Mazda USA Newsroom

2016 MAZDA CX-9 ACHIEVES BEST-IN-CLASS[1] COMBINED EPA FUEL ECONOMY RATING

IRVINE, Calif., March 2, 2016 /PRNewswire/ — Mazda North American Operations today released EPA-estimated fuel economy figures for its all-new 2016 Mazda CX-9.

Certified at an EPA-estimated 22 mpg city/28 mpg highway/25 mpg combined, when equipped with front-wheel drive, the 2016 CX-9 achieves best-in-class[1] city and combined fuel economy ratings for a non-hybrid, midsize, three-row crossover SUV and class-leading highway fuel economy.

The second-generation CX-9's efficiency improves a dramatic 32-percent compared to its predecessor. Like Mazda's entire lineup of 2016 cars and crossovers the 2016 CX-9 has adopted efficient, lightweight SKYACTIV Technology. Similar to the 2016 MX-5 Miata with its 29-percent improvement in EPA-estimated fuel economy versus its predecessor[2], CX-9 benefits from a drastic weight reduction, yet it adds amenities and provides more agile handling dynamics and improved performance.

"SKYACTIV Technology once again demonstrates there's no need to compromise between driving enjoyment and frugality—even when it comes to hauling around your family," said Robert Davis, senior vice president, U.S. Operations, MNAO. "CX-9 elevates our brand with a host of new, advanced technology and luxury features but stays true to our company principles: lightweight, fun to drive, stylish and purposeful."

At the heart of the 2016 CX-9 is its new SKYACTIV-G 2.5T engine, which produces the power of a V-6 engine without the fuel-efficiency penalty. It uses a dual-valve Dynamic Pressure Turbo to quickly generate power and a cooled exhaust gas recirculation system (EGR) to lower engine temperatures without having to add extra fuel as many turbocharged engines do. Uncommon in a turbocharged, gasoline-powered engine, a cooled EGR doesn't affect EPA fuel-economy numbers, but it does help achieve improved real-world efficiency versus turbocharged engines without cooled EGRs.

CX-9's engine makes a hearty 310 lb-ft of torque from just 2,000 rpm and 250 horsepower at 5,000 rpm using 93-octane gasoline (227 horsepower with 87-octane). It comes paired with a six-speed SKYACTIV-Drive automatic transmission. Front-wheel drive is standard, and Mazda's predictive i-ACTIV all-wheel drive is optionally available, delivering confidence in any road conditions. i-ACTIV all-wheel drive sends power where it's needed before the driver can sense a loss in traction by measuring road and vehicle conditions more than 200 times per second via 27 sensors.

Due to its lightweight design, i-ACTIV all-wheel drive adds little mechanical friction, leading to its stellar fuel-economy numbers.

Ratings for both the front- and all-wheel-drive 2016 CX-9 are as follows:

	EPA-Estimated MPG		
	City	Highway	Combined
FWD	**22**	**28**	**25**
AWD	**21**	**27**	**23**

The 2016 Mazda CX-9 will go on sale in late spring 2016. Final packaging and pricing will be announced closer to its on-sale date.

Mazda North American Operations is headquartered in Irvine, Calif., and oversees the sales, marketing, parts and customer service support of Mazda vehicles in the United States and Mexico through nearly 700 dealers. Operations in Mexico are managed by Mazda Motor de Mexico in Mexico City. For more information on Mazda vehicles, including photography and B-roll, please visit the online Mazda media center at www.mazdausamedia.com.

Note: EPA-estimated fuel economy is based on a standard five-cycle test. Actual fuel economy will vary.

[1] The class is defined as all 2016 model year midsize, three-row, non-hybrid crossover sport utility vehicles available for sale in the United States.

[2] Based on EPA-estimated highway fuel economy for most-efficient drivetrain options.

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