

# MITSUBISHI EXPRESS

JUNE 2020 - MAY 2022  
ALL VARIANTS



**ANCAP**  
SAFETY

TESTED  
2021

ZERO STARS



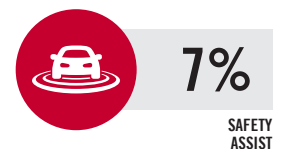
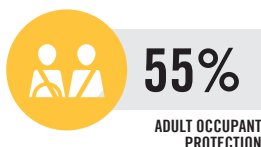
<b>RATING YEAR</b>	2021
<b>VEHICLE TYPE</b>	VAN
<b>ENGINE TYPE</b>	All variants
<b>AIRBAGS</b>	Dual frontal, side head, side chest (driver only)

The Mitsubishi Express was introduced in Australia in June 2020 and New Zealand in October 2020. This ANCAP safety rating applies to all variants.

Dual frontal and side head-protecting (curtain) airbags are standard. A side chest-protecting airbag is also standard for the driver only. The Mitsubishi Express has three (3) front-row seating positions. Chest protection is not provided for the front row passengers. A centre airbag to prevent occupant-to-occupant interaction is also not available, nor is a frontal airbag for the centre passenger seating position.

The Mitsubishi Express is fitted with a manual speed limiter and seatbelt reminder (driver only), however important active safety systems including autonomous emergency braking (AEB) capable of detecting and preventing collisions with other vehicles, pedestrians or cyclists is not available. An active lane support system (LSS) is also not available on any variant.

**NOTE:** The Mitsubishi Express is a cargo-carrying van not designed to carry rear passengers. Child Occupant Protection (COP) has therefore not been assessed and COP has not been considered in calculating the overall star rating.



## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mitsubishi Express GLX SWB ♦	Van	1.6 litre diesel	2WD	✓	-
Mitsubishi Express GLX LWB	Van	1.6 litre diesel	2WD	✓	-
Mitsubishi Express GLX SWB	Van	2.0 litre diesel	2WD	✓	-
Mitsubishi Express GLX LWB	Van	2.0 litre diesel	2WD	✓	-
Mitsubishi Express SWB	Van	1.6 litre diesel	2WD	-	✓
Mitsubishi Express SWB	Van	2.0 litre diesel	2WD	-	✓
Mitsubishi Express LWB	Van	2.0 litre diesel	2WD	-	✓

# ADULT OCCUPANT PROTECTION



**55%**

21.19 POINTS  
OUT OF 38

The passenger compartment of the Mitsubishi Express remained stable in the frontal offset (MPDB) test. Dummy readings indicated MARGINAL protection for the driver's chest and upper legs, and ADEQUATE protection for the lower legs. Protection of the front passenger chest and upper legs were also ADEQUATE. Protection was GOOD for all other critical body regions.

The MPDB test provides an insight into vehicle compatibility (the risk presented to other vehicles in a frontal crash). The front structure of the Express presented a high risk to the occupants of an oncoming vehicle, and a penalty of -3.77 points was applied.

In the full width frontal test, protection of the driver dummy was MARGINAL for the chest, while protection of the passenger was WEAK for the neck and ADEQUATE for the chest. Protection was GOOD for other critical body regions.

In the side impact test, protection offered to the driver was GOOD for all critical body regions however the impact resulted in significant deformation of the side cargo door. This created an opening through which full or partial ejection of an occupant is possible, and a penalty was applied. A side chest-protecting airbag for the passenger is not offered.

In the more severe oblique pole test, chest protection offered to the driver was rated MARGINAL. A penalty for door opening was also applied in this test as deformation of the struck B-pillar resulted in separation of the side cargo door with the latch pin becoming fully disengaged. A further penalty was applied for an observed uninflated area of the head-protecting airbag.

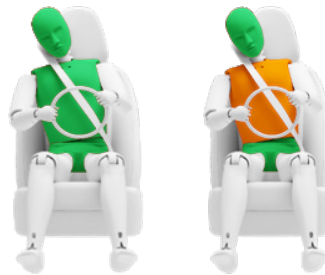
A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is also not available on the Express. Tests to measure potential injury risk in far side impacts were therefore not conducted.

A Rescue Sheet, providing information for first responders in the event of a crash, is available.

