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2025 Mazda3 and 2025 Mazda CX-30 arriving this autumn

* 17-model 2025 Mazda3 range features 15 hatchback and 2 saloon models in new line-up.
* Both models retain the 186ps e-Skyactiv X engine and feature a new 140ps e-Skyactiv-G engine.
* 21-model 2025 Mazda CX-30 range sees small updates to ever popular compact SUV.

2025 model year versions of the Mazda3 are available to order now, while orders for the 2025 Mazda CX-30 follow later this autumn. Both models leave their award-winning exterior design and high-class interiors unchanged, but all 2025 Mazda3s and Mazda CX-30s now feature integrated Alexa Voice Assistant, while the Mazda navigation system benefits from cloud-based points of interest and database updates. These latest connectivity upgrades complement the 10.25-inch centre screen, Wireless Apple CarPlay and Android Auto, Qi Wireless Charging and USB Type-C charging ports introduced for the 2024 model year.

The biggest change to the 2025 Mazda3 and Mazda CX-30 line-up is the introduction of a new e-Skyactiv G engine. Replacing the current 2.0-litre 122ps e-Skyactiv G engine, the popular 2.5-litre e-Skyactiv G – found in the Mazda CX-5 - makes its debut in Mazda3 and Mazda CX-30 where it produces 140ps. Part of Mazda’s ongoing commitment to meet customer and market requirements, this proven and advanced engine features cylinder de-activation and the Mazda M-Hybrid mild-hybrid system.

Delivering a 18ps increase to the entry-point engine in the Mazda3 and Mazda CX-30 range, the real customer benefit is the increase in usable torque. The outgoing e-Skyactiv G engine produced 213Nm at 4,000rpm, while the new engine in 2025 model year cars produces 238Nm at 3,300rpm ensuring that in both the Mazda3 and Mazda CX-30 there’s a noticeable improvement in real-world performance. Plus, in both car types, 0-62mph acceleration is 0.9secs second faster with the manual gearbox, while the Mazda3 auto is 1secs quicker with the CX-30 auto 0.9secs faster. Other benefits include improved noise, vibration and harshness characteristics, which ensure enhanced refinement.

The introduction of the 2.5-litre e-Skyactiv G engine is another example of Mazda’s ‘right-sizing’ approach where increasing the engine capacity allows for a larger combustion chamber, meaning more space for an efficient and powerful combustion process. This allows for the lowest levels of emitted emissions at the same time ensuring the delivery of high levels of torque to improve driving feel.

At the top of both model line ups the 186ps e-Skyactiv-X engine is retained unchanged, featuring Mazda’s unique SPCCI Spark Controlled Compression Ignition technology it produces 186ps at 6,000rpm and maximum torque of 240Nm at 4,000rpm. Featuring a 15.0:1 compression ratio, optimised combustion control, uniquely shaped pistons and the innovative SPCCI combustion technology – the e-Skyactiv X engine delivers a broader operating band of combustion efficiency, which ensures e-Skyactiv X not only delivers higher maximum engine torque but also improved real-world fuel economy. In addition, the Mazda M Hybrid mild-hybrid system’s software ensures torque reactions issued through the belt-driven ISG that are quick enough to flatten the torque curve. As a result, the engine feels even smoother during linear acceleration.

Across both the 2025 Mazda3 and 2025 Mazda CX-30 line-up both engines can be matched to manual or automatic transmission, while the range-topping Mazda CX-30 e-Skyactiv X Takumi is available with all-wheel drive. Another stand out model is the stylish Mazda3 Saloon, which also comes exclusively with the 186ps e-Skyactiv X engine, but for the 2025 model year is solely offered in Exclusive-Line grade.

With an identical wheelbase, the stylish Mazda3 Saloon is 200mm longer than its hatchback sibling and thanks to sharing just its windscreen and bonnet with the hatchback, it’s unique exterior panels and longer profile make it a stylish and standout model in the line-up and a contender in the compact premium saloon sector.

Commenting on the 2025 Mazda3 and 2025 Mazda CX-30, Jeremy Thomson, Managing Director Mazda UK, said: “the addition of the 2.5-litre e-Skyactiv G engine with its cylinder deactivation to Mazda3 and Mazda CX-30 is part of our multi-solution approach to powertrains and sustainability that also features e-Skyactiv X with its SPCCI technology in Mazda3 and Mazda CX-30, plus the wide adaption of Mazda M Hybrid mild-hybrid across our models. Moreover, models like the Mazda2 Hybrid, Mazda MX-30 R-EV and the Mazda CX-60 PHEV also further highlight our multi-solution approach.”

Adding “as our SUV range continues to grow, the Mazda CX-30’s popularity ensures it’s a mainstay of the line-up. Additionally, the Mazda3 continues to be one of the best looking, highest quality and most generously equipped hatchbacks in the market, while the stylish Mazda3 Saloon is a competitor in the compact executive saloon market.”

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