# MITSUBISHI TRITON

**APPLIES TO**
All variants

**VEHICLE TYPE**
Utility

**ENGINE / MOTOR TYPES**
Diesel

**BUILT FROM**
November 2023

**ON SALE FROM**
February 2024

**MODEL SERIES**
MV

**RATING CRITERIA**
2023-2025

**RATING EXPIRES**
December 2031

**AIRBAGS**
Dual frontal, side chest, side head, centre, driver knee

ANCAP SAFETY

TESTED 2024

★ ★ ★ ★ ★

The Mitsubishi Triton was introduced in Australia and New Zealand in February 2024. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags and a driver knee airbag are standard. A centre airbag, which provides added protection to front seat occupants in side impact crashes, is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed sign recognition system are standard.

Autonomous emergency braking (Backover) is standard on utility variants, but is not available on cab-chassis variants introduced from March 2025.

*# Installation of child restraints in single and club cab variants is not recommended as there are no top tether anchorages. Child Occupant Protection scores therefore do not apply to the single and club cab variants.*

**SAFETY NOTE**

**Installation of child restraints in the centre seating position of the second row in dual cab variants is not recommended as there is no top tether anchorage.**

**Installation of child restraints in single and club cab variants is not recommended as there are no top tether anchorages.**

## ASSESSMENT SCORES

**Adult Occupant Protection**
86%
34.64 out of 40

**Child Occupant Protection**
89%#
44.03 out of 49

**Vulnerable Road User Protection**
73%
46.51 out of 63

**Safety Assist**
70%
12.75 out of 18

## RATING APPLICABILITY*

| VARIANT | BODY TYPE | ENGINE / POWERTRAIN | DRIVETRAIN | AUS | NZ |
|---|---|---|---|---|---|
| **Mitsubishi Triton GLX Double Cab** | Dual Cab Utility | 2.4 litre diesel | 2WD | ✓ | ✓ |
| **Mitsubishi Triton GLX Double Cab** | Dual Cab Utility | 2.4 litre diesel | 4WD | ✓ | ✓ |
| **Mitsubishi Triton GLX+ Double Cab** | Dual Cab Utility | 2.4 litre diesel | 4WD | ✓ | - |
| **Mitsubishi Triton GLS Double Cab** ◆ | Dual Cab Utility | 2.4 litre diesel | 4WD | ✓ | - |
| **Mitsubishi Triton GSR Double Cab** | Dual Cab Utility | 2.4 litre diesel | 4WD | ✓ | - |
| **Mitsubishi Triton GLXR Double Cab** | Dual Cab Utility | 2.4 litre diesel | 2WD | - | ✓ |
| **Mitsubishi Triton GLXR Double Cab** | Dual Cab Utility | 2.4 litre diesel | 4WD | ✓ | ✓ |
| **Mitsubishi Triton VRX Double Cab** | Dual Cab Utility | 2.4 litre diesel | 2WD | - | ✓ |
| **Mitsubishi Triton VRX Double Cab** | Dual Cab Utility | 2.4 litre diesel | 4WD | - | ✓ |
| **Mitsubishi Triton GLX Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 2WD | - | ✓ |
| **Mitsubishi Triton GLX Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 4WD | ✓ | ✓ |
| **Mitsubishi Triton GLX+ Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 4WD | ✓ | - |
| **Mitsubishi Triton GLS Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 4WD | ✓ | - |
| **Mitsubishi Triton GSR Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 4WD | ✓ | - |
| **Mitsubishi Triton GLXR Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 2WD | - | ✓ |
| **Mitsubishi Triton GLXR Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 4WD | - | ✓ |
| **Mitsubishi Triton VRX Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 2WD | - | ✓ |
| **Mitsubishi Triton VRX Double Cab** | Dual Cab Cab-Chassis | 2.4 litre diesel | 4WD | - | ✓ |
| **Mitsubishi Triton GLX Single Cab** | Single Cab Cab-Chassis | 2.4 litre diesel | 2WD | ✓ | ✓ |
| **Mitsubishi Triton GLX Single Cab** | Single Cab Cab-Chassis | 2.4 litre diesel | 4WD | ✓ | ✓ |
| **Mitsubishi Triton GLX Club Cab** | Club Cab Cab-Chassis | 2.4 litre diesel | 4WD | ✓ | ✓ |
| **Mitsubishi Triton GLX+ Club Cab** | Club Cab Utility | 2.4 litre diesel | 4WD | ✓ | - |
| **Mitsubishi Triton GLX Club Cab** | Club Cab Utility | 2.4 litre diesel | 4WD | - | ✓ |

