

Crash Tests

New Car Safety

MITSUBISHI MAGNA

2003 on

Front+side airbags

Overall Evaluation



Overall score

22.19 out of 37

Variant: ES Sedan

Eng: 3.5 litre V6

Kerb weight: 1550 kg

Category: LARGE/MEDIUM CAR

Vehicles built: 06/03 and 7/03

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.

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 Stars

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 front part of the driver's floor was pushed rearwards 187mm. 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.

The side airbag deployed in the crash but provided marginal protection from a risk of serious chest injury. It may provide better protection in other types of side impact. A EuroSID 1



Offset crash test at 64km/h

dummy was used in this test therefore backplate loads were not assessed.

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 (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 Accln (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 Right 1.75	1.69 2.57	
Knee displ (mm)	Left 1.64 Right 1.9	0.86 -	
Lower legs Force (kN)	Left 2 Right 2.68	2.37 1.72	
Index (Upper/Low)	Left 0.71/0.92 Right 0.55/0.98	0.32/0.56 0.42/0.36	

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	Conc. loading 1pt deduction L
Lower leg	No deduction
Foot score	Score 4 points

Pedestrian rating (v4.0)



3.76 points out of 36

Child head impacts 1.76pts; adult head impacts 0 pts; upper leg 0 pts and lower leg impacts 2pts.



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