EUROKARS GROUP

Mazda Showroom & Service Centre : 5 Ubi Close, Singapore 408605. Sales Tel : 6395 8888 Sales Fax : 6846 1700 Service Tel : 6395 8899 Service Fax : 6744 9402
Mazda Showroom & Service Centre : 23 Leng Kee Road, Singapore 159095. Sales Tel : 6603 6118 Sales Fax : 6476 7073 Service Tel : 6603 6128 Service Fax : 6476 7417
Eurokars Aftersales Centre : 27A Tanjong Penjuru, Singapore 609042. Service Tel: 6331 0606 Service Fax: 6331 0620

For more information, please visit www.mazda.com.sg. For corporate sales, please contact us at corporatesales@mazda.com.sg or 9888 9981
For leasing options, please contact us at leasing@eurokars.com.sg or 6331 0600 / 9363 5809

TE - Feb 2021

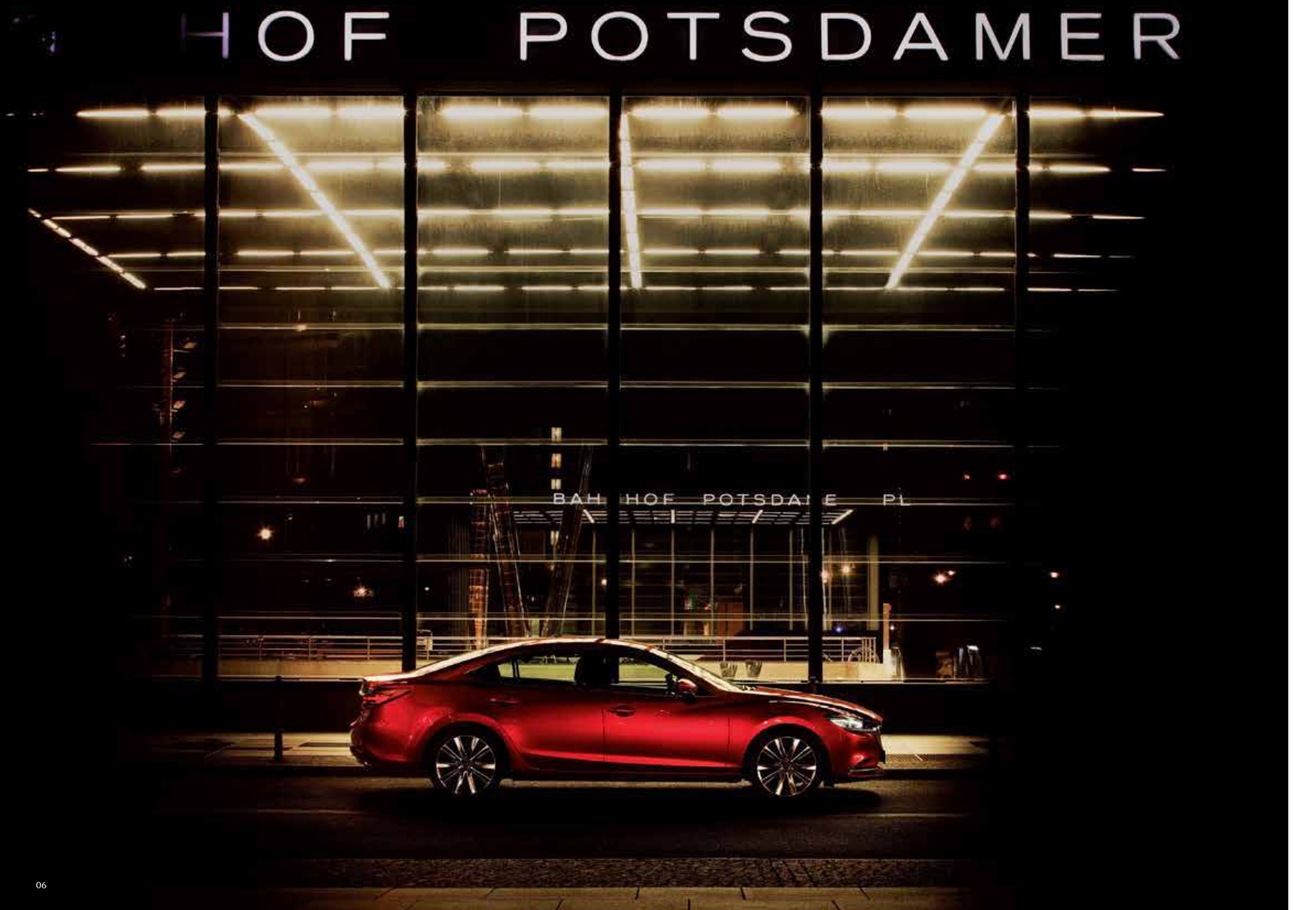
mazda

MAZDA 6

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.


