 99 | A | TBC |
| 1.5 105ps SE-L | £20,395 | 99 | A | TBC |
| 1.5 105ps SE-L Nav | £20,995 | 99 | A | TBC |
| 1.5 105ps Sport Nav | £21,945 | 99 | A | TBC |

*NB ‘On the road’ prices include 20.0% VAT, number plates, delivery, 12 months road fund license, first registration fee, 3 year or 60,000 mile warranty and 3 years European Roadside Assistance. All models are available with free 7-day drive away insurance.*

**Technical Information – SKYACTIV-D 1.5 Diesel Engine**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | | | **Hatchback** | | **Fastback** |
| 1.5 SKYACTIV-D Diesel 105ps Manual | 1.5 SKYACTIV-D Diesel 105ps Automatic | 1.5 SKYACTIV-D Diesel 105ps Manual |
| **Engine** | | | | | |
| Engine Type | | | DOHC 16v | DOHC 16v | DOHC 16v |
| Displacement (cc) | | | 1499 | 1499 | 1499 |
| Bore x Stroke (mm) | | | 76.0 x 82.6 | 76.0 x 82.6 | 76.0 x 82.6 |
| Valves per cylinder | | | 4 | 4 | 4 |
| Fuel injection system | | | Direct Injection | Direct Injection | Direct Injection |
| Compression ratio | | | 14.8:1 | 14.8:1 | 14.8:1 |
| i-Stop | | |  |  |  |
| **Performance** | | | | | |
| Max. Power ps | | | 105/4000 | 105/4000 | 105/4000 |
| kW | | | 77/4000 | 77/4000 | 77/4000 |
| Max. torque (Nm/rpm) | | | 270/2500 | 270/2500 | 270/2500 |
| Acceleration (0-62 mph in sec) | | | 11.0 | 11.6 | 11.0 |
| Top Speed (mph) | | | 116 | 113 | 116 |
| **Fuel Economy & Emissions** | | | | | |
| Fuel consumption mpg (1/100km) | | Urban | 65.7 (4.3) | 57.6 (4.9) | 65.7 (4.3) |
| Extra Urban | 80.7 (3.5) | 68.9 (4.1) | 80.7 (3.5) |
| Combined | 74.3 (3.8) | 64.2 (4.4) | 74.3 (3.8) |
| CO2 emissions (g/km) | | | 99 | 114 | 99 |
| EC emission level | | | Euro VI | Euro VI | Euro VI |
| Fuel tank capacity (litres) | | | 51 | 51 | 51 |
| **Weights** | | | | | |
| Kerb weight (kg) incl. Driver (75kg) | | | 1420 | 1445 | 1415 |
| Permitted gross vehicle weight (kg) | Total | | 1870 | 1900 | 1870 |
| Front/Rear | | 985/885 | 1015/885 | 985/885 |
| Permitted axle load, front/rear (kg) | | | 1015/940 | 1040/945 | 1015/940 |
| Towing Limit (kg); Braked (12% gradient) | | | 1300 | 1300 | 1300 |
| Maximum roof load (kg) | | | 75 | 75 | 75 |