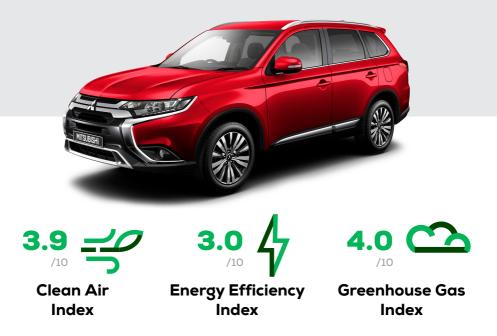




Mitsubishi Outlander

2.4 plug-in hybrid 4x4 CVT





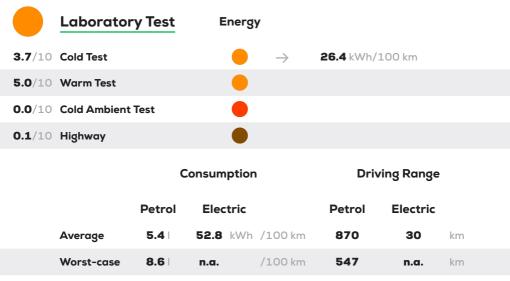
	Laboratory	Test	NMF		D _x NH _a	, co	PN
5.4 /10	Cold Test		•			•	
7.0 /10	Warm Test					•	
0.0 /10	Cold Ambient Te	st	•				
0.0 /10	Highway		•			•	
	Road Test						
5.5 /10	On-Road Drive					•	
0.0 /8	On-Road Heavy	Load					
2.8 /5	On-Road Light L	oad				•	
3.4 /5	On-Road Short 1	rip				•	•
2.0 /2	Congestion						
	Robustness						
	n.a. g	good	adequate	margina	l weak	poor	

Comments

In general, the Outlander controls pollutant emissions reasonably well. In the warm test, emissions are low and, for particle number, is not excessive. In the cold ambient temperature and high-load highway tests, emissions of carbon monoxide, CO, are high and the Outlander scores no points in these tests. Likewise, in the heavy load on-road test, CO is elevated.



Energy Efficiency Tests



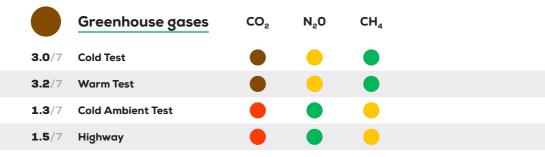
Consumption in electric mode: 26.4 kWh/100 km electric + 3.1 l/100 km fuel



Comments

The Outlander's weight and shape count against its energy efficiency. While the car uses less energy in electric mode than in petrol mode, it manages a score of only 3/10 in this part of the assessment.







Comments

While emissions of the unregulated greenhouse gases N_2O and CH_4 are low, those of carbon dioxide, CO_2 , are above Green NCAP's upper limits in two of the tests, limiting the scores in these tests and contributing to the car's index of 4 in this part of the assessment.



Our Verdict

The Outlander is tested here in its third-generation form, the first to be available as a plug-in hybrid (PHEV). A 2.4 litre petrol engine is coupled with two 60 kW electric motors, one for each axle. The driver is offered a wide variety of driving modes including pure electric and battery-charge sustaining. Green NCAP's tests were conducted in these two modes and the results combined in a way that represents how the car might typically be used, based on the available electric range. Because of the relatively low range, the rating is biased more towards the petrol mode than the electric one. In all three areas of assessment, the Outlander scores only modestly. Overall, with a rating of only 2 stars, the Outlander disappoints, with performance that is no better than many non-electrified competitors.

Disclaimer

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Mass

Tested Car JMBXDGG3WKZ00xxxx Emissions Class Euro 6d-Temp

Engine Power/Torque 165 kW/220 Nm

Declared Battery Capacity 13.8 kWh

Engine Size

Published Driving Range

Tyres 225/55R18

Published CO₂ 46 g/km





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