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

## Adult Occupant Protection

**86%**

**34.64** out of **40**

| | | |
|---|---|---|
| FRONTAL OFFSET (MPDB)# **5.63 points** out of 8 | OBLIQUE POLE# **5.89 points** out of 6 | RESCUE & EXTRICATION **3.50 points** out of 4 |
| FULL WIDTH FRONTAL# **6.02 points** out of 8 | WHIPLASH PROTECTION **3.59 points** out of 4 | |
| SIDE IMPACT# **6.00 points** out of 6 | FAR SIDE IMPACT **4.00 points** out of 4 | |

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

The passenger compartment of the Mitsubishi Triton remained stable in the **frontal offset (MPDB) test**. Protection of the driver's chest and lower legs was ADEQUATE, while protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Mitsubishi Triton presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.16 point penalty (out of 8.00 points) was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. For the rear passenger dummy, protection was ADEQUATE for the neck and WEAK for the chest. The pelvis of the rear passenger dummy slid underneath the lap portion of the seatbelt (submarining), which may result in an increased risk of abdominal injury, and a penalty was applied.

In the **side impact test**, protection offered to all critical body regions of the driver was GOOD.

In the **oblique pole test**, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The Mitsubishi Triton is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact tests** was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the Mitsubishi Triton would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

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

| | DRIVER | FRONT PASSENGER |
|---|---|---|
| **Head / Neck** | 4.00 pts | 4.00 pts |
| **Chest** | 2.88 pts | 4.00 pts |
| **Upper Legs** | 4.00 pts | 4.00 pts |
| **Lower Legs** | 3.54 pts | 4.00 pts |
| **Deductions** | Nil | Nil |

| COMPATIBILITY | |
|---|---|
| **Deductions** | -3.16 pts |

### FULL WIDTH FRONTAL TEST - 50km/h

| | DRIVER | REAR PASSENGER |
|---|---|---|
| **Head** | 4.00 pts | 4.00 pts |
| **Neck** | 4.00 pts | 3.66 pts |
| **Chest** | 4.00 pts | 0.43 pts |
| **Upper Legs** | 4.00 pts | 0.00 pts |
| **Deductions** | Nil | -4.00 pts *(submarining)* |

### SIDE IMPACT TEST - 60km/h

| | DRIVER |
|---|---|
| **Head** | 4.00 pts |
| **Chest** | 4.00 pts |
| **Abdomen** | 4.00 pts |
| **Pelvis** | 4.00 pts |
| **Deductions** | Nil |

### OBLIQUE POLE TEST - 32km/h

| | DRIVER |
|---|---|
| **Head** | 4.00 pts |
| **Chest** | 3.72 pts |
| **Abdomen** | 4.00 pts |
| **Pelvis** | 4.00 pts |
| **Deductions** | Nil |

**Adult Occupant Protection**

**86%**

**34.64** out of **40**

## FAR SIDE IMPACT TESTS - 60km/h and 32km/h

| SIDE IMPACT (60km/h) | DRIVER |
|---|---|
| **Head** | 4.00 pts |
| **Neck** | 4.00 pts |
| **Chest & Abdomen** | 4.00 pts |
| **Pelvis** | No penalty |

| OBLIQUE POLE (32km/h) | DRIVER |
|---|---|
| **Head** | 4.00 pts |
| **Neck** | 4.00 pts |
| **Chest & Abdomen** | 4.00 pts |
| **Pelvis** | No penalty |

| OCCUPANT-TO-OCCUPANT | |
|---|---|
| **Head Contact** | No penalty |

## WHIPLASH PROTECTION TESTS

| | DRIVER / FRONT PASSENGER | REAR PASSENGER |
|---|---|---|
| **Rear Impact** | 2.59 pts | 1.00 pts |

