



MAZDA CX-80









DRIVER PERSONALIZATION SYSTEM

The Driver Personalization System combines three functions to deliver a greater experience of connection between car and driver, and to facilitate safer and more stress-free driving for each individual driver: Automatic Driving Position Guidance, Automatic Setting Recovery, and Driver Entry and Exit support (Entry Assist). This makes it easy for drivers to achieve the ideal driving position, supporting their experience of “Celebrate Driving.”

- ▶ Automatic Driving Position Guidance
- ▶ Automatic Setting Recovery
- ▶ Driver Entry and Exit support (Entry Assist)

AUTOMATIC DRIVING POSITION GUIDANCE

Setting up the driving position correctly is the first step in being able to “Celebrate Driving.” Drivers no longer need to understand the complexities of adjusting their seat correctly, as they can simply enter their height and the system will use the driver monitoring camera to estimate their eye position (specifically, the position of the area between the eyebrows) and automatically adjust their seat to the ideal position based on our driving philosophy. The system also adjusts the position of the steering wheel, the Active Driving Display, and the angle of the wing mirrors to best suit the driver’s height and estimated eye position. From there, drivers can follow onscreen guidance to have the system fine-tune the driving position to suit their needs.

- 1** The system uses the height the driver enters to estimate their eye position.
- 2** It then recognizes the driver’s physique by camera and automatically adjusts equipment to an appropriate position.
- 3** The system adjusts the seat position, height of the Active Driving Display, angle of the wing mirrors, and position of the steering wheel for an ideal driving position.



Images are for illustrative purposes only.



DRIVER PERSONALIZATION SYSTEM

AUTOMATIC SETTING RECOVERY

The system saves drivers' setting preferences and uses facial recognition to recognize the driver and match them to their user profile when the driver sits in the driver's seat and closes the door. If a confirmation notification shows up on the Mazda Connect screen, the system can be used to automatically restore recorded setting preferences when the driver changes by following onscreen instructions. The system can save profiles for up to six users (plus one guest) and automatically recover setting preferences for almost every adjustable setting including the driving position.*

*If facial recognition fails, drivers can follow the instructions on Mazda Connect to select their ID or register as a new driver.

DRIVER ENTRY AND EXIT SUPPORT (ENTRY ASSIST)

Going out in the car is more fun when you can get in and out of the car easily. Mazda aims to make getting in and out of the driver's seat less stressful for drivers and the CX-80 supports this by automatically sliding the steering wheel and seats out of the way to create more space during entry and exit.



LARGE VEHICLE PLATFORM

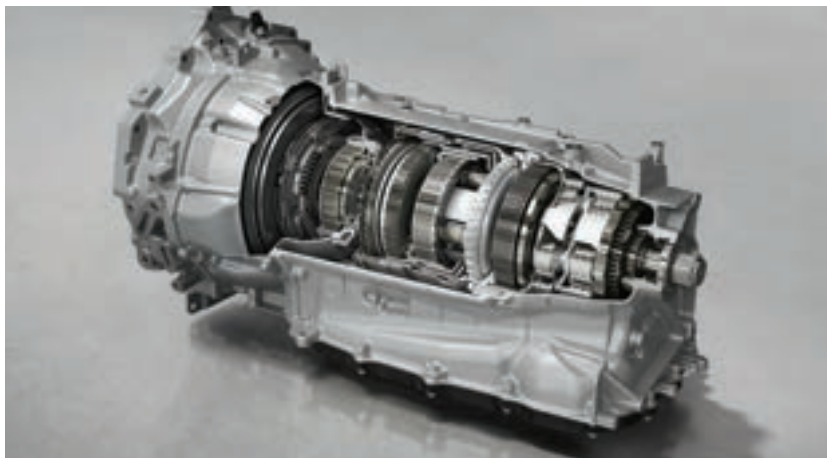
Use of the Skyactiv Multi-Solution Scalable Architecture, which is compatible with an inline power unit, has enabled us to introduce electrification technologies such as mild hybrid and plug-in hybrid systems alongside power units such as our inline four-cylinder gasoline engines. On top of this, we placed the PHEV high-capacity battery under the cabin floor to create a low centre of gravity, aiming for agile vehicle dynamics in all powertrain variations. The result is a pleasant ride feel across a wide range of everyday driving situations that makes it possible for drivers to enjoy intuitive *Jinba-Ittai* drive.

