MAZDA MOTOR EUROPE – PRESS MATERIAL

2027 MAZDA6e



This press material is specified for the European market and summarises European specifications of Mazda products.
Figures and specifications may vary according to local European market and vehicle trim grade.

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1. AT A GLANCE

In 2025, Mazda introduced the Mazda6e, a fast-charging, fully-electric 5-door hatchback that blends innovative technology and practical design. The 2027 model year[1] comes with a new powertrain, a wider selection of grades and interior trims, a refined suspension and enhanced ADAS functionality.

The new powertrain combines and surpasses the strengths of the two previous powertrains: Its 78 kWh Lithium Iron Phosphate battery enables fast charging with up to 200 kW and allows for a 560 km WLTP range.

The new Homura Plus Grade adds a sporty character to the sleek look of the Mazda6e. On the outside, the front and rear bumper and the sideskirts are garnished with lower moldings in gloss black. Inside, driver and passengers are treated with black Nappa leather and Suede cloth woven fabric with red stitching, complemented by mesh pattern decoration elements on the dashboard and doors, and a black ceiling and electric roof sunshade.

The Takumi Plus grade is now available with two Nappa Leather & Suede cloth woven fabric interior trims. Customers can choose between a new Warm Beige tone and the Tan interior known from the original model.

The Takumi entry grade is available with Black Maztex[2] interior as before, while the Warm Beige Maztex trim has been discontinued.

On the road, maximum acceleration and regenerative braking force have been increased, and the Advanced Driver Assist System (ADAS) has been further refined. Smart Cruise Assist (CTS) is now available at speeds up to 160 km/h, and the lane keep assist function responds more smoothly than before. The navigation system now offers more filter and search functions for navigating to charging stations.

Its coupé-inspired profile enhances its sleek, sporty character while maintaining the versatility and comfort of a hatchback.

The all-new Mazda6e represents a fresh take on its predecessors, featuring a modern flowing exterior, sleek cabin design, and Mazda's typically seamless experience behind the wheel.

[1] 2027 Mazda6e, 190 kW (258 PS): Energy consumption combined: 16.1 kWh/100 km; CO_2 emissions combined: 0 g/km, CO_2 class: A.

[2] Mazda's alternative to leather: easy to clean and designed for comfort

The Mazda6e sets forth the company's unwavering commitment to joy of driving. Highlights include an airy interior that is elegantly minimalistic yet still offers an abundance of convenience with its innovative cockpit and cabin layout.

The powertrains deliver smooth performance with competitive battery ranges and charging times, while the chassis ensures intuitive handling. Simply put, the sort of road behaviour one would expect from Mazda with its decades of experience creating fun-to-drive cars.

2. EUROPEAN DEVELOPMENT STORY

The Mazda6e is the result of close collaboration between teams in Europe, Japan and China, building on Mazda's long-standing partnership with Changan, one of China's top 4 automobile manufacturers. The Changan Mazda Automobile (CMA) joint venture has been producing Mazda vehicles for the Chinese market for more than 20 years. Now, starting with the Mazda6e, CMA is also developing and producing new Mazda models for Europe and other regions. This joint venture combines Changan's competence in electric powertrains and state-of-the-art connectivity with Mazda's expertise in driving feel and craftsmanship.

BUILT THROUGH GLOBAL COLLABORATION

Mazda's partnership with Changan has evolved from local vehicle production into joint vehicle development. Based in Nanjing, where Mazda vehicles have been produced since 2007, Changan Mazda Automobile (CMA) has manufactured models including the Mazda3, CX-30, CX-5 and CX-50. Today, it also produces Mazda's latest generation of electric vehicles, the Mazda6e and CX-6e.

Building on Mazda's expertise in design, engineering and driving dynamics, and Changan's strengths in electric vehicle technology, connectivity and advanced manufacturing, the partnership brings together complementary capabilities across development and production. The Mazda6e and CX-6e are produced in Nanjing for customers in Europe and other international markets. Throughout the production process, Mazda's craftsmanship and global quality standards remain fundamental to every vehicle that leaves the factory.

REFINED FOR EUROPEAN CUSTOMERS

While the vehicle was not originally developed in Europe, Mazda's European Research and Development Centre in Oberursel, Germany, has played a central role in refining the latest European specification and ensuring that it responds more closely to the expectations of customers across the region.