## RESCUE & EXTRICATION

| | | |
|---|---|---|
| **Rescue Sheet** | ● | No penalty |
| **Door Opening / Extrication** | ● | No penalty |
| **Multi-Collision Braking** | ● | 1.00 pt |
| **Advanced eCall** | ✕ | 2.00 pt default |
| **Vehicle Submergence** | | |
| **- Door opening** | ● | 0.50 pts |
| **- Window opening** | ✕ | Not available |

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A



GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

**Child Occupant Protection**

**89%~**

**44.03** out of **49**

DYNAMIC TEST (FRONT)
**16.00 points** out of 16

RESTRAINT INSTALLATION
**11.03 points** out of 12

DYNAMIC TEST (SIDE)
**8.00 points** out of 8

ON-BOARD SAFETY FEATURES
**9.00 points** out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and the Mitsubishi Triton scored maximum points in both tests.

Dual cab variants of the Mitsubishi Triton are fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats. Installation of child restraints in the rear centre seating position of the dual cab is not recommended as there is no top tether anchorage. Installation of child restraints in single and club cab variants is not recommended as there are no top tether anchorages.

A child presence detection (CPD) system is not available.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in the rear outboard seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions using either the seatbelt or the ISOfix anchorages.

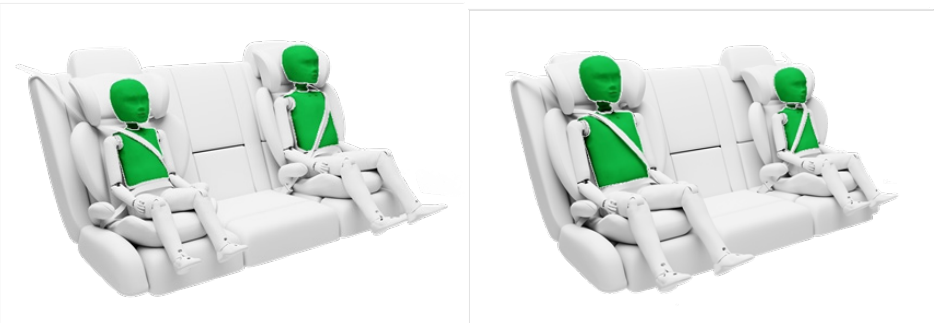
**Installation of child restraints in the second row centre seating position in dual cab variants is not recommended as there is no top tether anchorage.**

**Installation of child restraints in single and club cab variants is not recommended as there are no top tether anchorages.**

*~ Child Occupant Protection scores do not apply to the single and club cab variants.*

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD 10 YEAR OLD 10 YEAR OLD 6 YEAR OLD

| ON-BOARD SAFETY FEATURES | FRONT PASSENGER | 2nd ROW OUTBOARD | 2nd ROW CENTRE | 3rd ROW OUTBOARD | 3rd ROW CENTRE |
|---|---|---|---|---|---|
| ISOFIX Anchorages | ✕ | ● | ✕ | – | – |
| Top Tether Anchorage | ✕ | ● | ✕ | – | – |
| Airbag Disabling | ● | – | – | – | – |
| Child Presence Detection 0.00 pts (out of 4.00pts) | ✕ | ✕ | ✕ | – | – |

