Visit our showrooms for a test drive today.

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For more information, please visit www.mazda.com.sg. For corporate sales, please contact us at corporatesales@mazda.com.sg or 9888 9981

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**THE NEW MAZDA CX-5**

*NOW WITH CYLINDER DEACTIVATION SYSTEM*
Each and every vehicle we build must understand the driver's desires and respond exactly as intended.

Our core belief is true driving pleasure begins at the moment you experience the car as an extension of your body.

Aiming to engineer vehicles achieving unprecedented unity with the driver, Mazda renews its commitment to the challenge.
Beauty finely honed, shorn of non-essentials

Our aim was to refine toughness and give it mature dignity. And so, in creating this well-planted, muscular body with its elegant style and superior fit and finish, we focused on a Japanese aesthetic in pursuit of the honed beauty that comes only when all non-essential elements are eliminated.

Form, colours and textures are all strikingly beautiful in their simplicity, and are bold yet matured, making the new CX-5 a superlative demonstration of the further evolution of the KODO concept that brings pure vitality into car design.
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 this suite of technological breakthroughs enters a new phase with SKYACTIV-VEHICLE DYNAMICS and its debut function G-Vectoring Control (GVC) to deliver outright driving pleasure for the driver alongside unparalleled comfort and serenity for all on board. Taking 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.

Exhilarating, fun driving combined with unprecedented environmental and safety performance — it seems like an impossible dream. And it required tearing up the rule-book of conventional ideas plus a series of quantum leaps in technology to realize. But this is what inspired the development of SKYACTIV TECHNOLOGY and what continues to drive its evolution along a path charted by human-centric engineering. From its very beginnings, SKYACTIV TECHNOLOGY was squarely aimed at eliminating inefficiency and waste throughout the entire vehicle to deliver unheard-of levels of fuel efficiency along with cutting-edge safety and unmatched driving pleasure, helping to realize Mazda's future vision of ‘Sustainable Zoom-Zoom’. Jinba-ittai is what makes every Mazda so special. The outcome of Mazda’s human-centric design and development philosophy, Jinba-ittai lets the driver control the vehicle — whether turning, braking or just cruising — as simply and naturally as if it were an extension of his or her body. Now, to take this concept to the next level, CX-5 introduces SKYACTIV-VEHICLE DYNAMICS. This new addition to SKYACTIV TECHNOLOGY provides integrated control of the engine, transmission, chassis and body to further enhance the Jinba-ittai feel of connectedness between car and driver. As opposed to conventional vehicles where these four key areas are controlled separately, SKYACTIV-VEHICLE DYNAMICS takes a holistic, human-centred approach with real-time feedback and dynamic interaction occurring between the driver and amongst these four pillars of vehicle control. The result is an involving, exhilarating drive as CX-5 responds to your every intention with crisp, confidence-inspiring linearity and predictability. This innovative, new-generation vehicle dynamics control system is the fruit of a multi-year initiative undertaken in pursuit of the ideal in rewarding sensations for both driver and passengers, as well as the ultimate in vehicle dynamics. It sets a new benchmark for driver satisfaction.

The birth and evolution of SKYACTIV TECHNOLOGY

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The next step: SKYACTIV-VEHICLE DYNAMICS

G-Vectoring Control makes every twist to the road. The outcome of Mazda’s human-centric design and development philosophy, G-Vectoring Control is the driver controlling the vehicle – whether turning, braking or just cruising – as simply and naturally as if it were an extension of his or her body. Now, to take this concept to the next level, CX-5 introduces SKYACTIV-VEHICLE DYNAMICS. This new addition to SKYACTIV TECHNOLOGY provides integrated control of the engine, transmission, chassis and body to further enhance the Jinba-ittai feel of connectedness between car and driver. As opposed to conventional vehicles where these four key areas are controlled separately, SKYACTIV-VEHICLE DYNAMICS takes a holistic, human-centred approach with real-time feedback and dynamic interaction occurring between the driver and amongst these four pillars of vehicle control. The result is an involving, exhilarating drive as CX-5 responds to your every intention with crisp, confidence-inspiring linearity and predictability. This innovative, new-generation vehicle dynamics control system is the fruit of a multi-year initiative undertaken in pursuit of the ideal in rewarding sensations for both driver and passengers, as well as the ultimate in vehicle dynamics. It sets a new benchmark for driver satisfaction.
G-Vectoring Control Plus (GVC Plus)

Enhanced chassis performance via intelligent engine control

Conventionally both lateral and frontward G-forces are controlled separately, with the engine and brakes being utilized to ensure stability along the direction of vehicle travel and to dynamically optimize the vehicle's mass distribution during acceleration and deceleration. With GVC Plus, however, the system can optimize both lateral and longitudinal G-forces to maintain vehicle stability, especially at turn-in. During cornering, GVC Plus slightly delays front brake force to the outer wheels as the steering wheel is returned to the centre position, providing a recovery moment that helps to transfer the vehicle to a straight line. The result is not only consistent effectiveness over a range of situations from low-speed everyday driving to high-speed sporty driving, but also enhanced vehicle stability and passenger comfort.