NEW MAZDA6


NEW MAZDA6 WAGON



The pinnacle of mature elegance

Mazda design pursues forms that embody life in all its dynamism and beauty. Our overriding belief is that such forms come only from the human hand, and our skills and passion are directed at imbuing them with soul. The results speak straight to the heart from just a single glance, making our cars much-loved, lifelong partners of their owners. This is the core aim of Mazda's KODO design philosophy. In designing Mazda6, we leveraged all our abilities to achieve elegance that satisfies mature sensibilities along with further refined dynamism. Now Mazda6 displays its flagship dignity with greater beauty, higher quality and a more mature atmosphere both inside and out.


NEW MAZDA6
Scarlet


Communication


NEW MAZDA6

Human-centric engineering: the key to satisfaction

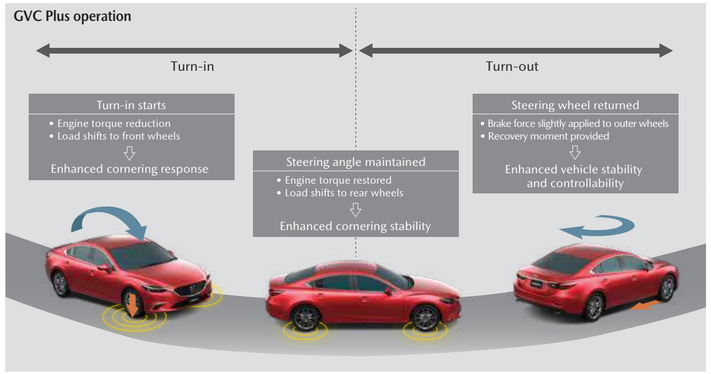
At Mazda, driver satisfaction is always the driving force. So all our research and development is centred on you, the driver, to give you the confidence and peace of mind that comes with Mazda's trademark Jinba-ittai feeling of unity with the car. And to deliver soul-stirring driving along with superior safety and environmental performance, Mazda developed the innovative SKYACTIV TECHNOLOGY suite of technological breakthroughs by re-evaluating and revising every aspect of automotive engineering from the ground up. The latest step in the evolution of SKYACTIV TECHNOLOGY is SKYACTIV-VEHICLE DYNAMICS and G-Vectoring Control (GVC). Based on how you and your passengers physically experience Mazda6's dynamic performance, GVC's human-centred innovations raise the bar in enjoyment of the road.

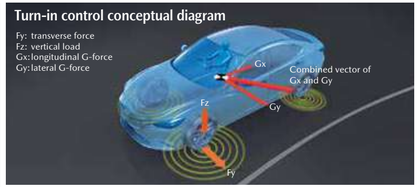
The birth and evolution of SKYACTIV TECHNOLOGY

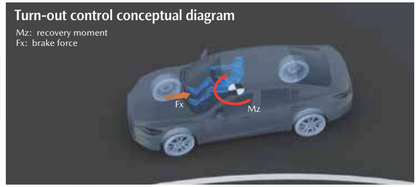
Exhilarating, fun driving combined with unprecedented environmental and safety performance — it seems like an impossible dream. And it required tearing up the rule book of conventional ideas plus a series of quantum leaps in technology to achieve. But this is what inspired the development of SKYACTIV 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'.

The next step: SKYACTIV-VEHICLE DYNAMICS

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. And SKYACTIV-VEHICLE DYNAMICS takes this concept to the next level. This branch of 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 Mazda6 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. And it sets a new benchmark for driver satisfaction.







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 feedback, 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.