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

| | CHILD RESTRAINT TYPE^* | FRONT ROW PASSENGER | 2nd ROW L | 2nd ROW C | 2nd ROW R | 3rd ROW L | 3rd ROW C | 3rd ROW R |
|---|---|---|---|---|---|---|---|---|
| BELTED | Rearward-facing capsule | ✕ | ● | ✕ | ● | – | – | – |
| | Rearward-facing with harness - convertible (Model A) | ✕ | ● | ✕ | ● | – | – | – |
| | Rearward-facing with harness - convertible (Model B) | ✕ | ● | ✕ | ● | – | – | – |
| | Forward-facing with harness - convertible (Model A) | ✕ | ● | ✕ | ● | – | – | – |
| | Forward-facing with harness - convertible (Model B) | ✕ | ● | ✕ | ● | – | – | – |
| | Booster - 4 to 8 years | ✕ | ● | ✕ | ● | – | – | – |
| | Booster - 4 to 10 years | ✕ | ● | ✕ | ● | – | – | – |
| ISOFIX | Rearward-facing capsule | ✕ | ● | ✕ | ● | – | – | – |
| | Rearward-facing with harness - convertible (Model A) | ✕ | ● | ✕ | ● | – | – | – |
| | Rearward-facing with harness - convertible (Model B) | ✕ | ● | ✕ | ● | – | – | – |
| | Forward-facing with harness - convertible (Model A) | ✕ | ● | ✕ | ● | – | – | – |
| | Forward-facing with harness - convertible (Model B) | ✕ | ● | ✕ | ● | – | – | – |

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.
* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.
^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

**Vulnerable Road User Protection**

**73%**

46.51 out of 63

| | | |
|---|---|---|
| HEAD PROTECTION (Adult, Child, Cyclist)<br>**12.16 points** out of 18 | KNEE & TIBIA PROTECTION<br>**9.00 points** out of 9 | AEB CYCLIST<br>**7.00 points** out of 9 |
| PELVIS PROTECTION<br>**4.50 points** out of 4.5 | AEB PEDESTRIAN (Forward)<br>**5.40 points** out of 7 | AEB MOTORCYCLE<br>**1.21 points** out of 6 |
| FEMUR PROTECTION<br>**4.50 points** out of 4.5 | AEB PEDESTRIAN (Backover)<br>**0.00 points** out of 2 | LSS MOTORCYCLE<br>**2.75 points** out of 3 |

The bonnet of the Mitsubishi Triton provided a mix of GOOD and ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded on the stiff windscreen pillars and front edge of the bonnet surface. GOOD protection was provided for the pelvis, the femurs and the lower legs.

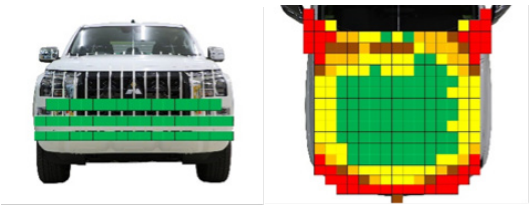
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in **AEB pedestrian** test scenarios, with collisions avoided or mitigated in most forward tests.

Performance in reverse **(AEB backover**) scenarios for the tested dual cab utility variant was limited to slower speeds with a stationary pedestrian, and was assessed overall as WEAK. Mitsubishi introduced dual cab cab-chassis variants of the Triton in March 2025. Cab-chassis variants are not fitted with AEB backover, and the scoring has therefore been adjusted. The *Vulnerable Road User Protection* score remains within five-star requirements.

Performance was GOOD in **AEB cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including in turning scenarios. The vehicle does not provide any warning when a bicycle is approaching from behind (cyclist anti-dooring).

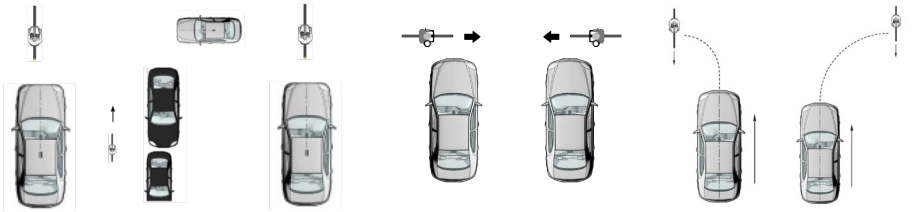
The AEB system fitted to the Triton is capable of detecting and responding to motorcyclists in forwards travel scenarios and mixed performance was seen. Turn across path motorcycle tests were not conducted as the Triton is not fitted with a system cabale of performance in these scenarios.

