



MAZDA DELIVERS FIRST ROTARY HYDROGEN VEHICLES TO CORPORATE CUSTOMER FLEETS

RX-8 Hydrogen RE features a hydrogen or gasoline dual-fuel system

Hiroshima, Japan, 23rd March 2006. Mazda Motor Corporation has delivered one RX-8 Hydrogen RE vehicle each to its first two corporate customers for this model, Idemitsu Kosan Co., Ltd. in Tokyo, and Iwatani International Corporation in Osaka, Japan. RX-8 Hydrogen RE cars are equipped with a rotary engine and feature a dual-fuel system that allows the driver to select either hydrogen or gasoline with the flick of a switch. The vehicles that have been leased to Mazda's first two corporate fleet customers are based on Mazda's original body design but with specially added company decals for each customer's use. The delivery of these vehicles for fleet use marks the world's first case of leasing an internal combustion engine vehicle that can use both hydrogen and gasoline as fuel.

Akihiro Kashiwagi, RX-8 Hydrogen RE development program manager, said, "We're pleased to deliver these hydrogen rotary vehicles for fleet use in these two companies, which are participating in the Japan Hydrogen and Fuel Cell Demonstration Project (JHFC) and are actively engaged in advancing further uses of hydrogen energy. And we are looking forward to hearing feedback from our customers about the cars. Mazda will continue its efforts to improve the performance of hydrogen-fueled rotary engine vehicles and do its part to help achieve a more environmentally friendly hydrogen energy society in the future."

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Specifications and lease price of Mazda RX-8 Hydrogen RE

Vehicle	Type	Mazda ABA-SE3P 'Kai' (modified model)
	Overall length/width/height	4.435mm / 1.770mm / 1.340mm
	Wheelbase	2,700mm
	Curb weight	1,460kg
	Seating capacity	4 adults
Engine	Class	RENESIS hydrogen rotary engine (Dual fuel system)
	Type	13B
	Displacement	0.654L x 2
	Maximum output	Hydrogen 80kW (109PS) Gasoline 154kW (210PS)
	Maximum torque	Hydrogen 140Nm (14.3kgm) Gasoline 222Nm (22.6kgm)
Fuel	Type	Hydrogen/gasoline switch
	Fuel tank	Hydrogen 110L/35MPa (350 bar) high pressure hydrogen tank Gasoline 61L
Performance	Cruising distance (10-15 mode)	Hydrogen 100km Gasoline 549km
*Standard lease price (Price without tax indicated in brackets.)		420,000 yen (400,000 yen) per month

*Monthly lease payment for the 30-month lease period.



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Mazda's hydrogen vehicle development milestones

1991	Developed the first hydrogen rotary engine vehicle, HR-X
1992	Test drive of golf cart equipped with fuel cell
1993	Developed second hydrogen rotary engine vehicle, HR-X2 Developed test version of MX-5 equipped with hydrogen rotary engine
1995	Conducted Japan's first public road test with Capella Cargo equipped with hydrogen rotary engine
1997	Developed Demio (Mazda2) FC-EV
2001	Developed Premacy FC-EV and conducted first public road test in Japan (with methanol reformer fuel cell system)
2003	Announced Mazda RX-8 Hydrogen Rotary Engine vehicle development model
2004	Conducted the world's first public road tests of the RX-8 hydrogen rotary engine that can run on two types of fuel--hydrogen and gasoline

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