Building on the initial Mazda6e introduced in Europe, the latest development programme incorporates a series of product enhancements covering electric vehicle performance, driver assistance systems, navigation, user interfaces and vehicle dynamics. These improvements were prioritised following

extensive local evaluations and insights gained through marketing activities in Europe. European engineers helped to define the development targets, validate proposed solutions and drive their implementation in close cooperation with colleagues in Japan and China.

Updates to the battery and electric motor specifications further strengthen the Mazda6e's product competitiveness, while particular attention was given to creating a more natural and engaging driving experience.

Engineers refined the accelerator response to improve the connection between driver and vehicle, delivering more immediate yet predictable reactions to driver inputs. The regenerative braking system was also further developed, introducing a higher level of energy recovery and greater maximum regenerative deceleration.

The Smart Cruise Assist (CTS) was enhanced to provide greater assistance across a wider range of European driving situations. The maximum operating speed of the CTS has been increased from 130 km/h to 160 km/h. Further refinements to control logic, speed assistance, hands-off detection, overspeed warnings and driver monitoring contribute to a more intuitive and confidence-inspiring experience in Europe's varied traffic environments.

European engineers also led an extensive redevelopment of the electric vehicle routing functions. The updated navigation system can display charging stations and their availability, recommend a suitable charger when the battery level is low and dynamically recalculate the route if the destination cannot be reached with the remaining charge. Drivers can define their preferred battery level on arrival, while improved charging plan recommendations make it easier to prepare longer journeys. Information about facilities near charging locations provides additional support when planning charging stops.

The human-machine interface was another important area of European involvement. Working together, Mazda's European Research and Development Centre and Mazda Motor Europe refined wording and terminology throughout the system, expanded multilingual support and improved the quality of text-to-speech and voice recognition functions. These changes help to create a clearer and more intuitive user experience that reflects both European customer expectations and Mazda's standards for thoughtful, human-centric operation.

Vehicle dynamics were carefully reassessed to complement the updated battery and electric motor specifications and to address further opportunities identified through European evaluation. Engineers optimised damper settings, refined spring rates and recalibrated the electric power-assisted steering. Together with the revised accelerator response and regenerative braking characteristics, these measures improve ride comfort, handling precision and overall responsiveness, while further strengthening the sense of connection and confidence behind the wheel.

Together, these developments demonstrate the importance of Mazda's European engineering expertise in shaping the Mazda6e for customers across the region. Through detailed evaluation, close

international cooperation and a clear understanding of local driving conditions and customer needs, the European team has helped transform practical market experience into meaningful product improvements. The result is a Mazda6e that combines global development capabilities with European insight to deliver a more refined, intuitive and distinctly Mazda driving experience.

3. EXTERIOR DESIGN

Designed according to the "Authentic Modern" concept, the Mazda6e's exterior adapts the essence of beauty inherent in all the brand's models with a subtle edge fitting Mazda's next battery electric vehicle.

The parallel lines running down the sides of the Mazda6e enhance the sleekness of its silhouette and the low-to-the-ground appearance. At the same time, the car retains the powerful rear end typical to other models based on "Kodo – Soul of Motion", Mazda's time-honoured design language. The light-catching effect of the lower door shapes, inspired by the spray produced by a speedboat dashing across the water, further enhances the free-flowing expression of speed.

A "glowing" signature wing lights up the face of the Mazda6e. It features dynamic illumination which makes the wing appear to flutter, the lighting also indicates charging status.

The sharp edges of the front elements contrast with the round shapes on the rear, including four distinct cylinders – two in each rear lamp – that are unmistakably Mazda, punctuating the horizontal taillight bar while paying homage to the carmaker's design heritage.

The Mazda6e's short rear deck and stylish sedan shapes conceal the fact that it is a practical five-door hatchback with a 964 mm wide and 619 mm high boot opening – much larger than a conventional sedan. Supplementing the 466-litre boot capacity (up to 1,074 l with second-row seats folded) is a convenient 72-litre frunk which can store an extra bag or the charging cable.

The electrically extendable rear spoiler not only adds another athletic touch but also enhances road stability. Below it, the Mazda lettering makes the vehicle instantly recognisable as a Mazda.

