
Mazda CX-80: Premium SUV with hybrid and powerful diesel

Von Guido Reinking

The Mazda CX-80, the brand's new flagship, is coming to Europe in the second half of the year - and has two drive systems under its long hood: a plug-in hybrid and a newly developed six-cylinder diesel in-line engine with a displacement of three liters. "The idea for the six-cylinder diesel came from Japan," says Christian Schultze, Head of Development at Mazda Europe in Oberursel im Taunus. Mazda now also sells cars with diesel engines in Japan. Previously unthinkable, when diesel engines were only tolerated in trucks.

"Electrification alone is not enough if we want to reduce CO2 to zero by 2050," says Christian Schultze, explaining the diesel offensive. In addition, the diesel can be operated climate-neutrally with HVO fuel. Mazda promises consumption of between 5.7 and 5.8 liters of diesel per 100 kilometers. That would be exceptionally low for an almost five-meter-long, 1.71-meter-high luxury-class SUV with 254 hp. But at 2.1 tons, the CX-80 is not as heavy as many of its competitors. Mazda's Sky Active strategy is based on lightweight construction. In addition, the diesel is supported by a 48-volt mild hybrid electric motor. The 550 Newton meters of torque promise good driving performance: 8.4 seconds to 100 km/h and 218 km/h is the top speed.

In addition to the diesel, there is also a plug-in hybrid: the Mazda CX-80 e-Skyactiv PHEV has a system output of 327 hp, of which the 2.5-liter petrol engine contributes 191 hp. The electric motor with 175 hp is said to be able to drive 60 kilometers. With 500 Newton meters, the part-time electric vehicle is also dynamic on the road: it takes 6.8 seconds to reach 100 km/h. The top speed is limited to 195 km/h. Both engines are equipped with all-wheel drive and an eight-speed automatic transmission.

However, it is not only the engines - six-cylinder diesels have become rare in the car world - but also the workmanship and material quality of the interior fittings that underline Mazda's claim to have put a premium vehicle on the 20-inch wheels with the CX-80. The interior is designed to exude "Japanese aesthetics": maple wood, nappa leather, aluminum and seams woven using the Japanese "musubu" technique are all pleasing to the eye.

Up to seven seats make the large SUV a car suitable for families. The CX-80 can also be ordered with six seats. In this case, the second row of seats consists of two separate individual seats, known as the "Captain Seat". They are heated and ventilated. This creates a business class atmosphere.

The See-Through View function is available to the driver of the not-so-small vehicle so that they can keep an overview. It uses a camera to make visible what is covered by the long hood and displays the image on the monitor. The camera image also makes it easier to couple a trailer, which can weigh up to 2.5 tons.

A camera also keeps an eye on the driver. The Driver Personalization System recognizes the driver and adjusts all settings such as mirrors, steering wheel, seat position and even the sound and air conditioning system to the positions saved by the driver if they have already driven the car.

The purchase price for the plug-in hybrid called Mazda CX-80 e-Skyactiv PHEV Exclusive Line is 55,350 euros. This makes the Mazda CX-80 only 4500 euros more expensive than the comparably equipped and motorized, smaller CX-60. The CX-80 with the highest equipment package Takuma Plus and six seats costs 67,850 euros. This puts the price of the CX-80 below that of its German competitors. (aum/gr)

Images for article



Mazda CX-80.

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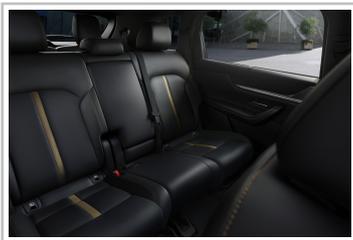


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