For the CX-80, we are fully leveraging the potential of this platform to offer settings that achieve both a comfortable ride feel in everyday driving situations and excellent stability for peace of mind even when driving at high speeds and under high G-force. We designed the suspension to significantly dampen vibration from the sprung mass and suppress bounce from the road surface to aim for a smooth and stable ride feel. We also leveraged the cornering performance and vehicle stability characteristic of rear-wheel AWD to achieve excellent straight running stability and line traceability during highway driving. Also, when driving under high G-force on winding roads, the effect of Kinematic Posture Control (KPC) suppresses vehicle lift off the road surface during cornering for an excellent sense of grip that helps make traveling in the car pleasant for everyone on board.

ENGINE & MECHANICAL ASPECTS

E-SKYACTIV PHEV (PLUG-IN HYBRID)

This unit provides both the power needed to accelerate to overtake other cars with ease, as well as excellent environmental performance. We based this unit on the 2.5 L gasoline engine but carried out intake and exhaust tuning and added a motor and battery. In addition to the smooth acceleration feel that leverages the properties of the motor, the 8-speed automatic transmission without a torque converter achieves a rhythmic feel of gear changes that quickly adapts to changes in the driver's feelings. In many everyday driving situations, only the motor is needed to drive, and the internal combustion engine can also be used when the battery capacity drops below a certain point or when accelerating at a rate beyond what the motor torque alone can provide. In addition to outstanding fuel economy and environmental performance, the extremely powerful output and torque provide an enjoyable driving experience sure to meet customer expectations.



PHEV ENGINE SOUND

The e-Skyactiv PHEV is powered by a motor and a four-cylinder gasoline engine. The PHEV system includes carefully crafted sound that maintains quietness during motor-powered drive while ensuring the driver can hear the sounds they need to. In particular, we designed the PHEV sound to provide drivers with audible feedback to accelerator input to help them get a feel for the amount of engine torque and a sense of the gears switching and the vehicle speed increasing. When the driver hits the accelerator pedal while the four-cylinder engine is running, they hear the sound of the engine's intake as well as additional Mazda-unique PHEV sound that uses similar frequencies to the natural four-cylinder engine sound to add a sense of beat. This continuous, smooth PHEV sound aims to spark a sense of exhilaration in drivers by communicating an increasingly strong sense of torque and motor power as rpm and vehicle speed increase.

8-SPEED AUTOMATIC TRANSMISSION

This multi-speed transmission provides smooth gear changes with good response and also has a wide gear range to achieve an optimal balance of both drive quality and environmental performance. Replacing the torque converter with a clutch means torque from the engine and/or motor is transmitted directly, giving a manual transmission-like feel and achieving clean, rhythmic gear changes.

Maximum Power (combined): 327PS / 6000rpm
Maximum Torque (combined): 500Nm / 4000rpm
*Fuel Consumption (combined): 1.6L/100km
Energy Consumption: 22.5 kWh/100km
Vehicle Emission Scheme (VES) Band: B

**Figures are based on an average of urban and highway driving*



ENJOY DRIVING WITH INTUITIVE CONTROL ON VARIOUS KINDS OF ROAD SURFACES.

ENSURING STABLE TURNING POSTURE LIKE STICKING TO THE ROAD EVEN WHEN CORNERING AT HIGH SPEEDS

We developed Kinematic Posture Control (KPC) to stabilize the vehicle to give a feel of the tires sticking to the road in driving situations in which passengers often experience sway, such as on winding roads and when entering the highway. KPC works by suppressing vehicle body lift even on the tightest curves in the road. This enhances the sense of grip so that drivers can relax and enjoy being behind the wheel and passengers can enjoy the scenery with greater peace of mind. KPC is Mazda-unique vehicle posture technology that leverages the way the CX-80 suspension structure is designed to facilitate smooth body movement in everyday driving situations, achieving more stable cornering with an even better *Jinba-Ittai* feel, even when cornering at high speeds.