Another example of form and function in harmony, the 19-inch aluminium wheels have range-boosting aerodynamics to go with their sporty five-spoke design and flat black surfaces.

The Mazda6e will be available in seven metallic colours, including Soul Red Crystal, the brand's signature colour, and Aero Grey, known from the Mazda MX-5. Further colour options are Crystal White Pearl, Machine Grey, Polymetal Grey, Deep Crystal Blue, and Jet Black. The new Homura Plus grade adds an even sportier look to the sleek silhouette of the Mazda 6e. On the front and rear bumpers and on the sideskirts, chrome linings have been replaced with gloss black moldings for a distinct, dynamic appearance.

4. INTERIOR DESIGN

Welcoming, calm, uncluttered quality: the designers of the Mazda6e cabin based their craftsmanship on the simplicity of Japanese aesthetics according to *ma*. This Japanese philosophy places special importance on empty space between things, creating a balanced, tranquil atmosphere for the body as well as the mind.

The result is a roomy, inviting interior that puts the occupants at ease: an environment emphasising serenity rather than buttons and screens. The thin horizontal design element running across the width of the dashboard achieves a "floating" expression, creating a visual lightness throughout the cabin. The prominent centre console, meanwhile, provides a sense of security while enhancing the driver's ability to focus on the road.

SOPHISTICATED SIMPLICITY

Flooding the cabin with natural light, the panoramic sunroof contributes to the airy interior ambiance and sense of space. Featuring tinted glass and heat insulation as standard, the sunroof is paired with an electric sunshade in the Homura Plus and Takumi Plus grades. In the dark, Mazda's sophisticated ambient lighting system uses only indirect light sources to deliver a relaxed cabin atmosphere. With 64 colour options, it is highly customisable.

The mono-form front seats, with integrated headrests, offer a clean, elegant look. They unite skilfully stitched materials with subtle satin chrome accents for a finely crafted yet modern look and feel. The interior is now available in four colour variations: the standard Takumi package now always comes with Black Maztex[3] upholstery while the Warm Beige Maztex has been discontinued. The Takumi Plus grade, on the other hand, now offers a choice between two elegant Nappa and Suede cloth woven fabric interior trims: the Tan colour known from the original model and the newly added Warm Beige.

5. COMFORT AND CONNECTIVITY

With its intuitive technology, focused on the user experience, the Mazda6e creates a seamless bond between driver and machine, placing safety and convenience at the forefront.

WELCOME MODE – JAPANESE *OMOTENASHI* HOSPITALITY

From the moment the driver approaches, the Mazda6e offers a warm welcome inspired by *omotenashi* – the Japanese spirit of hospitality and thoughtful anticipation. Welcome Mode is activated as the vehicle detects the key: side mirrors unfold, the door handle presents itself, the doors unlock automatically and a distinctive light signature at the front and rear greets the driver. Depending on settings, the rear spoiler subtly deploys. As the door opens, the driver seat moves back 10 centimetres for easy entry, returning

[3] Mazda's alternative to leather: easy to clean and designed for comfort

to its preset position once inside. The sequence plays in reverse when leaving the car – a gesture that reflects the vehicle's attention to detail and care for its occupants.

DIGITAL COCKPIT – HUMAN CENTRIC CONNECTIVITY

The digital cockpit of the Mazda6e is designed according to Mazda's Human Centric philosophy. Important information is positioned in the driver's field of vision to reduce distraction and improve reaction time. A large Head-Up Display projects active driving data, such as speed, navigation prompts, and safety alerts, onto the windscreen at an optimal viewing depth of 7.5 metres. Drivers can customise the amount of information displayed via three modes: Classic, Minimal, or Individual. In winter, the Snow Mode changes items normally displayed in white into a blue tone to enhance readability against bright winter backdrops.

Directly behind the steering wheel, a 10.2-inch digital metre set repeats the active driving information shown in the head-up display and adds vehicle status information including tyre pressure, mileage, battery state of charge, outside temperature and open-door alerts.

In the centre of the dashboard, a 14.6-inch central touchscreen provides a refined interface for communication, entertainment and vehicle settings. With a layout and functionality inspired by smartphones, users can personalise their experience setting widgets and shortcut keys for quick access to frequently used features.