SKYACTIV-G 2.5 / SKYACTIV-G 2.0

High-efficiency SKYACTIV-G direct-injection petrol engines are your passport to a world of driving that is simultaneously exciting and eco-friendly. These two engines do more than set new standards for fuel efficiency and emissions control: they also actively enhance Mazda's trademark Zoom-Zoom performance. To accomplish this, Mazda engineers achieved a whole series of technical breakthroughs including newly designed high-tumble intake ports, shape-optimized piston heads, and high-pressure multi-hole fuel injectors with three-stage split injection control. This enables an extraordinary compression ratio of 13.0:1 while suppressing the knock usually caused by such high compression. Oil rings with an asymmetric cross-section and revised piston-skirt curvature reduce mechanical resistance, while the new water-flow management system featuring a new coolant control valve helps prevent thermal loss at start up in cold weather, contributing to enhanced real-world fuel economy.

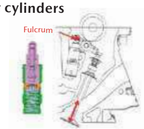
SKYACTIV-G 2.5 even features a newly adopted cylinder deactivation system that shuts down two of the engine's four cylinders in light-load situations for improved fuel economy especially at city cruising speeds. Automatic switching between two and four-cylinder operation is precisely controlled to deliver smooth, unnoticeable transitions. Together, the technical breakthroughs in SKYACTIV-G engines realize excellent fuel economy and environmental performance, as well as more satisfying everyday driving thanks to the ample torque available at low- to mid-engine speeds. Now there's no need to make a choice between fuel efficiency and driving pleasure, because SKYACTIV-G engines deliver both at the highest levels.

CYLINDER DEACTIVATION (SKYACTIV-G 2.5 ONLY)

Cylinder deactivation using a switchable HLA mechanism

When running on four cylinders

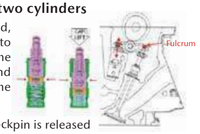
A lockpin secures the HLA and the rocker arm uses it as the fulcrum upon which it moves to open and close the valve



Lockpin secures the HLA

When running on two cylinders

The lockpin is released, switching the fulcrum to the valve side so the HLA moves up and down instead of the valve



Lockpin is released

https://www.youtube.com/watch?v=iJIVsXPrENc

The system shuts down two of the engine's four cylinders in light-load situations, such as when cruising at a constant speed. Running on two cylinders reduces pumping loss and mechanical resistance. Deactivation is achieved via a switching mechanism in the hydraulic lash adjusters (HLA) of the first and fourth cylinders. When running on all four cylinders, these serve as the fulcrum (pivot point) for each rocker arm, and the arms operate the intake and exhaust valves. Automated releasing of lockpin in HLA switches the fulcrum to the valve side, stopping the movement of the valves to deactivate the outer two cylinders. Airflow intake volume, fuel injection amount and ignition timing are precisely controlled to allow the engine to switch smoothly between two-cylinder and four-cylinder operation. Cylinder deactivation is more effective at low speeds, improving fuel economy by approximately 20 percent when driving at a constant 40km/h, and by approximately 5 percent at a constant 80km/h.

SKYACTIV-DRIVE

This six-speed automatic transmission combines the smooth operation of a conventional automatic with the fast shifting of a twin-clutch gearbox. Lockup is extended to nearly 90% for the solid feel of a manual transmission, and there's also the choice of Sports and manual shift modes for sportier driving.

SKYACTIV-BODY

Innovations in structure, construction and materials make Mazda6 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. This increased body rigidity also further evolves Mazda6's distinctive ride comfort and cabin quietness.

SKYACTIV-CHASSIS

To deliver satisfying Jinba-ittai driving, Mazda6 features MacPherson struts 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. Electric Power Assist Steering provides comfortable, responsive operation with positive feedback while new, rigid steering gear mounts contribute to a neutral steering feel.

SKYACTIV-G 2.5

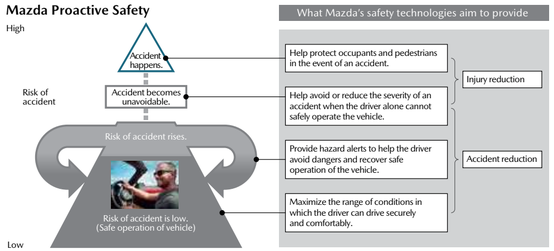
Max. Power: 143 kW (194ps)/6,000rpm
Max. Torque: 258 Nm (26.3kgm)/4,000rpm
Fuel Consumption: 7.2L /100km (Wagon)
Vehicular Emission Scheme (VES) Band: C1

SKYACTIV-G 2.0

Max. Power: 121 kW (165ps)/6,000rpm
Max. Torque: 213 Nm (21.7kgm)/4,000rpm
Fuel Consumption: 6.8 L/100km
Vehicular Emission Scheme (VES) Band: B

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, 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 360° View Monitor displays the area around the car on the centre display to cover blind spots, while the passive safety helps to protect occupants and minimizes injuries if an accident should occur.



