

ANCAP Safety Rating

MITSUBISHI OUTLANDER (From Nov 2012)



Test Vehicle(s).

Variant:	Mitsubishi Outlander Intense LHD
Kerb Mass:	1500 kg
Built:	2012
Engine:	2.2 diesel
Category:	Medium SUV
Variant Applicability*:	All variants, including the PHEV

Note: The diesel left-hand-drive European model was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to all variants, including the PHEV.



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head + Knee	Standard	15.58 (out of 16)	16.00 (out of 16)	2 (out of 2)	GOOD	ACCEPTABLE	2 (out of 3)	35.58 (out of 37)	★★★★★

The tested model of Mitsubishi Outlander was introduced in Australia and New Zealand in late 2012. This ANCAP safety rating applies to all variants, including the PHEV which became available in 2014.

Dual frontal, side chest and side head airbags (curtains) and a driver knee airbag are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the offset crash test driver chest, leg and foot protection was acceptable. Passenger chest and leg protection was also acceptable. Driver protection was good in the side impact crash test. Head protection in the side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.80 points
Upper legs:	4.00 points
Lower legs:	3.78 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were mostly well controlled but there was a small deduction for the brake pedal. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	GOOD
Dynamic test:	GOOD
Overall whiplash rating:	GOOD

Injury Outcomes.

Frontal Offset Driver



Passenger



Side Impact & Pole Driver



Whiplash



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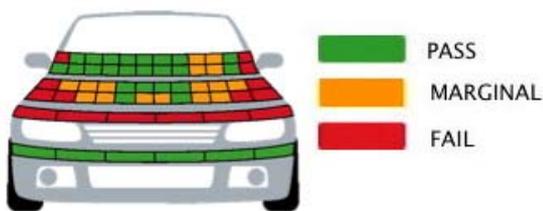
PEDESTRIAN PROTECTION

Pedestrian Test.

ACCEPTABLE - Scored 22.90 out of 36 points

Child head impacts: 7.07 points
 Adult head impacts: 9.83 points
 Upper leg impacts: 0.00 points
 Lower leg impacts: 6.00 points

The bumper provided good protection to pedestrians' legs and scored maximum points. However, the front edge of the bonnet offered poor protection in all areas tested. In those areas likely to be struck by the head of a child, protection was predominantly marginal or poor. However, good protection was offered by the bonnet in most areas likely to be struck by an adult's head.



(Tested by Euro NCAP v5.3)



Mitsubishi Outlander

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	S
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X*
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	V
Autonomous emergency braking (AEB)	V
Lane support system	X
Hill launch assist	S
Reversing collision avoidance	V

* 2nd row seat belt reminders were fitted to the vehicle tested by Euro NCAP

S = Standard on all variants.
 O = Optional on base variant. May be standard on higher variants.
 V = Not available on base variant but standard or optional on higher variants.
 X = Not available on any variant.

INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
Head			
HIC	225.00	165.00	42.00
Acceleration (g for 3ms)	36.10	33.50	21.00
Neck			
Shear (kN)	0.44	0.43	-
Tension (kN)	1.10	0.61	-
Extension (Nm)	20.70	10.00	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	23.39	22.55	11.40
Viscous criterion (m/s)	0.07	0.08	0.05
Abdomen			
Force (kN)	-	-	0.59
Pelvis			
Force (kN)	-	-	1.26
Upper legs			
Femur force left (kN)	1.39	1.60	
Femur force right (kN)	1.29	0.20	
Knee displacement left (mm)	2.30	3.60	
Knee displacement right (mm)	2.50	0.60	
Lower legs			
Force left (kN)	2.05	2.10	
Force right (kN)	1.66	1.68	
Index (upper / lower) left	0.39 / 0.18	0.30 / 0.17	
Index (upper / lower) right	0.29 / 0.23	0.20 / 0.18	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	8mm
Downwards:	55mm
Sideways:	12mm

Pedals

Brake (rearwards):	84mm
Accelerator (upwards):	12mm

A-Pillar (rearwards):	4mm
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SCORE DEDUCTIONS

Deductions from frontal offset test scores

Blocked brake pedal: 0.224 points from foot score.

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

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