## PEDESTRIAN & CYCLIST IMPACT TESTS



## AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

| | |
|---|---|
| **System Name** | Forward Collision Mitigation |
| **Type** | Autonomous emergency braking with forward collision warning |
| **Operational From** | 10-80km/h |

| | Cyclist traveling along road (25%) | Cyclist crossing from kerb (obstructed) | Cyclist traveling along road (50%) | Cyclist crossing (nearside) | Cyclist crossing (farside) | Cyclist crossing side road, car turning (nearside) | Cyclist crossing side road, car turning (farside) |
|---|---|---|---|---|---|---|---|
| | DAY | DAY | DAY | DAY | DAY | DAY | DAY |
| AEB CYCLIST TEST SCENARIOS (forward) |  | | | | | | |
| PERFORMANCE | GOOD | | | | | | |

## CYCLIST DOORING

| | |
|---|---|
| **Information (driver door)** | ✕ |
| **Warning (driver door)** | ✕ |
| **Retention (driver door)** | ✕ |
| **Warning or retention (all other doors)** | ✕ |

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

## Vulnerable Road User Protection

**73%**

**46.51** out of **63**

### AEB PEDESTRIAN TEST SCENARIOS (reverse)

| | Child / Adult standing behind reversing vehicle (25% offset) | Adult / Child standing behind reversing vehicle (50% offset) | Child / Adult standing behind reversing vehicle (75% offset) | Adult / Child walking behind reversing vehicle (50% offset) |
|---|---|---|---|---|
| | DAY | DAY | DAY | DAY |
| 4km/h | | | | |
| 8km/h | | | | |
| PERFORMANCE | POOR | | | |

### AEB PEDESTRIAN TEST SCENARIOS (forward)

| | 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 (farside), car turning | | Adult crossing side road (nearside), car turning | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT |
| PERFORMANCE | GOOD | | | | | | | | | | | | | |

### AEB MOTORCYCLE TEST SCENARIOS (forward)

| | Driving towards a stationary motorcycle | Driving towards a braking motorcycle (25% offset) | |
|---|---|---|---|
| | 100% OFFSET | 12m HEADWAY | 40m HEADWAY |
| AEB (10-50km/h) | | | |
| FCW (30-80km/h) | | | |
| PERFORMANCE | MARGINAL | | |

### TEST VEHICLE SPEED

| | Turning across the path of an oncoming motorcycle | | |
|---|---|---|---|
| | TARGET MOTORCYCLE SPEED | | |
| | 30km/h | 45km/h | 60km/h |
| 10km/h | | | |
| 15km/h | | | |
| 20km/h | | | |
| PERFORMANCE | POOR | | |

### LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

| | |
|---|---|
| **System Name** | Lane Departure Prevention, Emergency Lane Keeping, Lane Departure Warning |
| **Operational From** | 50 - 130 km/h |

### EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

| | Oncoming motorcycle | Overtaking motorcycle (EMT at 72km/h) | | Overtaking motorcycle (EMT at 80km/h) | |
|---|---|---|---|---|---|
| | | UNINTENTIONAL | INTENTIONAL | UNINTENTIONAL | INTENTIONAL |
| PERFORMANCE | GOOD | | | | |

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Safety Assist

**70%**

12.75 out of 18

SEAT BELT REMINDERS
**1.00 points** out of 1

DRIVER MONITORING
**1.65 points** out of 2

SPEED ASSISTANCE SYSTEMS
**2.41 points** out of 3

AEB / AES (Car-to-Car)
**3.69 points** out of 4

AEB / AES (Junction & Crossing)
**1.00 points** out of 4

AEB / AES (Head-On)
**0.00 points** out of 1

LANE SUPPORT SYSTEMS
**3.00 points** out of 3

The Mitsubishi Triton is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including in **AEB Junction Assist** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. The AEB system does not react when crossing the path of another vehicle or in **AEB Head-On** scenarios, and these tests were not conducted.

