

MAZDA CX-9

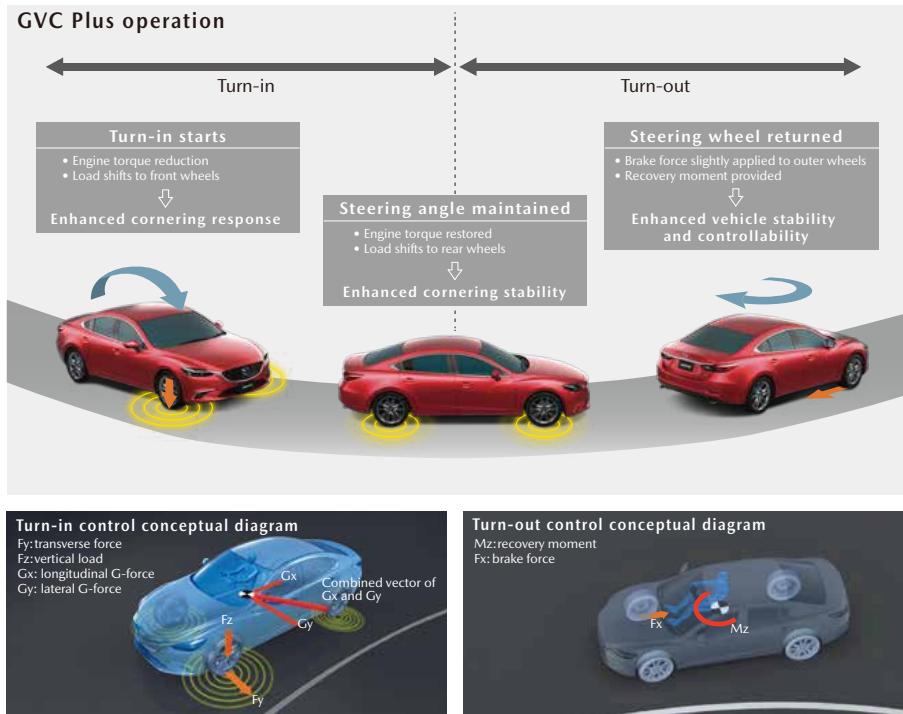




DISTINCTION IN COMFORT AND QUALITY

Japanese craftsmanship and premium materials come together in this sweeping statement of cosseting comfort and quality from a class above. It begins with carefully balancing the needs of both parents and children to create a relaxing, inviting interior that satisfies all age groups with regard to space, comfort, and that added extra that just makes you feel special. Rigorous selection of materials assures both visual and tactile fulfilment, generous soundproofing allows comfortable conversation, and space is widely adjustable to match your requirements of the day. It may seem like magic, but wherever you sit in CX-9, everything simply seems right.





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.

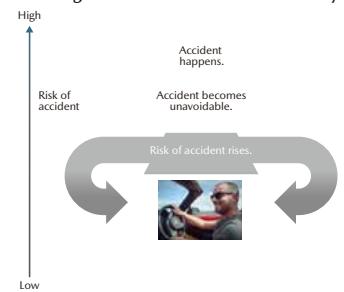




DISTINCTION IN SAFETY

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. Next is i-Activsense, a portfolio of active safety measures to incrementally warn you when a potentially dangerous situation is developing. Finally there is passive safety, designed to help protect occupants and minimize injuries if an accident should occur.

Driving with Mazda Proactive Safety



What Mazda's safety technologies aim to provide

Help protect occupants and pedestrians in the event of an accident.

Injury reduction

Help avoid or reduce the severity of an accident when the driver alone cannot safely operate the vehicle.

Accident reduction

Provide hazard alerts to help the driver avoid dangers and recover safe operation of the vehicle.

Accident reduction

Maximize the range of conditions in which the driver can drive securely and comfortably.



DISTINCTION IN COMMUNICATION

Complete and intuitive communication between you and the car. Real-time communication with the world when you're on the road. That's what Mazda's advanced Human-Machine Interface (HMI) and MZD Connect internet connectivity offer you. And now Mazda has extended the HMI to include even your driving position to further enhance the *Jinba-ittai* experience. From your command position behind the wheel you have a panoramic view of the road, with all instruments and controls ideally placed to allow you to focus on careful and enjoyable driving.



EXTERIOR AND INTERIOR COLOURS

BODY COLOURS



Soul Red Crystal Metallic (46V)



Machine Grey Metallic (46G)



Snowflake White Pearl Mica (25D)



Jet Black Mica (41W)



Deep Crystal Blue Mica (42M)



Titanium Flash Mica (42S)



Sonic Silver Metallic (45P)

SEAT MATERIALS



Nappa leather, Oriental Brown



Leather, Silk Beige



Leather, Black

SPECIFICATIONS

| PARTICULARS | [MAZDA CX 9] 2.5L HIGH |
|-----------------------------|---|
| • Overall length (mm) | 5075 |
| • Overall width (mm) | 2208 |
| • Overall height (mm) | 1747 |
| • Gross vehicle weight (kg) | 2575 |
| • Engine Type | 16V DOHC S - VT with i-stop, Turbo Charged |
| Displacement (litre) | 2488 |
| Maximum output (kW/rpm) | 170Kw@5000rpm/231ps@5000rpm |
| Maximum torque (Nm/rpm) | 420Nm@2000rpm |
| • Transmission | 6EAT |
| • Suspension | Front/rear MacPherson Strut Multi Link |
| • Brakes | Front/rear FR Ventilated Disk & RR Disk /Rr:EPB |
| • Tyre size | 255/50R20 |



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