GVC Plus operation

- Enhanced vehicle stability and controllability
- Optimal cornering performance
- Smooth and predictable steering

Turn-in control concept diagram

Enhanced steering assistance
- Improved handling performance
- Precise vehicle response

Turn-out control concept diagram

Enhanced steering stability
- Reduced body roll
- Improved cornering response

Highly Efficient SKYACTIV-G 2.0 Direct-injection Gasoline Engine

This 2.0-litre engine features a balance between the spirited performance of a 1.5-litre unit and excellent fuel efficiency. With its 205hp output port, new shapes of piston in the cylinder block, new shapes of header intake port and exhaust port, and new shapes of intake and exhaust valves, SKYACTIV-G 2.0 achieves high levels of dynamic performance, fuel economy, and emissions improvement. The same update as SKYACTIV-G 2.0 is applied. In addition, a new cylinder deactivation system is introduced, which reduces fuel consumption when driving at constant speeds between 60-90 km/h.

Cylinder deactivation

- Reduces fuel consumption by 2–3 percent
- Improves fuel efficiency
- Maintains consistent performance

SKYACTIV-G 2.0

Max. power: 143 kW (194ps)/6,000 rpm
Max. torque: 258 Nm/4,000 rpm
Fuel Consumption: 9.2 L/100 km (Urban) / 6.0 L/100 km (Extra-Urban)
Compression Ratio of Compression Ratio: 13.0:1
CO₂ Emission: 158 g/km

Highly Efficient SKYACTIV-G 2.5 Direct-injection Gasoline Engine

This 2.5-litre engine is designed to provide a smooth, refined driving experience with excellent fuel efficiency. With its 195hp output, new shapes of piston in the cylinder block, new shapes of header intake port and exhaust port, and new shapes of intake and exhaust valves, SKYACTIV-G 2.5 achieves high levels of dynamic performance, fuel economy, and emissions improvement. SKYACTIV-G 2.5 Direct-injection Gasoline Engine

Max. power: 179 kW (245ps)/6,000 rpm
Max. torque: 310 Nm/4,000 rpm
Fuel Consumption: 10.8 L/100 km (Urban) / 6.9 L/100 km (Extra-Urban)
Compression Ratio of Compression Ratio: 13.0:1
CO₂ Emission: 172 g/km

Cylinder deactivation

- Reduces fuel consumption by 2–3 percent
- Improves fuel efficiency
- Maintains consistent performance

SKYACTIV-G 2.5

Max. power: 179 kW (245ps)/6,000 rpm
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CO₂ Emission: 172 g/km

Figures are based on average of urban and highway driving.
SKYACTIV-BODY

Innovations in structure, construction and materials make CX-5 lighter, safer and more rigid. Straight structural members, a continuous framework and extensive use of high-tensile steel achieve the contradictory requirements of lighter weight and greater collision-resistance, particularly in the occupants’ area. In addition, thorough measures to reduce noise and vibration allow stress-free conversation while driving.

SKYACTIV-CHASSIS

To deliver sporty, involving driving, CX-5 features direct geometry at the front and a multi-link layout at the rear specifically tuned for stability at high speeds and sharp, nimble response at low and mid-range speeds. Optimized tuning of the front suspension suppresses both the floating sensation experienced by the driver and unpleasant vibrations felt by all occupants during body roll during spirited driving. Electric Power Assist Steering provides natural, responsive operation with positive feedback, as well as pinpoint control through curves and during straight-line cruising, and features new rigid mounts that heighten its desirability and rigidity.

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 of 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, all enhanced by Mazda’s further evolved recognition support. Next is i-ACTIVSENSE, a portfolio of active safety measures to incrementally warn you when a potentially dangerous situation is developing. In particular, the Advanced Smart City Brake Support (Advanced SCBS) system features a new camera that expands operating speed range for detecting pedestrians ahead, while the Adaptive LED Headlights (ALH) system is equipped with more powerful, precisely controlled LED arrays. Finally there is passive safety, designed to help protect occupants and minimize injuries if an accident should occur.

