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Honda civic 2025

The Civic range starts with the well-equipped Elegance trim, which has all the essentials including 17in alloys, climate control, cruise control, heated front seats, privacy glass, parking sensors and a touchscreen infotainment system. If you can, we recommend spending a bit more to get the mid-spec Sport trim, which improves the car's handling because of the bigger, 18in alloy wheel and gets wireless phone-charging, adaptive cruise control, synthetic leather and fabric interior trim, air-con in the rear and an auto-dimming rearview mirror. At the top of the tree sits Advance trim, which includes all the bells and whistles. Its equipment list includes a heated steering wheel, full synthetic leather upholstery, an upgraded stereo and a panoramic glass roof. Still, unless you really want those items, we don't think it's worth upgrading from Sport trim.Honda finished a very respectable sixth out of 32 manufacturers in the 2023 What Car? Reliability Survey and its three-year/90,000-mile warranty is slightly better than average (most brands cover you for 60,000 miles) but can't match Toyota's 10-year/100,000-mile warranty, if you regularly service with them. The Civic's hybrid system comes with its own five-year/90,000-mile warranty.Every Civic comes with a very impressive list of safety equipment, including 11 airbags, automatic emergency braking (AEB), lane-keeping assistance, traffic-sign recognition and blind-spot monitoring. A pop-up bonnet is fitted to minimise the risk to pedestrians.Page 2Strengths+Refined+Great manual gearbox+Controlled rideWeaknesses-Rivals handle better-e-Skyactiv X engine feels lacking at low revsThe Mazda 3's entry-level engine – called the e-Skyactiv G – is a 138bhp 2.5-litre four-cylinder petrol unit. It's a new engine for the 2025 model year and delivers more shove low down in the rev range than its predecessor. Unlike that engine, this one doesn't feel lacking, feeling more on a par with most turbocharged rivals – the 123bhp 1.0-litre Ford Focus for example. What's more, because there's no wait between pressing the accelerator and a turbocharger delivering more oomph, the 3 has a stronger, more immediate accelerator response than turbo rivals, including the Focus and the VW Golf. The Mazda 3 is also available with a more powerful, 183bhp 2.0-litre engine – the e-Skyactiv X – but it actually feels weaker most of the time. That's because you only get the best from it when you're high in the rev range. Both engines are available with a choice of a six-speed manual or a six-speed automatic gearbox. For the best fuel economy and the lowest CO2 emissions, go for the manual. It's super slick to use, too, with a precise, well-weighted action to it. The automatic isn't as satisfying, being reluctant to change down when you ask for a quick burst of acceleration.Ride comfort isn't one of the Mazda 3's strongest suits. It's set up quite firmly and doesn't smother angry bumps around town nearly as well as the best family cars. And which would they be, you might ask? Page 3Mazda 3 2024/08/01This entry-level trim gets you a decent amount of kit, including air conditioning, 16in alloy wheels, rear parking sensors (and camera) and LED headlights....Mazda 3 2024/08/01For a justifiable sum of money more, you could jump to Centre-Line (our recommended trim). You'll gain keyless entry, heated seats, rain-sensing windscreen wipers, dual-zone climate control, an auto-dimming rearview...Mazda 3 2024/08/01Homura adds 18in wheels to the mix, as well as some sporty styling details....Mazda 3 2024/08/01Like Homura, Exclusive-Line ups your wheel size to 18in, but instead of sporty styling details, it aims for a classier look. ...Mazda 3 2023/04/01For a justifiable sum of money more, you could jump to Centre-Line (our recommended trim). You'll gain keyless entry, heated seats, rain-sensing windscreen wipers, dual-zone climate control, an auto-dimming rearview...Mazda 3 2024/08/01Homura adds 18in wheels to the mix, as well as some sporty styling details....Mazda 3 2024/08/01Homura adds 18in wheels to the mix, as well as some sporty styling details....Mazda 3 2024/08/01Like Homura, Exclusive-Line ups your wheel size to 18in, but instead of sporty styling details, it aims for a classier look. ...Mazda 3 2024/08/01This is your range-topping trim. 