Human-centric design: the key to communication

Human-centric design is the key to complete and intuitive communication between you and Mazda6. 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.

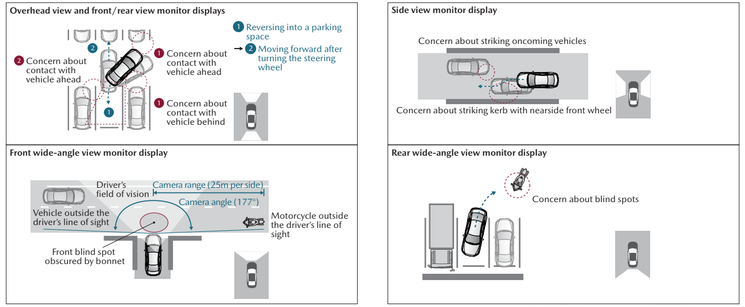
HMI — control centred on you

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 placed in relation to the driver's seat. The main instrument cluster and steering wheel — with ergonomic shape that optimizes grip comfort — are directly centred on the driver, while the pedals are positioned symmetrically to fall naturally under the feet. Excellent visibility is assured thanks to A-pillars located rearward to offer a broader view of the road. Mazda6 now features a full-colour head-up display projected on the windscreen. This Active Driving Display shows key driving and navigation system information 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, eight-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 when operating it, minimizing visual distraction. The commander is surrounded by five buttons giving shortcuts to four common screens plus a back button.

MZD CONNECT keeps you in touch

MZD CONNECT gives you versatile internet connection while on the road. The system's Audio feature lets you access multiple audio sources including AM/FM 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.

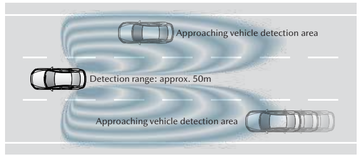
Note: Available functions of MZD CONNECT may vary according to the type of connected smartphone and its operating environment. Please consult the sales consultant for exact information.



Note: Display images are composites for illustration purposes.

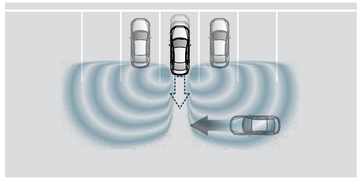
360° View Monitor

Four cameras on the front, sides and rear of the vehicle 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.



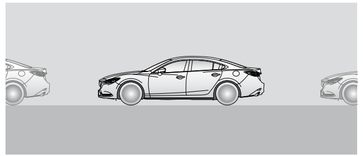
Blind Spot Monitoring (BSM)

BSM uses 24GHz quasi-milliwave radar sensors to detect vehicles in the blind spots behind and to the side, and using a turn signal while BSM detects a vehicle triggers visual and audio warnings.



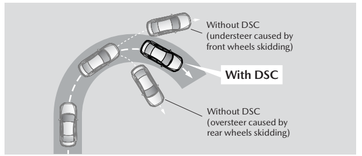
Rear Cross Traffic Alert (RCTA)

RCTA uses the same sensors as BSM to alert the driver when it detects vehicles approaching from either side during reversing operations. Warnings are given by a flashing indicator in the door mirror and a beep.



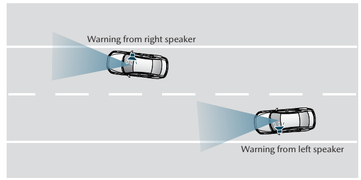
Advanced Smart City Brake Support (Advanced SCBS)

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 while driving between approximately 4 and 80km/h (sensing a vehicle ahead) or between approximately 10 and 80km/h (sensing a pedestrian).