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Adaptive LED Headlights (ALH)
ALH offers the driver greater support for recognizing potential hazards when driving at night. The system improves night vision and helps the driver avoid hazardous situations by combining the use of a new 12-block array Glare-free High Beam featuring an adjustable illumination range and Wide-range Low Beams.

Adaptive Front-lighting System (AFS)
AFS promotes safer driving by allowing you to see further at intersections or around curves at night. Taking inputs from the steering angle and vehicle speed, AFS predicts the path of the road and directs the headlamp beam direction in response. When the vehicle is about to stray from its lane, a turn signal or vehicle-side detects a vehicle’s signals and modifies illumination accordingly. When the system determines lane departure is intentional (use of turn signals, etc), steering assistance is cancelled and no warnings are given. The system operates at speeds above approximately 60 km/h.

Lane-keep Assist System (LAS)
A forward sensing camera detects lane markings and assists the steering to keep you in lane. The system also alerts you when it judges an unintended lane departure is imminent, by vibrating the steering wheel or with audible alerts. When the system determines lane departure is intentional (use of turn signals, etc.), steering assistance is cancelled and no warnings are given. The system operates at speeds above approximately 65 km/h.

Lane Departure Warning System (LDWS)
LDWS senses lane markings on the road surface. When the system predicts you are moving further into another lane, the system automatically applies the brakes to help avoid collisions and mitigate collision damage when exiting between approximately 4 and 80 km/h.

Blind Spot Monitoring (BSM)
BSM uses 24GHz quasi-milliwave radar sensors to detect vehicles in the blind spots behind and to the side, and using a turn signal or vehicle-side detects a vehicle nearby. When the system detects a vehicle in the blind spot, a visual and audio warning is given.

Rear Cross Traffic Alert (RCTA)
RCTA uses the same sensors as BSM to alert the driver when it detects vehicles approaching from behind while reversing operations. Warnings are given by a flashing indicator in the door mirror and a beep.

Driver Attention Alert (DAA)
DAA uses information such as steering wheel angle, vehicle speed, and automatically applies the brakes to help avoid collisions and mitigate collision damage when traveling between approximately 4 and 80 km/h.

Advanced Smart City Brake Support (Advanced SCBS)
With the high-performance forward sensing camera, Advanced SCBS detects vehicles and pedestrians in front of the vehicle and automatically applies the brakes to help avoid collisions and mitigate collision damage when traveling between approximately 4 and 80 km/h.

Smart City Brake Support [Reverse] (SCBS R)
Ultrasonic sensors located on the rear bumper allow SCBS R to detect vehicles and obstacles behind when reversing at speeds between approximately 2 and 8 km/h. If an object is detected, the system automatically applies the brakes to help mitigate collision damage.

Advanced Front Brake Support (AFS CS)
AFS CS uses detection technology to detect objects in front of the vehicle (such as pedestrians and vehicles) and automatically applies the brakes to help avoid collisions and mitigate collision damage when traveling between approximately 4 and 80 km/h.

Other safety measures
A full complement of airbags — front, front seat side, curtain — provides another layer of protection in depth against physical shock and injury in a collision.

Notes: i-ACTIVSENSE safety features are not a substitute for safe and attentive driving. There are limitations to the range and detection of the systems. Availability of safety equipment/features varies according to country and model grade. Please consult your local dealer for more information.
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.

Modern cars constantly present more and more information which can confuse, and even distract. So Mazda engineered its HMI entirely around you, to provide detailed information with minimal eye movements and stress. Controls, instruments, steering wheel and shift lever are all ideally positioned in relation to the driver, with the main instrument cluster and steering wheel — now featuring a new ergonomic shape to optimize grip comfort — directly centred on the driver. Excellent visibility is assured thanks to A-pillars located rearward to offer a broader view of the road. CX-5 now boasts a full-colour Active Driving Display with enhanced definition, brightness and contrast to show key driving and navigation system information. It is available as either a head-up display projected onto the windscreen or as a display panel mounted just above the instrument cluster and just below your horizontal line of sight to keep you fully informed without the need to take your eyes off the road. The large, seven-inch centre display on the dash shows entertainment-related items and functions as a touchscreen when the car is stationary. In motion, the rotary commander provides control. By rotating, pressing and toggling this knob, you can operate entertainment functions while keeping your body and your eyes in the normal driving position. Unlike a touchscreen, there’s no need to look at the commander to operate it, minimizing visual distraction. The commander is surrounded by five buttons giving shortcuts to four common environment and vehicle functions.