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It gets electrically adjustable leather front seats, a heated steering wheel, more safety equipment and a 360-degree parking camera.... Building on the success of the 11th generation Civic - the 2022 North American Car of the Year - the refreshed 2025 Honda Civic adds more style, more tech and with the available two-motor hybrid powertrain, a lot more power. Positioned at the top of the lineup and expected to receive an EPA combined fuel economy rating nearing 50 mpg, the new Civic hybrid, offered as either a sedan or hatchback, combines the fun-to-drive spirit of Civic with the award-winning Honda two-motor hybrid system.The 2025 Civic will be available in four trim levels, starting with LX (sedan only) and Sport, and topped by the hybrid-powered Sport Hybrid and Sport Touring Hybrid. The new hybrid-electric models will represent about 40% of Civic sales as a key step in the Honda electrification strategy. The 2025 Civic sedan will begin arriving at Honda dealers next month, while the Civic hatchback will arrive later this summer."The new Civic hybrid is a perfectly-timed addition to the Honda lineup as hybrid-electric sales continue to grow, providing Honda with an important building block toward 100% zero-emissions vehicle sales by 2040," said Lance Woelfer, assistant vice president of Honda National Auto Sales, American Honda Motor Co., Inc. "Honda hybrid-electric models represented over one-quarter of our overall brand sales in 2023, and the fun-to-drive Civic hybrid is a fantastic new product at the gateway of our popular electrified lineup along with Accord hybrid, CR-V hybrid and the all-electric Prologue."Civic is Honda's longest-running automotive nameplate and Americans have purchased more than 12 million Civics since 1973, making it one of the top three best-selling passenger cars in America over the past 51 years. An unparalleled success, the 11th-generation Civic serves as the gateway to the Honda brand and America's most popular vehicle with Gen Z buyers, first-time new car buyers as well as multicultural customers.Most Powerful Non-Type R Civic EverWith an anticipated combined 200 horsepower and an impressive 232 lb.-ft. of torque,the new Civic hybrid-electric powered trims are the most powerful non-Type R Civics ever, providing quick, effortless acceleration while receiving outstanding EPA fuel economy ratings. Linear Shift Control further elevates the driving experience by mimicking the vehicle speed-linked rev feel typically associated with a conventional drivetrain shifting gears under acceleration. The resulting performance is even quicker than the outgoing 1.5L turbo-powered Civic.The Honda two-motor hybrid system maximizes efficiency without compromising dynamic performance or passenger and cargo space. Optimized for the Civic and delivering a sporty driving experience, the refined Honda two-motor hybrid-electric power unit features two large and powerful electric motors.In addition, the new Civic hybrids have four levels of regenerative-braking deceleration available through selector paddles on the steering wheel. The multiple levels provide a wide range of control during deceleration.To further amplify Civic's legendary fun-to-drive spirit and class-leading ride comfort, the ride and handling dynamics of Civic hybrid have been optimized with unique spring and damper tuning, and a specifically-developed tire. Hybrid trims also enjoy the lowest NVH levels in the Civic lineup, with a robust noise reduction package that includes Active Noise Control on all hybrids, and wheel resonators on Sport Touring trims.To support affordability for young buyers, Civic LX and Sport trims continue to be powered by a responsive and efficient 2.0-liter 4-cylinder engine. Sport Hybrid and Sport Touring Hybrid trims benefit from Honda's powerful yet efficient two-motor hybrid system.Drivers can seamlessly switch between selectable drive modes to optimize the Civic driving experience for various conditions. Econ, Normal, and Sport (Sport and hybrid trims only) modes feature pre-set performance settings for powertrain response, steering assist level and gauge cluster layout. Civic Sport Touring Hybrid models also feature a new Individual mode that enables customization of the driving experience.Enhanced DesignThe exterior styling of every 2025 Honda Civic is enhanced with a new more aggressive front fascia and grille, while new darker taillights give Civic sedan a sharper look. For an even sportier look, the new more-powerful hybrid-powered trims get a distinct body colored headlamp garnish and front lower spoiler. All Sport trims continue to feature dark trim and black 18-inch wheels. A new machine-finished wheel design is exclusive to the top-of-the-line Sport Touring Hybrid.Four bold new colors including Solar Silver Metallic, Urban Gray Pearl, Blue Lagoon Pearl (exclusive to Civic sedan) and Sand Dune Pearl (exclusive to Civic hatchback) enhance the appearance of