

Crash Tests

New Car Safety

Mitsubishi Challenger

08/2009 on 01/0001 - Frontal+Side+Head

Overall Evaluation



Overall Score

Variant: (Triton tested)

25.08 out of 37

Engine: 3.2 diesel
Category: Large SUV

Model History and Safety Features

This rating is based on an ANCAP offset crash test of a Mitsubishi Triton utility in 2006. The Challenger is derived from the Triton and ANCAP was provided with evidence that the Challenger provides comparable occupant protection to that of the Triton in the offset crash test. The rating applies to all variants of the Challenger. Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Pre-tensioners and force limiters are fitted to the front seat belts.

Overall Evaluation: 4

4 Stars. The tested vehicle 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 Challenger. 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.

ANCAP did not conduct a pole impact test because the offset test score was less than 12.5, the minimum needed for a 5-star rating and associated pole test.

Pedestrian rating (v4.1)



This assessment is based on ANCAP's test of the Triton

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 points
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	



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