MZD CONNECT gives you versatile internet connection via the road. It offers an extremely wide range of entertainment options when connected to your smartphone via Bluetooth®. The system’s Audio feature lets you access multiple audio sources including FM/AM radio and mobile audio players. The Communication feature can read SMS messages aloud. The Navigation feature shows your current position on a map along with a route to your specified destination. System software is easily updated to give you ongoing access to the latest services without swapping out any hardware.

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MZD CONNECT keeps you in touch

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Note: Available functions of MZD CONNECT may vary depending on the type of connected smartphone and its operating environment. Please consult our sales consultants for more information.
**New Features**

APPLE CARPLAY AND ANDROIDAUTO BUILT-IN

CarPlay is a smarter, safer way to use your phone in the car. It allows you to mirror the phone and display them directly on your car’s built-in display. You can get directions, make calls, send and receive messages and listen to music, all in a way that allows you to stay focused on the road. Just connect your phone and go.

Works with Apple iOS 12 and Android 5.0. Third-party interface providers are solely responsible for their product functionality and third-party terms and privacy statements apply. Available only for models with Mazda Connect.

**Optional Features**

MIDEN CX-5 2.5 MODELS (BODY KIT IS OPTIONAL WITH ADDITIONAL COSTS)

- Front Air dam
- Rear Air dam
- Side skirts

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**Equipment**

The climate-control system with full-auto air conditioner gives excellent heating/cooling performance with low energy consumption. Its control panel layout features a horizontal orientation to match the overall interior design.

Newly designed 19-inch aluminium wheels for the 2.5 models, while 17-inch aluminium wheels are painted grey metallic. Both enhance CX-5’s refined and elegant styling.

The three-meter cluster features a seven-inch TFT LCD colour display in the centre. In addition to vehicle speed, it shows diversified vehicle information in a clear, easy-to-read manner near the centre of the driver’s line of sight.

Newly designed 360° View Monitor system features four cameras on the front, sides and rear of the vehicle to show the area around the car on a central display. Combined with alarm sounds triggered by eight parking sensors at the front and rear, the system helps you to avoid danger when pulling into or out of a garage, approaching T-shaped intersections or passing an oncoming car on a narrow road.

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Note: Display images are composites for illustration purposes.

**Newly adopted front-seat ventilation system draws hot and humid air away from areas where the occupant’s body is in contact with the seat surface, providing a more comfortable driving environment. The system offers three-stage control over ventilation strength.**
Celebrating challenge, celebrating driving

The history of Mazda stretches back over 90 years—a history of meeting challenge head-on and winning. In 1931 Mazda became the first manufacturer of an entirely Japanese-made three-wheel vehicle, going on to cement its position as Japan’s leading maker of three-wheeled trucks, a mainstay of short-haul cargo transportation at the time. At the end of World War II, Mazda’s home base of Hiroshima lay in ruins, yet Mazda took on the challenge of reconstruction and won. In four years, Mazda had resumed export of three-wheeled trucks.

In 1961 Mazda accepted another major challenge: development and commercialization of the rotary engine. This unique design for the internal combustion engine presented a host of technological hurdles including development of new materials and the improvement of processing technology precision. And again, Mazda engineers rose to the challenge, bringing fresh thinking to the table and succeeding where others had failed. The result was a series of rotary-engined vehicles beginning with the stunning 1967 Cosmo Sport, now a sought-after classic.

It was also the 60s that saw lightweight sports cars hit their peak. But through the course of the 70s, increasingly stringent safety standards and emissions controls caused their numbers to plummet. Once again, Mazda saw a challenge—reinventing the lightweight sports car to meet new safety and environmental standards while maintaining uniquely fun-to-drive characteris-
tics. In 1989 the groundbreaking Mazda MX-5 debuted to instant acclaim and has stayed in production ever since, winning a place in the Guinness Book of Records as the world’s best-selling two-seater sports car.

Further underlining Mazda’s sporting credentials came overall victory in the 1991 Le Mans 24 hour endurance race with the rotary engine 787B. This was the first—and only—time for a Japanese manufacturer to take the laurels in this prestigious event, amply demonstrating that not only do we set out to win, we do it with our own unique technology.

At Mazda, we have always blazed our own trail in our own way. Where others see limits, we see only a challenge as we create vehicles for people who love to celebrate driving.