<b>FRONTAL OFFSET (MPDB)#</b>	3.82 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.02 (out of 8)
<b>SIDE IMPACT#</b>	5.63 (out of 6)
<b>OBLIQUE POLE#</b>	3.22 (out of 6)
<b>WHIPLASH PROTECTION</b>	0.50 (out of 4)
<b>FAR SIDE IMPACT</b>	0.00 (out of 4)
<b>RESCUE &amp; EXTRICATION</b>	1.00 (out of 2)

# Scaled scores. Total test scored out of 16.00 points.

## SIDE IMPACT OBLIQUE POLE



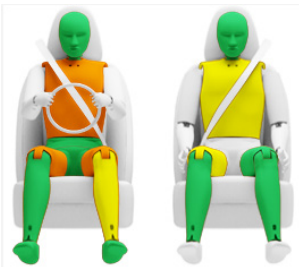
### SIDE IMPACT - MDB (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pt (door opening)

### OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	1.60 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pt (door opening) -4.00 pts (airbag coverage)

## FRONTAL OFFSET (MPDB) (50km/h)



### DRIVER

Head / neck:	4.00 pts
Chest:	1.77 pts
Upper legs:	2.00 pts
Lower legs:	3.64 pts
Deductions:	-1.00 pt (variable contact) -1.00 pt (concentrated load)

### FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.87 pts
Upper legs:	3.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

### COMPATIBILITY

Deductions:	-3.77 pts
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## FAR SIDE IMPACT



[NOT TESTED]

### SIDE IMPACT (MDB)

Head:	0.00 pts
Neck:	0.00 pts
Chest & Abdomen:	0.00 pts
Pelvis:	0.00 pts

### OBLIQUE POLE

Head:	0.00 pts
Neck:	0.00 pts
Chest & Abdomen:	0.00 pts
Pelvis:	0.00 pts

### OCCUPANT-TO-OCCUPANT

Head contact:	[NOT TESTED]
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## FULL WIDTH FRONTAL (50km/h)



### DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.04 pts
Upper legs:	4.00 pts
Deductions:	Nil

### FRONT PASSENGER

Head:	4.00 pts
Neck:	1.31 pts
Chest:	3.55 pts
Upper legs:	4.00 pts
Deductions:	Nil

## WHIPLASH (REAR IMPACT) PROTECTION



Driver:	0.50 pts
Front passenger:	Inferior to driver
Rear passenger:	n/a

## RESCUE & EXTRICATION

Multi-Collision Braking

✗

Rescue Sheet

✓



# 40%

22.10 POINTS  
OUT OF 54

The protection provided by the bonnet of the Mitsubishi Express to the head of a struck pedestrian was predominantly ADEQUATE, with WEAK and POOR results recorded at the rear and sides of the bonnet and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD to MARGINAL performance. Protection to pedestrians' legs provided by the bumper was also mixed with areas of GOOD to WEAK performance.

An autonomous emergency braking (AEB) system to protect vulnerable road users such as pedestrians and cyclists is not available on the Mitsubishi Express and as a result the Express scored nil in this area of assessment.

<b>HEAD IMPACTS</b>	12.02 (out of 24)
<b>UPPER LEG IMPACTS</b>	5.28 (out of 6)
<b>LOWER LEG IMPACTS</b>	4.80 (out of 6)
<b>AEB - Pedestrian (forward)</b>	0.00 (out of 7)
<b>AEB - Pedestrian (backover)</b>	0.00 (out of 2)
<b>AEB - Cyclist</b>	0.00 (out of 9)

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: [NOT AVAILABLE]

TYPE:

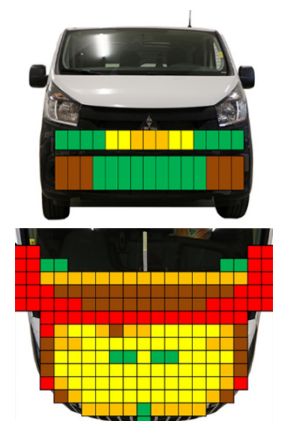
OPERATIONAL FROM:

DESCRIPTION:

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	FCW		FORWARD								BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT AVAILABLE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	-	-	-	-	-
NOT AVAILABLE					

## PEDESTRIAN IMPACT TEST (40 KM/H)





7%  
1.25 POINTS  
OUT OF 16

Autonomous emergency braking (AEB), blind spot monitoring (BSM), lane departure warning (LDW) and active lane support systems (LSS) are not available on any variant, nor as an option. The Mitsubishi Express is therefore not able to actively detect, prevent or minimise collisions with other vehicles.