Additionally, the driver can control selected HMI functions with two customisable shortcut buttons on the steering wheel.

The Mazda6e is equipped with a Sony audio system featuring 14 high performance speakers, including subwoofers. The Sony Clear Phase sound system delivers a rich, clear, and balanced sound experience to all passengers. Speakers. An exterior speaker located behind the front bumper allows to play music outside the vehicle.

A rear touchscreen allows passengers in the back to adjust climate settings, operate the electric sunshade (standard on Homura Plus and Takumi Plus grade) and adjust the front passenger seat position.

VOICE RECOGNITION AND GESTURE CONTROL

The centre screen is not the only way to communicate with the vehicle. The Mazda6e can also receive commands via voice recognition and gesture control. Both functions are implemented in a Mazda model for the first time.

Voice recognition is available in nine European languages. Following the initial activation command "Hey Mazda", occupants can control various functions, like air conditioning, windows, seat adjustment, door lock, ambient lighting, audio system, head-up display, and rear spoiler. Four microphones are

installed in the front and rear seats of the vehicle, enabling the vehicle to identify the speaker and respond to commands from all passengers.

Gesture control can be used for core commands to control the audio system, make a phone call, or take a picture with the vehicle's selfie camera.

VEHICLE MODES: SIMPLE COMMANDS FOR SPECIFIC SITUATIONS

Five Vehicle Modes automatically adjust several vehicle functions with one command, conveniently adapting the vehicle status to common scenarios.

When temporarily leaving the car, **Pet Comfort Mode** maintains a constant cabin temperature for pets or groceries remaining in the car and displays a message that the driver will return soon.

Rest Mode rearranges the cabin for taking a short break by adjusting the seat position, air conditioning, windows, interior lighting, audio volume and interior lighting according to preferences preset by the driver and passengers. It is also possible to activate an alarm after a preset period.

Wash Mode helps prevent damage to exterior parts and ingress of water when washing the car: It turns the automatic wipers off, folds the side mirrors, retracts the rear spoiler and closes the windows.

Privacy Mode hides call information and transmits the sound only via the two speakers in the driver's headrest for discretion.

Fresh Air Mode opens the driver's window and activates the Air Purification Mode, filtering particles and bacteria using a PM 2.5 air filter to capture fine particulate matter from dust or smoke - helping to clean the air inside the cabin. Alongside that, the system includes an ioniser which releases negatively charged ions into the air. These ions help to neutralise airborne bacteria and odours, creating a fresher, more pleasant cabin environment.

MAZDA6e APP – REMOTE CONTROL AND VEHICLE SHARING

With the dedicated MAZDA 6e & CX-6e App, users can manage charging schedules, pre-condition the cabin, check door and window status, defrost screens, and more – all remotely. A key feature of the app is Bluetooth Key Sharing, which allows the owner to share access to the vehicle with up to three users permanently or for predefined time periods. Whether for visiting family or a trusted friend, users can grant full or limited access, all while retaining complete oversight via the app.

MAZDA CHARGING APP – CONVENIENT CHARGING AND PAYMENT

At the launch of the Mazda6e, Mazda Motor Europe introduced its own charging programme. After a simple sign-up process, the Mazda Charging App gives access to hundreds of thousands of charging point and provides information on real-time availability, power levels and pricing. Sustainable charging options are highlighted, and customers can pay in their own language and currency.

6. POWERTRAIN

The 2027 Mazda6e[4] comes with a new battery electric powertrain that replaces the previous two powertrain options. The new 78 kWh Lithium Iron Phosphate (LFP) battery combines and surpasses the strengths of its predecessors: DC fast charging with a CCS connector at up to 200 kW, it can be filled up just as quickly as the previous 68.8 kWh battery, i.e. from 10% to 80% in 24 minutes, adding up to 392 km of range. With 11kW three-phase AC charging using a type 2 connector, the battery can be charged from 0 to 100% in 7.88 hours.[5]

Delivering the same 190 kW (258 PS) as the previous 68.8 kWh powertrain, and 290 Nm of torque, electric energy consumption has been reduced from 16.6 kWh to 16.1 kWh. Fully charged, the new 78 kWh battery provides a WLTP range of 560 km, more than the previous 80 kWh Long Range battery. The 2027 Mazda6e accelerates from 0 to 100 km/h in 7.3 seconds, 0.3 seconds faster than the previous 68.8 kWh model, and permits the same electronically limited 175 km/h top speed. As before, the Mazda6e can tow trailers weighing up to 1,500 kg.

