

# Crash Tests

## New Car Safety

### MITSUBISHI LANCER(LHD)

1997 on

Driver airbag



Offset crash test at 64km/h

#### Overall Evaluation\*



Overall score\*

14.56 out of 34

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

Variant: 4DR SEDAN

Eng: 1.5 litre.

Kerb weight: 1240 kg

Category: LIGHT/SMALL CAR

Vehicles built: 2001

Tested by EuroNCAP

**Important note:** The *left-hand-drive* European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

#### Model History and Safety Features

The tested model of Mitsubishi Lancer was introduced in Australia in 1996 but a driver's airbag was optional until 2001, when it became standard equipment.

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.

#### OVERALL EVALUATION : 2 Stars

The Mitsubishi Lancer scored 3.73 out of 16 in the offset crash test. The passenger compartment was substantially deformed. Protection from serious leg injury was poor for the driver and chest protection was weak for both driver and passenger.

The vehicle scored 10.83 out of 16 in the side impact crash test. There was a high risk of serious chest injury for the driver.

#### FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 3.6pts, chest 0.13pts, upper legs zero pts, lower legs zeropts.

The passenger compartment was substantially deformed in the offset crash test and lost one point for loss of structural integrity. The footwell ruptured and the door lost structural strength. The brake pedal moved rearwards by 202mm. The steering wheel hub moved rearwards 98mm and slightly downwards. The front ("A") pillar moved 165mm rearwards. 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 but the head possibly hit the steering wheel. Components within the knee impact zone were found to be hazardous to the driver's knees.

#### SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest zero pts, abdomen 2.83pts, pelvis 4pts.

There was good protection from serious injury for the head and pelvis. Chest protection was poor and there was a slight risk of serious abdomen injury.

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, giving a maximum possible overall score of 34 points.

#### INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
<b>Head HIC</b>	327	850	313
Acceleration (g for ms)	58	66	69
<b>Neck - Shear (kN)</b>	0		-
Tension (kN)	0		-
Extension (Nm)	0		-
<b>Chest Accln (g for 3ms)</b>			-
Compression (mm)	35.1	48	47
Viscous criterion (m/s)	0.22	0.21	1.58
<b>Abdomen - Force (kN)</b>	-	-	1.44
<b>Pelvis - Force (kN)</b>	-	-	2.3
<b>Upper legs Force</b>			
Left (kN)			
Right (kN)			
<b>Knee displ (mm)</b>			
Left	0.67	5.19	
Right	11	0.9	
<b>Lower legs Force</b>			
Left (kN)	4	1.4	
Right (kN)	4.1	1.5	
<b>Index (Upper/Low)</b>			
Left	0.65/0.49	0.28/0.12	
Right	0.65/1.58	0.3/0.2	

#### Modifiers for offset test scores

Head	Steering col. movement	0.4 pt penalty
Chest	A-pillar movement	1.3 pt penalty
	Loss of structure	1 pt penalty
Upper leg	Variable & conc. loading	2pt penalty L&R
Lower leg		No penalty
Foot score	Brake pedal rearward	Zero score

#### Pedestrian rating

14.45 points out of 36 (40.1%)



Child head impacts 9.18pts; adult head impacts 1.5pts; upper leg 1.21pts and lower leg impacts 2.56pts.

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