The rear suspension on the CX-80 is designed to oppose lift force and draw the vehicle body downward when the driver brakes. KPC makes the most of these suspension characteristics, further stabilizing vehicle posture when cornering under particularly high lateral G-force by braking the inner side of the rear wheels slightly to mitigate roll and draw the vehicle body downward. In addition, the system calculates the speed difference between the rear wheels to detect the turning state in real time and uses this information to make vehicle movement more linear and stabilize vehicle posture as needed.

KPC uses a combination of rear suspension anti-lift geometry and a small amount of braking force to draw the vehicle body back downward and stabilize it when it lifts during cornering, making driving more stress-free because it feels like the tires will stick to the road.



TIGHT CORNERS AND ROUGH ROAD SURFACES

In situations in which the vehicle body of existing models would have been tilted significantly, KPC further stabilizes the vehicle to give a feeling of the tires sticking to the road. This gives a better sense of grip and helps the driver feel comfortable increasing the vehicle speed as needed.

HIGH-SPEED CORNERING

The CX-80 has a high centre of gravity, so the way the KPC system reduces lift makes driving more comfortable and stress-free for both drivers and their passengers.



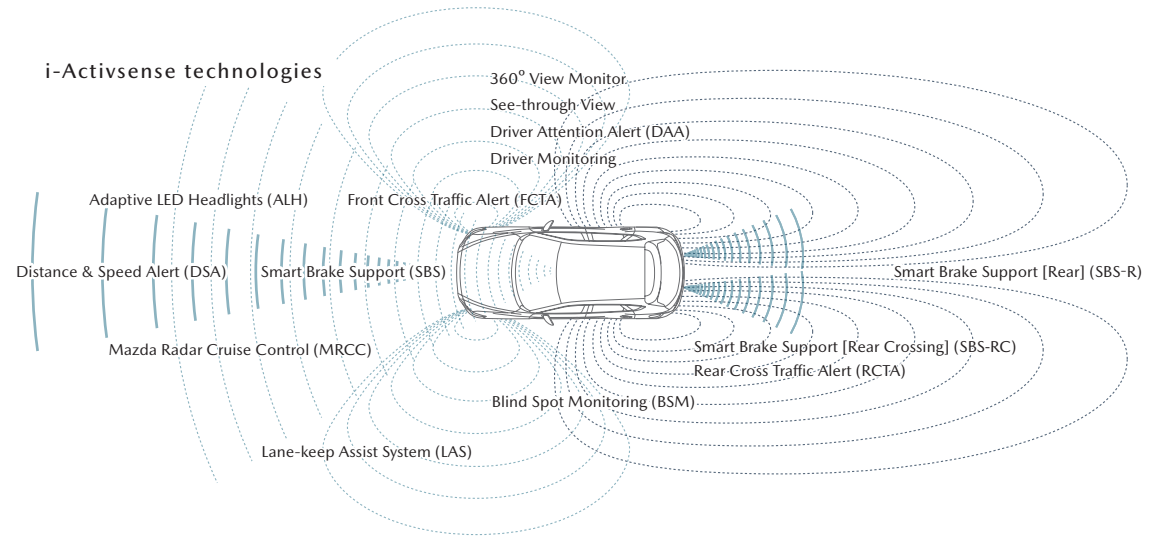
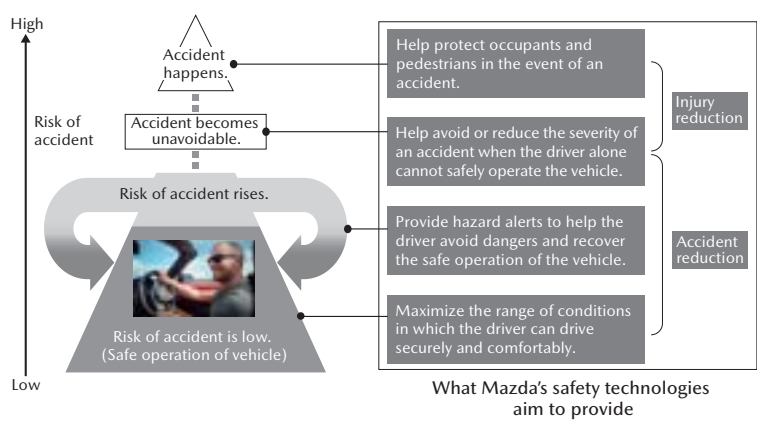
WE PUT THE DRIVER FIRST.
 THAT GIVES PEACE OF MIND
 TO THE PASSENGERS.