the 2025 Civic.Inside, the simple and clean Civic interior is also refreshed. All hybrid models are now available with a gray interior color. Sport Hybrid also comes standard with a moonroof, heated front seats and dual zone climate controls.The Sport Touring Hybrid adds leather seating, a 12-speaker Bose premium audio system and intuitive technology, including a larger 9-inch touchscreen with wireless Apple CarPlay and Android Auto™ compatibility and a wireless smartphone charger. All Civic models now come standard with front USB-C ports.Google built-InAdditionally, the top-line Sport Touring Hybrid features Civic's first integration of Google built-in. This includes apps like Google Assistant, Google Maps and more on Google Play for a helpful, personalized and connected driving experience with a complimentary 3-year unlimited data plan.With Google Assistant, users can get things done while keeping their eyes on the road and their hands on the wheel. Talk to Google to easily call or text a friend, set reminders, or even change the temperature in the car. Users can also navigate to the next destination or look up what's nearby. For example, Google Assistant enables users to set their destination in Google Maps using just their voice, with the route map then displayed in the instrument cluster.Drivers can control their media by asking Google to skip to the next track or rewind a podcast using their favorite media apps with just their voice. Google Play enables users to download various 3rd-party apps for music, podcasts and audiobooks, just like they would on their smartphone.Safety for EveryoneThe 11th-generation Civic is a safety leader in the compact class thanks to advanced active and passive safety technology that comes standard on every Civic. This includes Honda's proprietary Advanced Compatibility Engineering™ (ACE™) body structure designed to help protect occupants in a wide variety of frontal collisions, along with advanced supplemental restraint systems.Civic's driver and passenger front airbags were designed to minimize the potential for severe brain trauma associated with angled frontal collisions. The front driver's airbag uses an innovative donut-shaped structure to cradle and cradle the head to reduce rotation. The passenger-side front airbag uses a three-chamber design with the two outer chambers designed to achieve a similar result. All Civic models also feature pretensioning front seatbelts, and front, side, knee and side-curtain airbags.Based on Honda's long standing "Safety for Everyone" approach, which focuses on advancing safety for everyone sharing the road, all Civic models are equipped with the Honda Sensing® suite of safety and driver-assistive technologies, which includes Collision Mitigation Braking System™ (CMBS™) with Pedestrian Detection; Forward Collision Warning; Road Departure Mitigation (RDM) incorporating Lane Departure Warning (LDW); Lane Keeping Assist System (LKAS); and Adaptive Cruise Control (ACC). All Sport models are now also equipped with Blind Spot with Rear Cross Traffic Alert.ManufacturingHonda has produced more than 11 million Civics in North America, including more than five million in the United States, accounting for more than a quarter of our vehicle production in the region since Honda began making cars in America in 1982. The 11th-generation Civic continues to build on that legacy with production of the Civic Sedan in Alliston, Ontario, Canada, and Civic Hatchback at the company's Greensburg, Indiana plant.Associates at Honda Power Unit Operations facilities in Ohio - including the Anna Engine Plant and Ohio Transmission Plant - build both the two-motor hybrid-electric power unit and 2.0-liter Atkinson-cycle four-cylinder engine for the Accord, CR-V and Civic hybrids. A new Honda Civic is always a big deal globally. After all, it's one of the all-time best-sellers with over 27 million cars built to date. The eleventh-generation Civic is now hybrid-only in Europe, though, and in this Honda Civic review we'll see if that narrows its appeal. Honda has spent the last couple of decades shaking off its 'reliable yet dull' image, particularly where the long-lived Civic is concerned. You only have to look back at the radical 2006 model, which still looks mad even today, to see that reinvention. But the following two generations of Honda Civic weren't exactly universally praised for their Marmite styling. So Honda's clearly played it safe with the latest, eleventh-generation model, arriving on the scene with fairly conservative looks that will disappoint some looking for another wacky shape. It's a more rounded, better proportioned version of the last Civic, but nothing