7. DRIVING DYNAMICS AND SAFETY

With the launch of the Mazda6e, the *Jinba Ittai* driving philosophy enters a new era, transferring the seamless connection between car and driver into the age of electric mobility. Every detail of the vehicle has been developed to deliver precise handling, intuitive response and a natural sense of control, creating the sense of unity between car and driver that defines *Jinba Ittai*.

Like all Mazda models for the European market, the Mazda6e has been refined by Mazda engineers from Hiroshima, Japan, and Oberursel, Germany, to meet the expectations of European customers.

For the 2027 model, the damper tuning and pedal calibration have been further refined to create an even more harmonious and reassuring driving feel and for a further improved ride and handling performance, the spring rate and the electronic power assisted steering (EPAS) have been refined. Rear-wheel drive, a multi-link rear suspension, and a balanced 47:53 weight distribution enables confident handling and direct feedback. The yaw rate aligns with human perception, while carefully tuned steering and damper characteristics increase precision in every manoeuvre.

[4] 2027 Mazda6e, 190 kW (258 PS): Energy consumption combined: 16.1 kWh/100 km; CO_2 emissions combined: 0 g/km, CO_2 class: A.

[5] Based on a battery/ambient temperature of 25°C (+/-2°C), using a 200 kW DC fast charger, or an 11 kW three-phase AC charger respectively. Actual charging time and driving range may differ.

An integrated brake control system permits fluid transitions between acceleration, braking and cornering, enhancing both stability and ride comfort. The rear spoiler increases downforce and optimises high-speed stability. Electrically operated, it deploys automatically at 90 km/h and retracts at 50 km/h. It can also stay outward permanently in sport mode and can be operated manually.

The Mazda6e offers **three Driving Modes** — Normal, Sport and Individual — allowing drivers to tailor their driving experience to their individual style.

Normal Mode ensures smooth driving by harmonising range and performance, making it ideal for everyday use. In this mode, acceleration is smooth, regenerative braking is set to a standard level, and power steering resistance is also standard.

Sport Mode is designed to deliver a more engaging and dynamic experience. It offers strong acceleration, medium regenerative braking, and increased steering resistance for greater road feel.

Individual Mode allows drivers to configure acceleration, regenerative braking and steering characteristics to their personal preferences. Acceleration can be set to either medium or strong, regenerative braking is available in four levels—low, standard, medium and strong—and steering resistance can be adjusted between standard and sport settings.

In Sport Mode and Individual Mode, drivers will be able to experience the increased maximum acceleration and recuperation force of the 2027 model.

The 2027 Mazda6e represents the further evolution of *Jinba Ittai* in the age of electrification. It enhances the distinctive driving experience of the original model, delivering an even more responsive, balanced, and precise *Jinba Ittai* driving feel.

REASSURINGLY SAFE

In 2025, the original Mazda6e has received a five-star Euro NCAP rating which also applies to the 2027 model. Beyond its driver-focused engineering, the Mazda6e comes with a comprehensive Advanced Driver Assistance System (ADAS), including Smart Brake Support (SBS), Distance & Speed Alert, Forward Obstruction Warning (FOW), Rear Collision Warning (RCW), Rear Cross Traffic Alert (RCTA) and Rear Cross Traffic Braking (RCTB), Door Open Warning (DOW), Blind Spot Monitoring (BSM), Emergency Lane Keeping (ELK), Secondary Collision Warning (SCR) and Adaptive Cruise Control (ACC).

The technology package monitors the surroundings with the help of megapixel cameras, millimetre-wave radar and ultrasonic radar.

The Mazda6e has nine airbags to protect the driver and the passengers: front driver and passenger airbags, a far-side airbag between the front seats, front side airbags, rear side airbags, and curtain airbags. The Occupancy Monitoring System uses an interior camera to detect children in the rear seats and

project them on the centre display. When leaving the car, a warning sound ensures that young children do not accidentally remain in the car unattended.

