

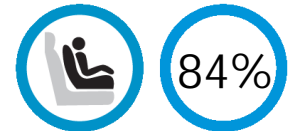
Mitsubishi Outlander PHEV

Mitsubishi Outlander PHEV, 2.0 petrol plug-in hybrid 'Intense+', LHD

2013 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 32 pts | 88%

FRONTAL IMPACT

13,7 pts



Driver



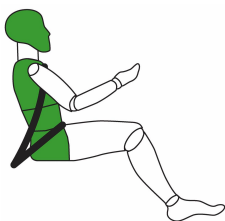
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

6,9 pts



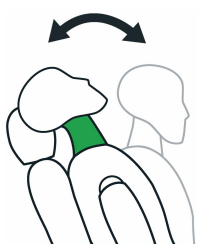
Car



Pole

REAR IMPACT (WHIPLASH)

3,3 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	9mm
Steering wheel rearward	none
Steering wheel upward	6mm
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	Brake - 83mm
Upward pedal movement	Brake - 20mm

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard cloth, 6 way manual
Head restraint type	Passive
Geometric assessment	1 pts

TESTS

- High severity	2,1 pts
- Medium severity	2,6 pts
- Low severity	2,3 pts

CHILD OCCUPANT

Total 41 pts | 84%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint FAIR G0/1S
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE **12 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Romer Duo Plus ISOFIX
Facing forward facing
Installation ISOFIX and TopTether



PERFORMANCE **10,3 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isifix

Safety features score 7 pts
Installation check score 12 pts

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
FAIR G0/1 (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A

PEDESTRIAN

Total 23 pts | 64%



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

HEAD	17,1 pts
PELVIS	0 pts
LEG	6 pts

SAFETY ASSIST

Total 7 pts | 81%

SPEED ASSISTANCE SYSTEM 1,3 pts

Standard	
Speed Information	
Speed Assistance (Manual)	PASS

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ASC	Pass
Yaw rate ratio (1.00s)	2,80 %
Yaw rate ratio (1.75s)	2,12 %
Lateral displacement (1.07s)	2,98 m

SEATBELT REMINDER 3 pts

- driver and passenger	Pass
- rear	Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Mitsubishi Outlander PHEV, 2.0 petrol plug-in hybrid 'Intense+', LHD
Body type	5 door SUV
Year of publication	2013
Kerb weight	1810kg
VIN from which rating applies	applies to all Outlander PHEV's of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners

Front seatbelt load limiters

Driver frontal airbag

Front passenger frontal airbag

Side body airbags

Side head airbags

Driver knee airbag

Speed Limitation Assistance

Electronic Stability Control

Seatbelt Reminder

COMMENTS

The Mitsubishi Outlander PHEV is a hybrid-engined version of the Outlander tested last year by Euro NCAP. As it is heavier, all of the main crash tests have been re-done, along with tests to the ESC system. As Euro NCAP's method for pedestrian testing has changed since last year, the bonnet tests have also been repeated on the hybrid vehicle.

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings showed good protection of the knees and femurs of both the driver and passenger. Mitsubishi showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. Readings in the driver dummy's tibia indicated a marginal level of protection of the lower legs. In the side barrier test, the Outlander PHEV scored maximum points, with good protection of all body regions. In the more severe side pole test, dummy readings of chest compression indicated marginal protection of the chest. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision.

Child occupant

Based on dummy readings in the dynamic tests, the Outlander PHEV scored maximum points for its protection of the 1½ year infant. In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward-facing restraint, was not excessive and deceleration of the chest indicated fair protection of this body area. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver about the status of the airbag and the system was rewarded. The dangers of using a rearward-facing restraint in that seat without first disabling the airbag are clearly indicated in the car. Mitsubishi will update the user manual for the Outlander PHEV to make clear which categories of child restraints are suitable for which seating positions, and the score reflects this updated information. Earlier cars would have received the same star rating as the changes in the manual have only a small influence on the score.

Pedestrian

The bumper scored maximum points for its protection of pedestrians' legs. However, the front edge of the bonnet was poor in all areas tested and scored no points. The bonnet surface provided predominantly good or adequate protection to the head of a struck pedestrian with some poor results recorded only on the stiff windscreen pillars.

Safety assist

The Outlander PHEV has electronic stability control as standard, and met Euro NCAP's test requirements. The front and rear seats are protected by a standard-fit seatbelt reminder system and the car has a driver-set speed limitation device which met test requirements for systems of that type.