**PASSENGERS WANT SAFETY AND PEACE OF MIND...
 AND THEY WANT TO HAVE FUN.**

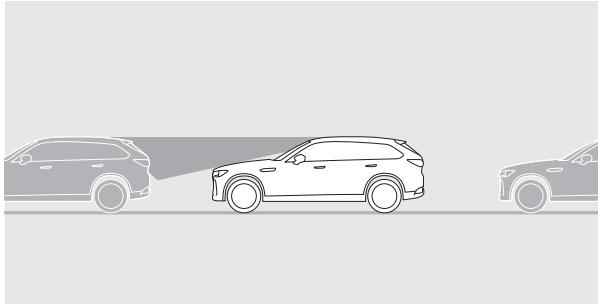
Damage reduction brakes, which help avoid imminent collisions, have become safety devices that are essential to any kind of vehicle. However, we at Mazda are not satisfied with just that. We design vehicles considering not only how to deal with danger once it occurs, but also by thinking about safety in

situations before that which could lead to accidents or danger. We apply this concept not only to our cutting-edge safety technology but also when creating the driving environment, such as the driving position, information layout, and field of view, as well as the driving performance. Everything is to allow the driver to drive with peace of mind. This is "Mazda Proactive Safety." It is Mazda's original approach to safety.

Driving with Mazda Proactive Safety

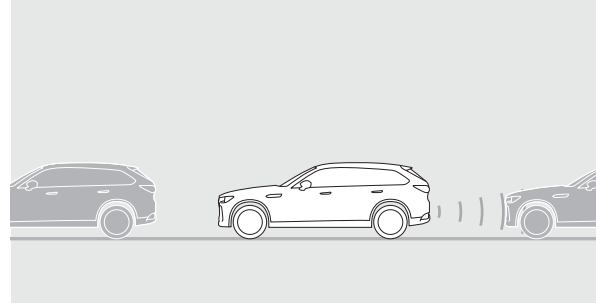


SAFETY



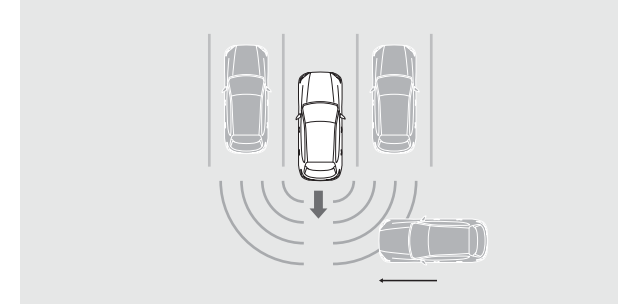
SMART BRAKE SUPPORT (SBS)

When the radar sensor and camera determine there is a possibility of a collision with an object in front (vehicle, pedestrian, or bicycle), a message on the display and a warning sound alerts the driver to the risk of collision. If the system determines that a collision cannot be avoided, it operates the brakes in an attempt to reduce the damage from the collision. If the driver steps on the brake pedal, the system offers support for swift and sure braking.



