

Mazda 3 BP 2.0 Skyactiv-X

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Is it a pre-2021 Skyactiv-X or the revised e-Skyactiv-X (March 2021 onward)? The revision improved combustion control and reduced early injector and sensor issues.

BEFORE THE VIEWING

Service history and oil type

This engine requires Mazda Supra-X 0W-20 oil specifically. Ask for service records and confirm the correct oil was used at every change. Non-spec oil can affect the SPCCI system.

Recall status (Smart Brake)

2019-2020 models had a safety recall for false emergency braking activation. Contact Mazda with the VIN to confirm all four known recalls are completed before visiting.

Software update history

Mazda released several ECU and ISG (integrated starter-generator) updates for the Skyactiv-X. Ask the seller if the latest software calibration has been installed.

AT THE CAR

Tyres and exterior condition

Standard size is 215/45R18. Check tread depth and sidewall date codes. Also open and close all doors firmly: sticky or misaligned B-pillar seals are a known issue causing wind noise.

Cold start and supercharger sound

Start the engine fully cold with the bonnet open. Listen near the intake side (left of the engine bay) for unusual whining, rattling, or grinding from the small Roots-type supercharger.

SPCCI dashboard indicator

Once warmed up, a green SPCCI light should appear on the dashboard during steady driving. If it never activates, the engine may have fallen back to spark-only mode due to a sensor fault.

i-stop function test

At a standstill with the engine warm, the i-stop system should shut the engine off automatically. If it stays permanently deactivated, this can point to a weak 24V mild hybrid battery.

DURING THE DRIVE

Flat spot around 2,000 rpm

In 3rd or 4th gear, accelerate gently through 2,000-2,200 rpm. A mild hesitation is normal (the engine switches combustion modes here), but a harsh jerk or stumble is worth investigating.

Engine warning lights

Drive for at least 20-30 minutes at varied speeds. The complex sensor system can trigger warnings if something is drifting. Watch for any engine or hybrid system lights appearing on the dash.

Highway wind noise

If possible, drive above 100 km/h and listen for excessive wind noise around the front doors and B-pillar area. This points to the known weatherstrip seal issue covered by a Mazda service bulletin.

NOTES

THIS CAR AT A GLANCE

Compact petrol hatchback/sedan, on sale since 2019. Well-built, but the SPCCI compression-ignition system adds complexity. The revised e-Skyactiv-X (from March 2021) is the smoother choice.

KNOWN WEAK POINTS

Injector carbon fouling

Direct injection carbon buildup on tips
€600-1,600

Supercharger failure

Roots-type compressor noise or wear
€1,200-2,500

Sensor-triggered warnings

Combustion sensors drift, trips light
€150-800

SPCCI flat spot / hesitation

Mode-switch stumble at 2,000 rpm
€0-400

Door seal deterioration

B-pillar weatherstrips swell, noise
€200-500

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