8. SUMMARY AND LAUNCH TIMING

Blending Japanese philosophy, thoughtful design, and advanced technology, the 2027 Mazda6e will arrive in European dealer showrooms in November 2026.[6]

[6] This media information refers to the European left-hand drive model. For information on the right-hand-drive model in your market, please refer to your local Mazda PR team.

9. TECHNICAL SPECIFICATIONS

DIMENSIONS

Body type		5-door hatchback
Seating capacity		5
Exterior		
Overall length	mm	4,921
Overall width without mirrors	mm	1,890
Overall width with mirrors folded	mm	2,003
Overall width mirror to mirror	mm	2,156
Overall height unladen, without driver	mm	1,491
Overall height with 75 kg driver	mm	1,485
Wheelbase	mm	2,895
Overhang front	mm	986
Overhang rear	mm	1,040
Tread front	mm	1,620
Tread rear	mm	1,630
Ground clearance with 75 kg driver	mm	142
Turning radius (curb to curb / wall to wall)	m	5.6 / 5.8
Interior		
Front headroom	mm	988
Front shoulder room	mm	1,478
Front hip room	mm	1,394
Front leg room	mm	1,074
Rear headroom	mm	963
Rear shoulder room	mm	1,416
Rear hip room	mm	1,392
Rear leg room	mm	921

Cargo Area (all volumes incl. underfloor storage)		
Cargo Volume (all seats up, up to tonneau cover)	l	337
Cargo volume (all seats up, up to ceiling)	l	466
Cargo volume (2nd row seats folded down, up to tonneau cover/belt line)	l	678
Cargo volume (2nd row seats folded down, up to ceiling)	l	1,074
Height, floor to tonneau cover	mm	432
Height, floor to roof	mm	645
Load floor length behind 1st / 2nd row	mm	1,937 / 1,052
Load floor width between rear wheel houses	mm	943
Tailgate opening width	mm	964
Tailgate opening height	mm	619
Frunk volume (incl. sub-frunk)	L	72

Weights		MAZDA6e
Minimum kerb weight w/o driver	kg	2,015
Minimum kerb weight w/ driver (75 kg)	kg	2,090
Max. permissible weight – total	kg	2,440
Max. permissible front axle weight	kg	1,050
Max. permissible rear axle weight	kg	1,390
Max. permissible roof load	kg	n.a.
Max. permissible tow weight, trailer without brakes	kg	750
Max. permissible tow weight, trailer with brakes (8 % / 12 % slope)	kg	1,500

Powertrain		MAZDA6e
Drivetrain		Rear-Wheel Drive
Transmission		1-speed AT
Electric Motor type		Permanent magnet synchronous motor
Maximum power	kW (PS)	190 (258)
Maximum torque	Nm	290
Battery type		Lithium-ion (LFP)
Battery capacity	kWh	78
Battery voltage	V	232-423
Battery weight	kg	550
Battery charging methods		DC charging via CCS connector AC 3-phase charging via type 2 connector
Maximum DC charging power	kW	200
DC charging time 10 % to 80 %	min	24
DC charging time from 30 % to 80 %	min	15
Max. AC charging power (3-phase)	kW	11
AC charging time from 0 % to 100 %	h	7.88

Performance		MAZDA6e
Acceleration 0-100 km/h	s	7.3
Max. speed (electronically limited)	km/h	175
WLTP consumption and range		
Driving range – combined	km	560
Driving range – urban	km	703
Electricity consumption – combined	kWh/100 km	16.1
Electricity consumption – urban	kWh/100 km	12.4
WLTP emission		
CO_2 emission – combined	g/km	0
CO_2 class		A

Suspension & wheels	MAZDA6e
Suspension	
Front suspension type	MacPherson strut
Rear suspension type	Multi-link
Tyres & wheels	
Tyre size	245/45 R 19
Wheel size	19″

Steering & brakes		MAZDA6e
Steering		
Steering type		Electric power assisted rack and pinion
Steering ratio		14.53
Steering wheel turns lock to lock		2.55
Brakes		
Brake disc type front/rear		Ventilated/solid
Front disc diameter	mm	310
Rear disc diameter	mm	306

#MAZDA6e

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For more information, please visit the Mazda Press Portal
www.mazda-press.com

Further information on the electric range, energy costs, vehicle tax and CO_2 costs can be found at www.mazda.de/Energieverbrauch