revolutionary. Don't judge a book by its cover, however. The Volkswagen Golf has made a name for itself for its subtle, classless, high quality approach, and that's clearly what Honda has its sights set on with the Mk11 Civic. Certainly the new cabin illustrates that, with a smart yet easy to live with layout and a significant step up in quality. It's spacious, too - if not quite up there with the Skoda Octavia. There's plenty of hatchbacks that the Civic competes with, ranging from the more affordable Ford Focus to the premium-badged Audi A3. But its closest rival is actually the Toyota Corolla, and that's because the new Civic is only available as a hybrid in Europe. So it looks a little dull and it'll be even duller to drive, right? Not so. Honda has thrown its considerable engineering might behind the new Civic, with chassis improvements and a new generation of hybrid system even compared to the latest HR-V. That means good performance, impressive efficiency and probably the most natural-feeling (and sounding) CVT gearbox we've tried yet. It really is a surprise - you'd almost call it fun. Yet the Civic is comfortable and refined around town. You pay a premium for this newfound polish, however. The Honda Civic's starting price is above most of its mainstream competition and knocks on the door of premium brand models. There's no pure petrol or diesel models to bring the price down, either. But hybrid and electric is the future, and if you're willing to pay to embrace that the new Civic is a strong buy. We lived with a Civic for three months - find out how we get on with it in our Honda Civic e:HEV long-term review. Page 2 Features "more mature interpretation of Kodo design that embodies the essence of Japanese aesthetics." Plus the breakthrough Skyactiv-X Spark Controlled Compression Ignition petrol engine that combines the drivability of a petrol engine with the fuel economy of a diesel and should be capable of 60mpg. Offered initially with either a 122PS 2.0-litre Skyactiv-G petrol or 116PS Skyactiv-D diesel engine, the model line-up sees a choice of five trim levels: SE-L, SE-L Lux, Sport Lux, GT Sport and GT Sport Tech. It features high-end technology such as a windscreen projecting colour head-up display with Traffic Sign Recognition, Mazda Radar Cruise Control and LED headlights across the range. Every model in the line-up also features navigation, Apple CarPlay/Android Auto and an advanced eight speaker audio system. From SE-L Lux onwards highlights include a reversing camera, smart keyless entry, heated front seats, while Sport Lux sees the high-class cabin enhanced with additional chrome detailing, a frameless rear view mirror and rear privacy glass. GT Sport sees the introduction of black leather seats with power adjustment, a heated steering wheel and Bose audio, while the range-topping GT Sport Tech features a suite of additional active safety equipment, including a 360 camera and Driver Attention Alert with interior camera. With the exception of the flagship GT Sport Tech model, which is matched exclusively with the 122PS Skyactiv-G engine, all trims are offered with both diesel and petrol engines, while a choice between manual and automatic gearboxes is offered across the entire range. For improved efficiency the Skyactiv-G petrol engine now features a cylinder deactivation system and Mazda's M Hybrid 24V system. This mild-hybrid system improves fuel economy by recycling recovered kinetic energy. A belt-driven integrated starter generator (ISG) converts the energy in the 600kJ lithium-ion battery, while the DC-DC converter supplies it to the cars electrical equipment. All models feature a seven-inch colour TFT driver instrument display, while the latest version of Mazda's MZD-Connect infotainment system features a larger 8.8-inch central display, improved navigation and a revised multimedia commander control dial, to name just a few of the enhancements. Offered exclusively on the hatchback, Mazda's newest paint colour Polymetal Grey makes its debut on the All-New Mazda3. SE-L and SE-L Lux cars feature 16-inch silver wheels, while from Sport Lux onwards 18-inch Grey Metallic wheels, rear privacy glass and piano black window garnish distinguish higher grade models. Mazda 3 2.0 122PS Skyactiv-G SE-L manual: £20,595 Mazda 3 2.0 122PS Skyactiv-G SE-L automatic: £21,895 Mazda 3 2.0 122PS Skyactiv-G SE-L Lux manual: £21,695 Mazda 3 2.0 122PS Skyactiv-G SE-L Lux automatic: £22,995 Mazda 3 2.0 122PS Skyactiv-G Sport Lux manual: £22,795 Mazda 3 2.0 122PS Skyactiv-G Sport Lux automatic: £24,095 Mazda 3 2.0 122PS Skyactiv-G GT Sport manual: £24,595 Mazda 3 2.0 122PS Skyactiv-G GT Sport automatic: £25,895 Mazda 3 