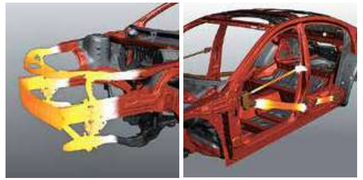
Dynamic Stability Control (DSC) with Traction Control System (TCS)

DSC with TCS electronically controls braking force applied to each wheel to help prevent under- or oversteer and maintain vehicle stability when cornering on slippery roads or during sudden steering inputs.



Lane Departure Warning System (LDWS)

LDWS senses lane markings on the road surface. When the system predicts departure from the lane it issues a beep or an audible warning similar to the noise a car makes when it runs onto a rumble strip to prompt timely steering corrections. The system assesses driver inputs such as use of the turn signals to weed out false alarms.



Body structure

The body provides excellent collision safety performance. Extensive use of ultra-high-tensile steel gives strength with low weight, while the framework absorbs and channels energy away from the cabin.

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 model variant. Please consult the sales consultant or refer to specification list for exact information.

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 model variant. Please consult the sales consultant or refer to specification list for exact information.

Apple CarPlay and Android Auto built-in

A smarter and safer way to use your phone in the car. The system 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.

Works with Apple CarPlay

Apple CarPlay is a trademark of Apple Inc.

androidauto

Android Auto is a trademark of Google LLC

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.

The windscreen-type Active Driving Display is divided into two zones for better legibility with high-priority vehicle-status information and advanced safety information shown in the lower section, and driving environment information such as turn-by-turn directions in the upper section.

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.

Ten-way power driver's seat with fore/aft slide, recline, lumbar support, lift and tilt provides the optimum driving position for drivers of almost any size. The memory saves multiple seating positions along with the projection location, brightness and content setting of the Active Driving Display.

The Bose® premium sound system package features a 3-way 11-speaker setup, the advanced Centerpoint 2 surround system and Mazda's Active Engine Sound System.

For added convenience when driving in stop-and-go traffic in the city or in traffic jams, the new Mazda6 adopts Mazda's Auto-hold function, which keeps the vehicle stopped even after the driver lifts their foot off the brake pedal. The brakes are automatically released once the driver presses the accelerator pedal.

Note: Availability of safety equipment/features varies according to model variant. Please consult the sales consultant or refer to specification list for exact information.

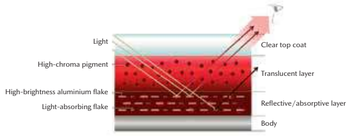
Exterior and interior colours

TAKUMI-NURI

Soul Red Crystal Metallic

Machine Grey Metallic

Paint-coat composition



Mazda's unique painting technology TAKUMI-NURI (TAKUMI: master craftsman, NURI: painting), with its unprecedented combination of colour, highlights, shade and depth, further emphasizes the sheer beauty and quality of the dynamic KODO design body shape. Now the Mazda6 lineup includes two TAKUMI-NURI body colours: Machine Grey Metallic and the newly developed Soul Red Crystal Metallic. The bright highlights, pure depths and outstanding transparency of Soul Red Crystal Metallic deliver a powerful impression of emotionally charged energy, giving Mazda6 a fresher, more impressive and refined appearance.

Blue Reflex Mica

Titanium Flash Mica

Jet Black Mica

Snowflake White Pearl Mica

Deep Crystal Blue Mica

Sonic Silver Metallic

Polymetal Grey

For 2.5L Luxury Models

Leather, Black

Leather, Pure White

For 2.5L Models

225/55R17 tires and
7 1/2J x 17 in. aluminum wheels

225/45R19 tires and
7 1/2J x 19 in. aluminum wheels

Certain features and specifications vary, please refer to the specification sheets or consult the sales consultant. All specifications and options shown in this brochure are subject to change without prior notice. Due to printing process, the actual exterior and interior colours may differ from those printed in this brochure. Images of Mazda 6 featured in the brochure are the 2.5L Luxury variant. Please refer to specification sheet for details.

1

2

1. Mazda produced its first automobile in 1931, and steadily increased the production volume of three-wheel vehicles after World War II.
2. June 23, 1991 saw the rotary-powered Mazda 787B beat the world at motor-racing's most prestigious endurance event, the 24 Hours of Le Mans.

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 through innovation and dedication resumed export of three-wheeled trucks within just four years.

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 characteristics. 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.