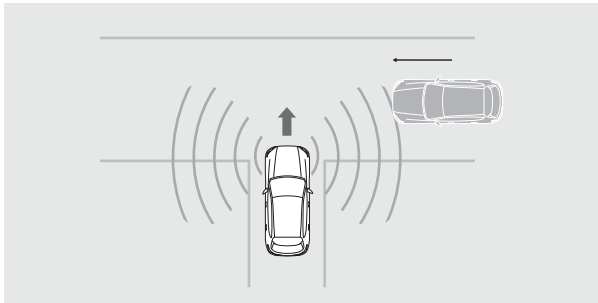
BLIND SPOT MONITORING (BSM)

If, while driving in reverse at approx. 2 to 15 km/h, the ultrasound sensor and rear camera detect an obstacle to the rear and determine that a collision cannot be avoided, the system operates the brakes in an attempt to reduce the damage from the collision.



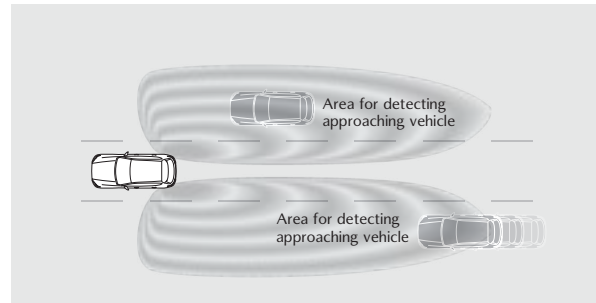
SMART BRAKE SUPPORT - REAR CROSSING (SBS-RC)

The system detects other vehicles approaching from the left, right, or rear while driving in reverse at 0 to approx. 15 km/h. If the system determines that a collision cannot be avoided, it operates the brakes in an attempt to reduce the damage from the collision.



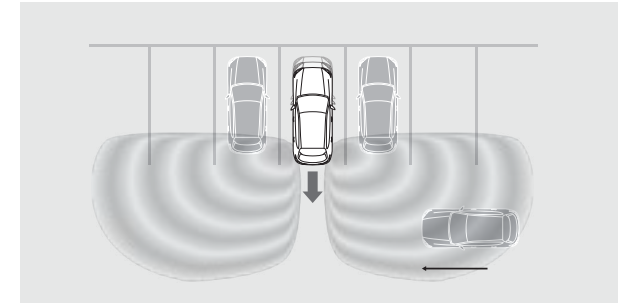
FRONT CROSS TRAFFIC ALERT (FCTA)

When the vehicle is entering an intersection, this function detects a vehicle approaching from the blind spots to the front left and right sides and displays information based on that vehicle's approach. If the vehicle moves forwards (approx. 10 km/h or slower) at that time, the display flashes. A warning sound also alerts the driver of the danger.



BLIND SPOT MONITORING (BSM)

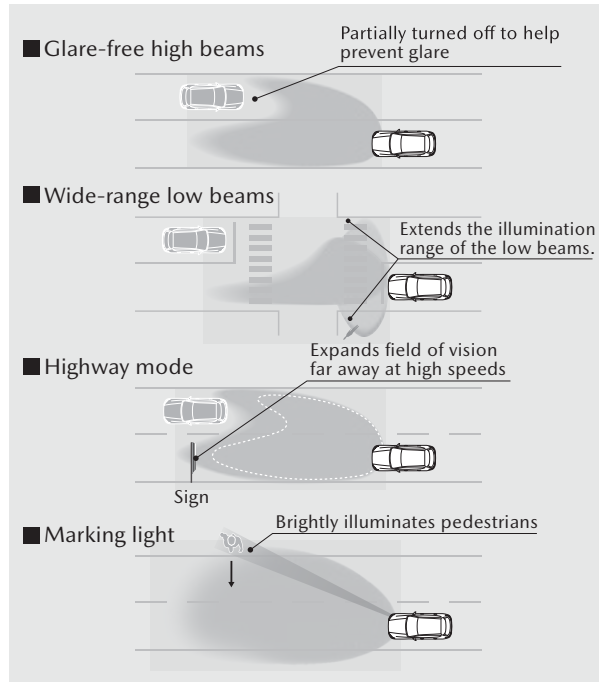
When the vehicle is driving forward at approx. 30 km/h or faster and this function detects a vehicle approaching from the rear, this function displays information on the wing mirror based on that vehicle's approach. If the driver operates the turn signal on the illuminated side at this time, the light flashes and a warning sound informs the driver of the danger.



