

# Mazda CX-30 2.0 Skyactiv-X

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** The SPCCI engine adds a supercharger and mild hybrid system on top of direct injection. Most issues are preventable, but ask whether the car was mainly used for short trips or longer drives.

## BEFORE THE VIEWING

- Recall status (multiple exist)**  
Early 2019 cars have a PCM software recall (AK055A) for engine stalling, plus brake caliper and Smart Brake Support recalls. Contact Mazda with the VIN to confirm all are completed.
- Service records and software updates**  
Ask for full service history. Skyactiv-X cars benefit from Body Control Module (BCM) and PCM software updates that fix battery drain and the SPCCI flat spot. Check if these were applied.
- Driving pattern of previous owner**  
Carbon buildup on injectors is the main concern on this engine, and it is much worse on cars used mostly for short urban trips. Ask the seller about typical journey length and usage.

## AT THE CAR

- Tyres and exterior condition**  
Factory size is 215/55R18. Check all four for tread depth and age (four-digit date code on the sidewall). Uneven inner-edge wear on the front tyres can point to alignment or suspension issues.
- Cold start and engine sounds**  
Start the engine from cold. The Skyactiv-X has a slightly different idle sound than a normal petrol due to its high compression, which is normal. Listen for groaning or squeaking from the supercharger area.
- 12V battery condition**  
Ask how long the car has been sitting. If it needed a jump start for the viewing, that points to the known parasitic drain issue. Check whether a higher-capacity AGM battery has been fitted as a fix.
- Infotainment and backup camera**  
Turn on the Mazda Connect screen and wait for it to boot. If it takes longer than 15 seconds, goes black, or reboots in a loop, the navigation SD card or the head unit software may need updating.

## DURING THE DRIVE

- SPCCI transition around 2,000 rpm**  
Accelerate gently through 2,000 to 2,100 rpm. A slight hesitation as the engine switches combustion modes is normal for this car. Harsh juddering or a strong kick can point to outdated PCM software.
- Front suspension over bumps**  
Drive slowly over speed bumps, especially at an angle. A plastic-sounding clunk from the front is a known issue with the sway bar bushings. It is a cheap fix but worth noting for negotiation.
- i-stop function after warm-up**  
Once the engine is fully warm, stop at a light or junction. If the i-stop system does not engage or a warning appears on the dashboard, carbon buildup on the fuel injectors may already be present.

## NOTES

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### THIS CAR AT A GLANCE

Compact crossover with Mazda's unique SPCCI engine, built from 2019. Well-made but more complex than the standard Skyactiv-G. Most issues are minor and preventable with regular longer drives.

### KNOWN WEAK POINTS

#### 12V battery drain

Parasitic drain from mild hybrid system  
€200-500

#### Carbon buildup / injectors

Direct injection fouling on short trips  
€400-1,500

#### Supercharger failure

Roots compressor bearings or clutch  
€1,500-2,500

#### Suspension clunk

Front sway bar bushings lose lube  
€100-400

#### Infotainment reboots

Screen freezes, nav SD card related  
€0-300

