

Crash Tests

New Car Safety

MITSUBISHI LANCER

2003 on

Dual front airbags



Offset crash test at 64km/h

Overall Evaluation*



Overall score 20.58* out of 37

* High risk of life-threatening chest injury in side impact crash test.

Variant: SEDAN

Eng: 2 litre.

Kerb weight: 1180 kg

Category: SMALL CAR

Vehicles built: 8/03

Model History and Safety Features

The updated MITSUBISHI LANCER was introduced in Australia in 2003.

Dual front airbags are standard equipment. ABS brakes are available as an option on most variants.

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. 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 Stars

The MITSUBISHI LANCER scored 10.03 out of 16 in the offset crash test. The passenger compartment held its shape reasonably well in the offset crash test except for the footwell. Protection from serious chest and leg injury was marginal for the driver.

The vehicle scored 10.55 out of 16 in the side impact crash test. Protection from serious chest injury was poor for the driver.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 2.25pts, upper legs 2.14pts, lower legs 1.64pts.

The passenger compartment held its shape well in the offset crash test. The front part of the driver's floor was pushed rearwards 160mm and there was a long split between the floor and the door sill. The brake pedal moved rearwards by 86mm and upwards 13mm, relative to the driver's seat. The dash moved 100mm towards the driver. The steering wheel mounts broke away by design and this made it difficult to estimate steering column intrusion so no modifiers were applied. The front (A) pillar moved 72mm rearwards. The width of the driver's doorway shortened by 71mm. All doors remained closed during the crash. After the crash tools were required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. During the crash a metal bracket behind the dash bent downwards and exposed a sharp edge which was a hazard to the driver's right knee. The knee slider measurement was high for this knee, indicating a potential for knee injury. The passenger's head was cushioned by the airbag.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest zero pts, abdomen 3.79pts, pelvis 3.24pts. Backplate modifier: 0.47 deduction.

Protection from serious chest injury was poor for the driver.

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.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.0)		Side Impact Crash Test at 50km/h (v4.0)
	Driver	Passn	Driver
Head HIC	493	332	200
Acceleration (g for 3ms)	52.1	43.3	60.4
Neck - Shear (kN)	0.24	-	-
Tension (kN)	1.6	1.21	-
Extension (Nm)	8.8	9.5	-
Chest Accln (g for 3ms)	38.4	30.7	-
Compression (mm)	34.26	26.9	42.6
Viscous criterion (m/s)	0.14	0.08	0.84
Abdomen - Force (kN)	-	-	1.08
Pelvis - Force (kN)	-	-	3.57
Upper legs Force			
Left (kN)	1.72	1.45	
Right (kN)	4.1	1.99	
Knee displ (mm)			
Left	4.47	4.89	
Right	10.19	8.25	
Lower legs Force			
Left (kN)	2.65	1.46	
Right (kN)	2.42	2.08	
Index (Upper/Low)			
Left	0.58/0.93	0.39/0.28	
Right	0.53/0.62	0.37/0.35	

Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: Not eligible

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	No deduction
Lower leg	No deduction
Foot score	Footwell rupture
	Score 3 points

Pedestrian rating (v4.0)



17.04 points out of 36.

Child head impacts 5.13pts; 4.92adult head impacts pts; upper leg 3.47pts and lower leg impacts 3.52pts.



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