2.0 122PS Skyactiv-G GT Sport Tech manual: £25,495 Mazda 3 2.0 122PS Skyactiv-G GT Sport Tech automatic: £26,795 Mazda 3 1.8 116PS Skyactiv-D SE-L manual: £22,395 Mazda 3 1.8 116PS Skyactiv-D SE-L automatic: £23,795 Mazda 3 1.8 116PS Skyactiv-D SE-L Lux manual: £23,495 Mazda 3 1.8 116PS Skyactiv-D SE-L Lux automatic: £24,835 Mazda 3 1.8 116PS Skyactiv-D Sport Lux manual: £24,595 Mazda 3 1.8 116PS Skyactiv-D Sport Lux automatic: £25,935 Mazda 3 1.8 116PS Skyactiv-D GT Sport manual: £26,395 Mazda 3 1.8 116PS Skyactiv-D GT Sport automatic: £27,735 The 2019 Mazda3 has captured the "Red Dot: Best of the Best" prize at the 2019 Red Dot product design awards. This competition's highest accolade is awarded to products whose designs are considered genuinely ground-breaking and visionary. It is designed according to the Kodo: Soul of Motion philosophy. Making its debut in the new Mazda 3, Mazda's new Skyactiv-X engine will go on sale in the UK this autumn. Featuring Mazda's unique Spark Plug Controlled Compression Ignition (SPCCI) technology, the 2.0 litre, four-cylinder Skyactiv-X engine is the world's first commercial petrol unit to combine the spark ignition of a petrol engine with the compression ignition of a diesel. Mazda claims the SkyActiv-X engine will combine the free-revving performance of a petrol engine and the superior response of a diesel. It has maximum power output of 180PS and 224Nm of torque. It returns 52.3mpg under WLTP fuel economy tests and CO2 emissions from 96g/km depending on transmission and wheel size. The Mazda 3 Skyactiv-X is also equipped with Mazda M Hybrid technology. This intelligent 24V mild-hybrid system minimises fuel consumption, increasing fuel economy and lowering emissions by recycling energy recovered during deceleration that powers an electric motor that assists the engine. Orders will open later in 2019, available on both hatchback and saloon models with a choice of six-speed manual or automatic transmissions. The Mazda i-Activ all-wheel-drive system will be available on the Mazda 3 Skyactiv-X Hatchback. Full UK specification and pricing details of the Mazda3 Skyactiv-X will be announced next month. Mazda awarded "Red Dot: Best of the Best" prize for the All-New Mazda3. The Red Dot product design awards' top honour is given by the international jury of design experts on only the most exceptional products. Arriving in October, Mazda 3s fitted with this clever engine will start from £23,555 with combined economy of up to 52.3mpg, while at the same time the Mazda3 saloon will make its UK debut powered by the 180ps Skyactiv-X engine and the 116ps Skyactiv-D diesel engine. Featuring Mazda's unique Spark Controlled Compression Ignition (SPCCI) technology, Skyactiv-X is the world's first production petrol engine to exploit the benefits of compression ignition. Providing drivers with the free-revving performance of a petrol engine with the superior response of a diesel, the 2.0-litre four-cylinder 180ps Skyactiv-X engine features the highest compression ratio for a production petrol engine in the world, while its lean burn capabilities ensure outstanding fuel economy and low emissions. The entry point to the Skyactiv-X line up, the £23,555 manual All-New Mazda3 Sport hatch emits 100g/km, while the identically priced Sport saloon emits just 96g/km. Across both body styles the Skyactiv-X powered Mazda3 is offered in Sport, Sport Lux, GT Sport and GT Sport Tech trim levels, with a choice of automatic or manual transmission available on all models. Additionally, for the first time since the Mazda 323 AWD, Mazda is offering UK drivers a four-wheel drive car in the family hatch segment. Exclusively matched to the high-grade GT Sport Tech trim and hatchback body, this Mazda3 combines the cutting-edge efficiency of the Skyactiv-X engine with the security and dynamic excellence of Mazda's latest i-Activ all-wheel drive system. Like the rest of the range, Skyactiv-X hatch and saloon models are specified with a level of standard equipment never seen before on a Mazda in this sector: the All-New Mazda3 features high-end technology such as a windscreen projecting colour head-up display with Traffic Sign Recognition, Mazda Radar Cruise Control and LED headlights across the range. Every model in the line-up also features navigation, Apple CarPlay/Android Auto and an advanced eight speaker audio system. Even the Sport trim entry point to the Skyactiv-X range has a cabin enhanced with chrome detailing, a frameless rear view mirror and rear privacy glass, while Sport Lux models feature a reversing camera, smart keyless entry and heated front seats. GT Sport sees the introduction of black leather seats with