

Crash Tests

New Car Safety

Mitsubishi Triton

03/2006 on 01/0001 - Frontal+Side

Overall Evaluation



Overall Score
Variant: All Variants

25.08 out of 37
Engine: 3.2 diesel
Category: Utility

Model History and Safety Features

The tested model of Mitsubishi Triton was introduced in Australia during 2006. Mitsubishi provided evidence to ANCAP that all variants of the Triton can be expected to provide comparable front occupant protection to the tested 4x4 Dual Cab. This 4-star ANCAP rating applies to all Triton variants built from 2006. Dual front airbags are standard. Antilock brakes (ABS) with electronic brake distribution (EBD) are optional on the base variants. Side airbags, side curtains and electronic stability control (ESC) are available on some variants from October 2009. These are recommended by ANCAP but are not required for the 4-star rating. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash.

Overall Evaluation: 4

4 Stars. The Mitsubishi Triton 4x4 scored 9.08 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious leg injury was marginal for the driver. There was a moderate risk of serious chest injury for the driver and passenger. The vehicle was awarded a default score of 16 out of 16 in the side impact crash test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 1.87 pts, upper legs 0.99 pts, lower legs 2.22 pts.

The passenger compartment held its shape well in the offset crash test. The clutch pedal moved rearwards by 74 mm and downwards 3mm. The steering wheel hub moved forwards 16mm, upwards 49 mm and sideways 8 mm. The front ("A") pillar moved 53 mm rearwards. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

Default 16 points awarded for side impact test.

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the Triton. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

The vehicle was not eligible for a Pole Impact Test. This test can earn eligible vehicles an extra two points.

Pedestrian rating (v4.1)



Child head impacts	0.31
Adult head impacts	0.96
Upper leg impacts	Zero
Lower leg impacts	2
Total (out of 36)	3.27

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	426	409	
- Acceleration (g for 3ms)	48.4	49.6	
Neck			
- Shear (kN)	0.3	0.71	
- Tension (kN)	1.72	1.78	
- Extension (Nm)	20.5	15.2	
Chest			
- Acceleration (g for 3ms)	44.8	36.8	
- Compression (mm)	36.9	32.8	
- Viscous Criterion (m/s)	0.21	0.17	
Abdomen			
- Force (kN)			
Pelvis			
- Force (kN)			
Upper Legs Force (kN)			
- Left	1.94	0.56	
- Right	0.88	3.76	
Knee Displacement (kN)			
- Left	8.28	1.26	
- Right	0.93	1.18	
Lower Legs Force (kN)			
- Left	2.47	3.3	
- Right	3.61	3.05	
Index (Upper Lower)			
- Left	0.42 0.49	0.47 0.19	
- Right	0.67 0.8	0.38 0.41	

Bonus points (maximum 5)

Pole Test: Not eligible
Seat Belt Reminders: None

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable & conc. loading 2 pt deduct L&R
Lower leg	No deduction
Foot score	4 pts
Structure	Note: Steering column & pedal movements are measured relative to the driver's seat

Modifiers for side impact test scores

Head	Default score awarded
Chest	
Upper leg	
Lower leg	
Foot score	
Structure	



Version 1, Published on: 26/02/2010
Published by
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