Tests of **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A **speed assistance system** (SAS) with speed limit information function (SLIF) is standard, with automatic variants having intelligent adaptive cruise control (iACC) and manual variants using intelligent speed limiter (ISL). Both types inform the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) is fitted as standard. The system warns the driver if drowsiness or distraction are detected, and adjusts the vehicle sensitivity (lane departure warning and forward collision warning) accordingly.

## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

| | |
|---|---|
| **System Name** | Forward Collision Mitigation |
| **Type** | Autonomous emergency braking with forward collision warning |
| **Operational From** | 10 - 130 km/h |

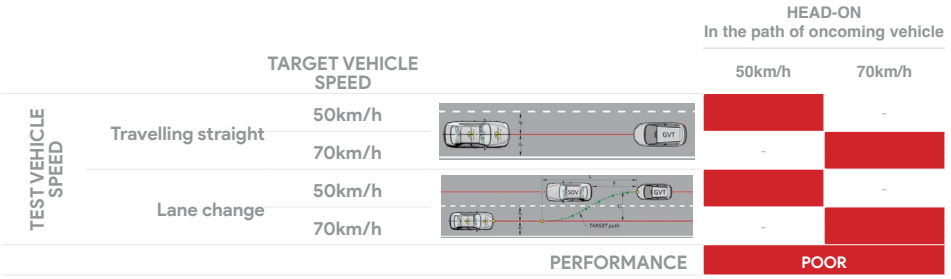

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

**Safety Assist**

**70%**

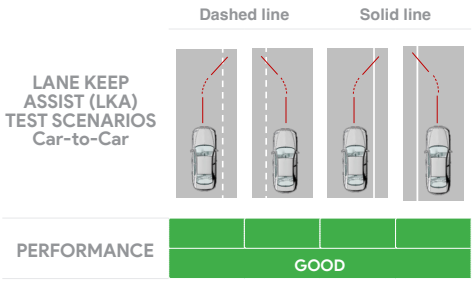
12.75 out of 18

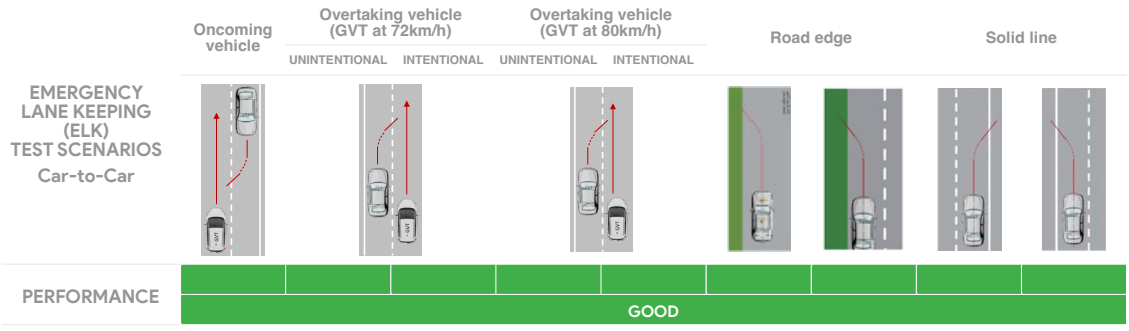
## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)


## LANE SUPPORT SYSTEMS (Car-to-Car)

| | |
|---|---|
| **System Name** | Lane Departure Prevention, Emergency Lane Keeping, Lane Departure Warning |
| **Operational From** | 50-120 km/h |




GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

Safety Assist

**70%**

12.75 out of 18

## OCCUPANT STATUS

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

## DRIVER MONITORING

| | WARNING | INTERVENTION |
|---|---|---|
| Distraction | ● | ● |
| Fatigue | ● | ● |
| Unresponsive Driver | - | ✕ |

## SPEED ASSISTANCE SYSTEMS (SAS)

| FEATURE | |
|---|---|
| Speed Limit Information Function (SLIF) | Camera based |
| Manual Speed Limiter | ● |
| Intelligent Adaptive Cruise Control (iACC) | ●# |
| Intelligent Speed Limitation (ISL) | ●# |

# iACC fitted to automatic variants, ISL fitted to manual variants.

## HUMAN MACHINE INTERFACE (HMI)

| FEATURE | |
|---|---|
| AEB: Supplementary Warning | ● |
| AEB: Restraint activation / dynamic retractors | ✕ |
| Lane Departure Warning (LDW) | ● |
| Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle | ● |



● PASS ● FAIL ✕ NOT AVAILABLE - N/A

# SAFETY FEATURES & TECHNOLOGIES

| SAFETY FEATURE / TECHNOLOGY* | AUS | NZ |
|---|---|---|
| Seat belt pre-tensioners (front seats) | ● | ● |
| Seat belt pre-tensioners (rear outboard seats) - 2nd row | ● | ● |
| Seat belt pre-tensioners (rear centre seat) - 2nd row | ✕ | ✕ |
| Seat belt pre-tensioners (rear outboard seats) - 3rd row | - | - |
| Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external) | ✕ | ✕ |
| Airbag disabling switch - automatic (front passenger) | ● | ● |
| Airbag disabling switch - manual (front passenger) | ✕ | ✕ |
| Autonomous emergency braking (AEB) - Car-to-Car | ● | ● |
| Autonomous emergency braking (AEB) - Vulnerable Road User | | |
| - AEB Pedestrian | ● | ● |
| - AEB Backover | ●/✕~ | ●/✕~ |
| - AEB Cyclist | ● | ● |
| - AEB Motorcycle | ● | ● |
| Autonomous emergency braking (AEB) - Junction | | |
| - AEB Junction (Pedestrian) | ● | ● |
| - AEB Junction (Cyclist) | ● | ● |
| - AEB Junction (Motorcycle) | ● | ● |
| Autonomous emergency braking (AEB) - Crossing | ✕ | ✕ |
| Automatic emergency call (eCall) | ✕ | ✕ |
| Blind spot monitor (BSM) | ● | ● |
| Child presence detection / alert | ✕ | ✕ |
| Cyclist dooring detection / alert | ✕ | ✕ |
| Driver monitoring system - Indirect | ✕ | ✕ |
| Driver monitoring system - Direct | ● | ● |
| Forward collision warning (FCW) | ● | ● |
| Lane departure warning (LDW) | ● | ● |
| Lane keep assist (LKA) | | |
| - LKA (Car-to-Car) | ● | ● |
| - LKA (Car-to-Motorcycle) | ● | ● |
| Secondary / multi-collision brake | ● | ● |
| Speed assistance - intelligent adaptive cruise control (iACC)# | ● | ● |
| Speed assistance - auto / intelligent speed limiter# | ● | ● |
| Speed assistance - manual speed limiter | ● | ● |
| Speed assistance - speed sign recognition & warning | ● | ● |
| Vehicle-to-infrastructure communication (V2I) | ✕ | ✕ |
| Vehicle-to-vehicle communication (V2V) | ✕ | ✕ |

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

# iACC fitted to automatic variants, ISL fitted to manual variants.

~ Standard on utility variants, not available on cab-chassis variants.

**TESTED MAKE / MODEL**
Mitsubishi Triton, GLS, RHD

**TESTED VEHICLE ENGINE**
2.4 litre diesel

**RATING UPDATED**
December 2025

**TESTED BODY TYPE**
Dual Cab Utility

**RATING PUBLISHED**
April 2024