REAR CROSS TRAFFIC ALERT (RCTA)

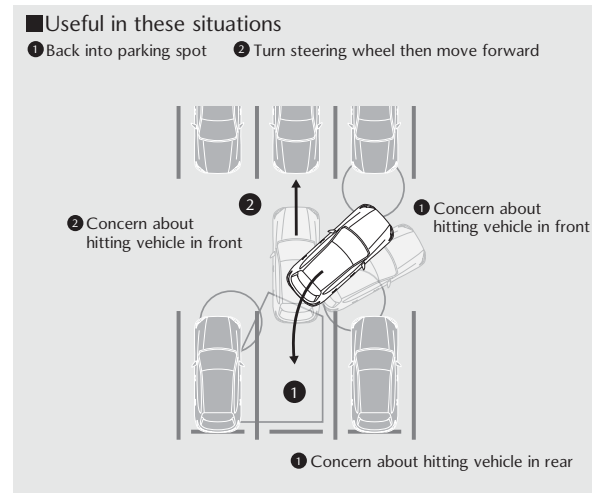
When the vehicle is backing up in locations such as parking lots, this function detects a vehicle approaching from the rear left and right sides and informs the driver of the danger using displays and warning sounds.

SAFETY



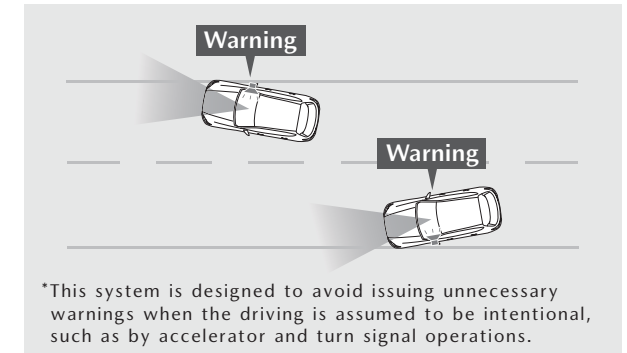
ADAPTIVE LED HEADLIGHTS (ALH)

The vehicle determines the status of oncoming vehicles and vehicles ahead when driving at night. This system then automatically changes the illumination range and brightness of the headlights.



360° VIEW MONITOR

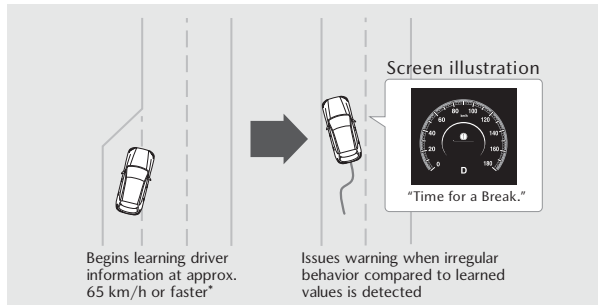
This system uses four cameras, one on each corner of the vehicle, to assist the driver in checking the vehicle surroundings when driving at low speeds or when parking by displaying information on the centre display and using warning sounds. You can also select the See-through View function, which allows you to view the vehicle surroundings in an image where the vehicle appears to be transparent.



LANE DEPARTURE WARNING SYSTEM (LDWS)

This system notifies the driver that the vehicle may be deviating from its lane. When driving at approx. 60 km/h or faster, the cameras detect the white (yellow) lines next to the vehicle. If the system determines that there is a possibility the vehicle is deviating from its lane, it informs the driver with a warning.