A seat belt reminder system is fitted to the driver's seating position however a seatbelt reminder and occupant detection is not available for the passenger seating positions and hence no points were awarded.

A driver monitoring system is not available.

The overall star rating of the Mitsubishi Express is limited by its performance in this area of assessment (*Safety Assist*). The presence of a manually-set speed limiter is the only aspect which has contributed to a score in this area of assessment, giving a total of 1.25 points out of 16.00 points (7%).

**OCCUPANT STATUS**

- Seat belt reminders 0.00 (out of 2)
- Driver monitoring 0.00 (out of 1)

**SPEED ASSISTANCE SYSTEMS** 1.25 (out of 3)

**LANE SUPPORT SYSTEMS** 0.00 (out of 4)

**AEB - Car-to-Car** 0.00 (out of 4)

**AEB - Junction Assist** 0.00 (out of 2)

**LANE SUPPORT SYSTEMS (LSS)**

SYSTEM NAME: [NOT AVAILABLE]  
OPERATIONAL FROM:

EMERGENCY LANE KEEPING (ELK)													
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line			
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL								
PERFORMANCE	-	-	-	-	-	NOT AVAILABLE						-	-

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	-	-	-	-
NOT AVAILABLE				

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	NOT AVAILABLE
	Blind Spot Monitoring (BSM)	NOT AVAILABLE



**AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)**

SYSTEM NAME: [NOT AVAILABLE]  
 TYPE:  
 OPERATIONAL FROM:  
 DESCRIPTION:

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	NOT FITTED
	Restraint activation / dynamic retractors	NOT FITTED

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
	30 KM/H			45 KM/H			55 KM/H		
						10 KM/H	-	-	-
						15 KM/H	-	-	-
						20 KM/H	-	-	-
AEB (10-50 km/h)	-	-	-	-	-				
FCW (30-80 km/h)	-	-	-	-	-				
PERFORMANCE	NOT AVAILABLE								

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)	-	-	-	-	-	-	-	-	-
FCW (50*-80 km/h)	-	-	-	-	-	-	-	-	-
PERFORMANCE	NOT AVAILABLE								

**OCCUPANT STATUS**

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	×	-
Seat Belt Reminder (Visual)	●	×	-
Seat Belt Reminder (Audible)	●	×	-
Driver Monitoring	×	-	-

**SPEED ASSISTANCE SYSTEMS (SAS)**

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	NOT AVAILABLE
Speed Limitation Function	Manually set

● PASS ● FAIL × NOT AVAILABLE - NOT APPLICABLE  
 ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	-	-
Seat belt pre-tensioners (rear centre) - 2nd row	-	-
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	✗	✗
Intelligent seat belt reminder (2nd row seats)	-	-
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●#	●#
Airbags - side, chest protection (front seats)	●*	●*
Airbags - side, chest protection (2nd row seats)	-	-
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	-	-
Airbags - side, head protection (3rd row seats)	-	-
Airbag - centre	✗	✗
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	✗	✗
Autonomous emergency braking (AEB) - VRU	✗	✗
Autonomous emergency braking (AEB) - Backover	✗	✗
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	✗	✗
Child presence alert	✗	✗
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	✗	✗
Fatigue monitor / detection	✗	✗
Forward collision warning (FCW)	✗	✗
ISOFix	✗	✗
Lane departure warning (LDW)	✗	✗
Lane keep assist (LKA)	✗	✗
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	✗	✗
Reversing collision avoidance (camera)	●	●
Roll stability system	✗	✗
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL	Mitsubishi Express SWB RHD
TESTED VEHICLE(S) BUILT	2020
TESTED BODY TYPE	Van
TESTED VEHICLE ENGINE	1.6 litre diesel
RATING PUBLISHED	March 2021
RATING UPDATED	N/A

#### MODEL VARIANTS:

ANCAP safety 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 the extension of a rating to additional variants of a model.

#### RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

\* Driver seat only. Not available for front passenger.

# Outboard front passenger seat only. Not available for centre passenger seating position.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE  
● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS