Crash Tests

New Car Safety

Mitsubishi Magna

07/2003 on 07/2005 - Frontal+Side





Overall Score Variant: ES 4 Dr Sedan 22.19 out of 37 Engine: 3.5 Litre V6 Category: Large Car

Model History and Safety Features

The tested model of Mitsubishi Magna was introduced in 2003.

Dual front airbags and side (thorax) airbags are standard equipment on all variants. ABS brakes are also standard. A "rest reminder" and speed alarm are provided in the trip computer. Doors automatically unlock in a front or side crash.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. These seat belts also have load limiters. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

Overall Evaluation: 3

The Mitsubishi Magna scored 10.71 out of 16 in the offset crash test. The passenger compartment held its shape well except for dash and footwell intrusion. Protection from serious chest and leg injury was marginal for the driver.

The vehicle scored 11.49 out of 16 in the side impact crash test. Although the side airbag deployed protection from serious chest injury was marginal for the driver.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 2.29pts, upper legs 3pts, lower legs 1.42pts.

The passenger compartment held its shape reasonably well in the offset crash test. The brake pedal moved rearwards by 77mm and upwards 26mm relative to the driver's seat. The dash moved 123mm towards the driver. The steering wheel hub moved rearwards 53mm, upwards 36mm and sideways 12mm, relative to the driver's seat. The front ("A") pillar moved 88mm rearwards. The width of the driver's doorway shortened by 74mm. All doors remained closed during the crash. After the crash tools were required to open the rear door, which prevented the driver's door from being opened

The airbag cushioned the head of the driver and contact was stable. Steering column components were potential sources of injury for the driver's left leg. The ignition switch was a concern for the right knee but this did not affect the score. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 0.42pts, abdomen 3.07pts, pelvis 4pts.

Although the side airbag deployed in the crash, protection from serious chest injury was marginal.

The vehicle was not eligible for a Pole Impact Test since it did not have headprotecting side airbags. This test can earn eligible vehicles an extra two points.

Pedestrian rating (v4)



3.76 points out of 36; Child head impacts 1.76pts; Adult head impacts 0 pts; Upper leg 0 pts; Lower leg impacts 2pts.





Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4)		Side Impact Crash Test aa 50km/h (v3.1)
	Driver	Passn	Driver
Head			
- HIC	331	255	133
- Acceleration (g for 3ms)	47.7	40.3	44
Neck			
- Shear (kN)			
- Tension (kN)	1.49	1.21	
- Extension (Nm)	39	21.5	
Chest			
- Acceleration (g for 3ms)	50.5	36.1	
- Compression (mm)	34	28.1	39.9
 Viscous Criterion (m/s) 	0.17	0.3	0.7
Abdomen			
- Force (kN)			1.35
Pelvis			
- Force (kN)			1.69
Upper Legs Force (kN)			
- Left	1.63	1.69	
- Right	1.75	2.57	
Knee Displacement (kN)			
- Left	1.64	0.86	
- Right	1.9		
Lower Legs Force (kN)			
- Left	2	2.37	
- Right	2.68	1.72	
Index (Upper Lower)			
- Left	0.71 0.92	0.32 0.56	
- Right	0.55 0.98	0.42 0.36	

Bonus points (maximum 5)

Pole Test: Not eligible - zero points Seat Belt Reminders: None fitted - zero points

Modifiers for offset test scores

No deduction Head No deduction Chest Upper leg conc. loading 1 pt deduction Lower leg No deduction Foot score Score 4 points No deduction Structure

Modifiers for side impact test scores

Head Not assessed Chest Not assessed Upper leg Not assessed Lower leg Not assessed Foot score Not assessed Structure Not assessed



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