power adjustment, a heated steering wheel and Bose audio, while the range-topping GT Sport Tech features a suite of additional active safety equipment, including a 360-degree camera and Driver Monitoring System with interior camera. Exclusive to cars powered by the Skyactiv-X engine, GT Sport and GT Sport hatchbacks can be specified with £200 Burgundy leather, while the saloon can be equipped identically priced Stone leather. Inside, the stylish cabin environment takes a minimalist approach with every aspect of the cockpit laid out in perfect horizontal symmetry with the driver to deliver both ergonomic simplicity and beautiful design. Mazda's focus on Japanese mastery inspired craftsmanship is evident in both high-class materials found throughout the interior and the impressive build quality. All models feature a seven-inch colour TFT driver instrument display, while the latest version of the Mazda Connect infotainment system features a larger 8.8-inch central display, improved navigation and a revised multimedia commander control dial, to name just a few of the enhancements. Like the Skyactiv-G petrol engine, Mazda's Skyactiv-X engine is matched to the Mazda M Hybrid 24V mild-hybrid system that recycles recovered kinetic energy. A belt-driven integrated starter generator (ISG) converts the energy in the 600kJ lithium-ion battery, while the DC-DC converter supplies it to the cars electrical equipment. Externally, Sport Lux, GT Sport and GT Sport Tech Skyactiv-X powered cars are marked out by bright 18-inch alloy wheels on the saloon and metallic black alloys on the hatchback, while the keen eyed will spot the wider exhaust tailpipe and Skyactiv-X tailgate badge. A stand out compact premium small saloon, the All-New Mazda3 saloon shares just its bonnet and windscreen with the hatchback, ensuring that it delivers a uniquely sophisticated and executive look distinct from the hatchback. Sharing an identical wheelbase, the saloon is 200mm longer, while the 444-litre boot ensures this stylish saloon delivers impressive levels of practicality. Mazda announced that the 2019 Mazda 3 with revolutionalry Skyactiv X engine is now on sale across Europe. Featuring Mazda's unique Spark Plug Controlled Compression Ignition (SPCCI) technology, the 2.0-litre, four-cylinder Skyactiv-X engine is the world's first commercial petrol unit to combine the spark ignition of a petrol engine with the compression ignition of a diesel. It now launches across Europe in the All-New Mazda3, delivering 180PS and 224Nm of maximum torque with smooth, free-revving performance, excellent responsiveness and outstanding real-world fuel consumption. Mazda no longer sells the Mazda 3 with the Skyactiv-D diesel engine. Celebrates Mazda's centenary with Snowflake White paint and burgundy interior. Limited to 100 examples in the UK. Powered by Skyactiv-X engine. The 2021 model year versions of the Mazda CX-30 and Mazda 3 see the debut of the updated version of Mazda's unique Skyactiv-X SPCCI Spark Controlled Compression Ignition petrol engine. Renamed e-Skyactiv X, the updated version delivers increased performance and even more efficiency. The latest 2.0-litre e-Skyactiv X engine produces 186PS at 6000rpm and maximum torque of 240Nm at 4000rpm – an increase of 6ps and 16Nm respectively Corresponding to the renaming of the e-Skyactiv X engine, Mazda's 2.0-litre Skyactiv-G engine is moving to e-Skyactiv G naming. On sale from the 1st April, the nine-model 2.0-litre e-Skyactiv G line-up features SE-L, SE-L Lux, Sport Lux, GT Sport and GT Sport Tech trims with the option of an automatic gearbox on all but the entry-level SE-L. The e-Skyactiv X hatchback range features nine cars across SE-L Lux, Sport Lux, GT Sport and GT Sport Tech trims with the option of an automatic gearbox from Sport Lux onwards. Additionally, the stylish 2021 Mazda 3 Saloon is offered exclusively with the e-Skyactiv X engine with the same nine model line-up as the hatchback. Small changes to the Mazda3 see a sunroof added to Sport Lux, GT Sport and GT Sport Tech e-Skyactiv X models. Mazda has announced that the latest version of the Mazda3 is available to order. While the interior and exterior design is unchanged, all models get Alexa Voice Assistant, and the Mazda navigation system now benefits from cloud-based points of interest and database updates. The biggest change to the 2025 Mazda3 line-up is the introduction of a new e-Skyactiv G engine. Replacing the current 122PS 2.0-litre e-Skyactiv G engine, the 140PS 2.5-litre e-Skyactiv G becomes the entry level Mazda3 engine. The 186PS e-Skyactiv-X engine is retained unchanged and both engines can be had with a manual or automatic transmission.