

Next-generation Mazda2 to feature new clean diesel

- Company announces ultra-efficient SKYACTIV-D 1.5 for next-generation supermini
- Small-displacement unit to offer ideal blend of performance and fuel economy

Hiroshima / Leverkusen, 11 June 2014. Mazda confirms its all-new Mazda2 will debut with the SKYACTIV-D 1.5, a brand-new 1.5-litre clean diesel engine, when the convention-challenging carmaker introduces its next-generation B-segment model, which will be initially launched in Japan.

First unveiled in March at the Geneva International Motor Show alongside the Mazda Hazumi concept (the basis for the all-new Mazda2), the SKYACTIV-D 1.5 shares much with its award-winning sibling: The SKYACTIV-D 2.2 clean diesel available for the Mazda CX-5, Mazda6 and Mazda3. The SKYACTIV-D 1.5 was developed in the pursuit of ideal combustion despite a very low compression ratio. As a result, the engine boasts outstanding dynamic performance from standstill to its unusually high redline.

New innovations for the small-displacement newcomer to the SKYACTIV range include an expanded homogenous lean burn range, even less mechanical resistance, and new insulation technology to counter the increased cooling loss associated with a smaller engine. So it's exceptionally efficient and clean, delivering top-class fuel economy and emissions, and will comply with Euro 6 without needing pricey exhaust aftertreatment.

In addition to the SKYACTIV-D 1.5, the all-new Mazda2 will come equipped with the full line-up of SKYACTIV Technology, including the highly efficient six-speed SKYACTIV-Drive automatic and SKYACTIV-MT manual transmissions. It will also have the carmaker's fuel-saving i-stop idle-stop and i-ELOOP brake energy regeneration systems. Mazda expects its new clean diesel-powered supermini to achieve the best fuel economy of any combustion-engine powered vehicle available in Japan*. The SKYACTIV-D 1.5 should be popular in Europe, too. The company believes the next Mazda2 will follow in the tracks of existing SKYACTIV-based Mazdas, among other things in terms of outstanding real-world fuel consumption and Mazda's characteristic driving fun.

* According to Japan's strict JC08 test cycle, excluding hybrids and microcars

SKYACTIV-D 1.5: What's new

- Combustion mode transition control technology and high dispersion solenoid injectors to suppress cooling losses

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- High- and low-pressure exhaust gas recirculation used to extend the homogeneous lean burn range, improving fuel economy and the sense of performance
- Cooling water control valves and water jacket spacers to improve combustion efficiency while reducing mechanical resistance
- Variable geometry turbocharger with rotation sensor to deliver plentiful boost pressure throughout the engine's rpm range
- Intercooler integrated into the intake manifold to improve acceleration response and turbocharger efficiency

SKYACTIV-D 1.5: Key specifications (Mazda in-house measurements) Engine type	In-line four-cylinder DOHC 16 valve direct-injection diesel
Displacement	1,497cm ³
Bore x stroke	76.0mm x 82.5mm
Compression ratio	14.8:1
Maximum power output (net)	77kW / 105PS at 4,000rpm
Maximum torque (net)	250Nm at 1,500-2,500rpm

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