

Crash Tests

New Car Safety

Mitsubishi Triton

06/2006 on 11/2006 - Dual Frontal

Overall Evaluation



Overall Score

Variant: 4x4 GLX Dual Cab

25.08 out of 37

Engine: 3.2 litre diesel

Category: Utility

Model History and Safety Features

The test model of Mitsubishi Triton 4x4 was introduced in Australia during 2006.

Dual front airbags are standard. Antilock brakes (ABS) with electronic brake distribution (EBD) are optional on the base variant. Side airbags and electronic stability control are not available.

The front seta belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash.

Overall Evaluation: 4

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 for the side impact 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 74mm and downwards 3mm. The steering wheel hub moved forwards 16mm, upwards 49mm and sideways 8mm. The front ("A") pillar moved 53mm 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 since it did not have head-protecting side airbags. 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	Passn	Driver	
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
Lower leg	2 pt deduction L & R
Foot score	no deduction
Structure	4 points
Steering column and pedal movements are	measured relative to 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: 16/08/2007
Published by
New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601