SAFETY



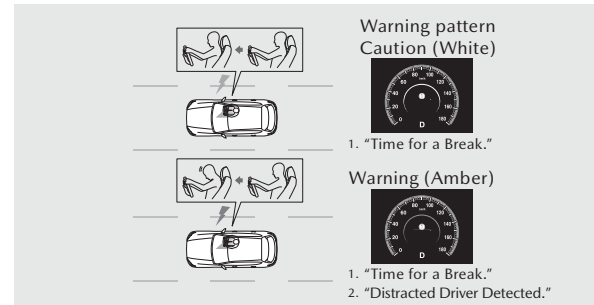
DRIVER ATTENTION ALERT (DAA)

This system detects driver fatigue and decreased attentiveness and encourages the driver to take a rest. When driving in a lane at approx. 65 km/h to 140 km/h, the vehicle estimates the increase in driver fatigue and decrease in attentiveness. It encourages the driver to take a rest through displays on the multi-information display and warning sounds.



SKYACTIV MULTI-SOLUTION SCALABLE ARCHITECTURE

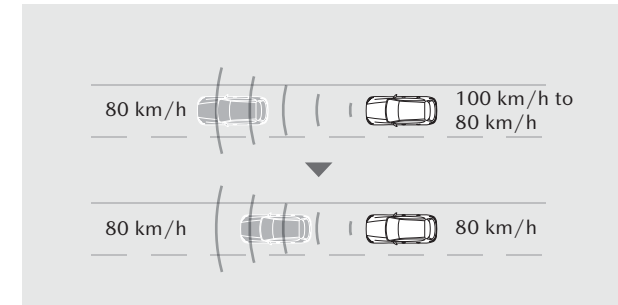
In order to reduce injury to pedestrians as well as soften the impact to passengers and minimize cabin deformation, we adopted a multi-load path structure with three load paths (main, upper, and lower) to efficiently absorb energy. We designed the vehicle frame to use axial compression deformation and ensured all vehicle frame sections were as straight as possible. These three breakthrough technologies allowed us to further improve collision safety.



DRIVER MONITORING

The Driver Monitoring system detects driver drowsiness and distractions and notifies the driver. The drowsiness detection function detects the degree of driver drowsiness. If it detects that the driver is drowsy, it uses screen displays and warning sounds to encourage the driver to take a rest. Also, if the distraction detection function detects that the driver is distracted, it uses screen displays and warning sounds to encourage the driver to pay attention.

- Drowsiness detection
Warning pattern (Caution): 1. When driver drowsiness is detected.
Warning pattern (Warning): 1. When a higher level of driver drowsiness is detected.
- Inattentive driving detection
Warning pattern (Warning): 2. When the system detects that the driver is not paying attention to the road.



MAZDA RADAR CRUISE CONTROL (MRCC)

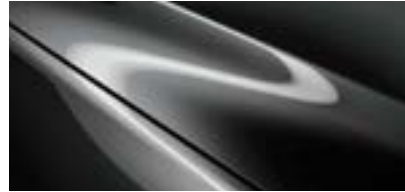
This system uses the front radar sensor to detect the vehicle ahead and performs headway control to drive at a constant preset speed or maintain the distance from the vehicle ahead without the driver having to step on the accelerator or brake pedal.

EXTERIOR AND INTERIOR COLOURS

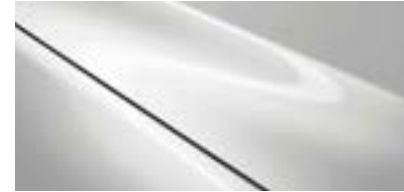
BODY COLOURS



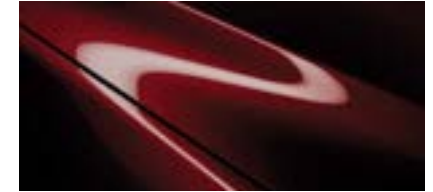
Soul Red Crystal Metallic (46V)



Machine Grey Metallic (46G)



Rhodium White Metallic (51K)

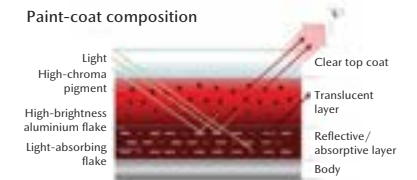


Artisan Red Metallic (51F)

TAKUMI-NURI

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 body shape. The lineup includes three Takumi-Nuri body colours: Soul Red Crystal Metallic, Machine Grey Metallic and Rhodium White Metallic.

Paint-coat composition



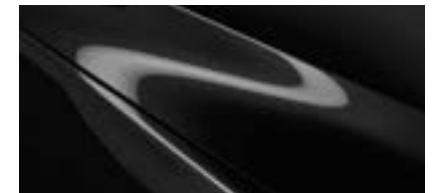
Melting Copper Metallic (52H)



Platinum Quartz Metallic (47S)



Deep Crystal Blue Mica (42M)



Jet Black Mica (41W)



Arctic White (A4D)

SEAT MATERIALS



Nappa leather, Black

EQUIPMENT

VARIOUS SEAT LAYOUTS

Seat Type: Seven-seater Vehicle

Second-row Seat: 60:40 Split Adjustable Bench Seat Type

Third-row Seat: 50:50 Split Fold-down



EQUIPMENT



DRIVER'S 10-WAY POWER SEAT & DRIVING POSITION MEMORY FUNCTION

The driver's 10-way power seat is equipped with a memory function that stores not only multiple seat positions but also the settings for the Active Driving Display, wing mirrors, and steering wheel (power type). By saving your position to your personal key, you can simply unlock and open the door to automatically set the seat to your position, and positions can be easily set for each driver.



TILT AND TELESCOPIC STEERING WHEEL (POWER TYPE)

The position of the steering wheel can be adjusted electronically.



POWER LIFTGATE WITH HANDS-FREE FUNCTION

In addition to operating the advanced key switch or cluster switch to the bottom right of the steering wheel, the power liftgate features a hands-free function that detects the user moving their foot by a sensor under the centre of the rear bumper to automatically open. This allows you to smoothly open and close the liftgate when your hands are full carrying things.

EQUIPMENT



CHARGE MODE (PHEV)

Charge mode prioritizes charging the battery to reach the level set by the user (the preferred state of charge, or "SoC") and is useful in situations such as prior to using EV mode or when you're planning to use the car to power appliances and devices at a campsite later. When the SoC falls below the level set by the user, the car will activate the engine and use it to charge the battery before it depletes further. If the SoC is above the level set by the user, the car will operate in standard hybrid drive mode until the battery drops to the specified level. It will then control the engine generator to maintain this SoC. Selecting Charge mode has minimal effect on driving performance and drivers will still be able to select any Mi-Drive mode other than EV mode while Charge mode is switched on.



BOSE SOUND SYSTEM (AUDIPIOLOT2 + CENTERPOINT2) + 12 SPEAKERS

Jointly developed with Bose®, CX-80's audio system features 12 speakers for powerful, clearly defined sound. The unique Centerpoint2 surround system delivers a superbly focused, three-dimensional sonic image even from stereo sources, while AUDIPIOLOT2 monitors ambient noise levels and automatically adjusts audio volume.



Apple CarPlay™

You can use Mazda Connect (Commander control) to access your favorite features of your iPhone with Apple CarPlay™. You can make calls, send messages, play music, get directions, and more through the screen and with your voice using Siri. Furthermore, some vehicle grades allow you to use wireless CarPlay for even more convenience.

- Apple CarPlay, iPhone, and Siri are trademarks of Apple Inc.
- Not supported on some models. For details about supported models, see the Apple website.
- A USB cable is required to use Apple CarPlay™ with a wire.

Android Auto™

With the Android Auto™ application, you can use Mazda Connect (Commander control) to operate your Android™ smartphone. You can access content supported by Android Auto™, including calls, messages, music, and maps, using Mazda Connect.

- Android and Android Auto are trademarks of Google LLC.
- Not supported on some models. For details about supported models, see the Android Auto website.
- A USB cable is required to use Android Auto™.
- Requires a compatible Android phone and compatible active data plan.



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