

Crash Tests

New Car Safety

MITSUBISHI OUTLANDER

2003 on

Dual front airbags

Overall Evaluation



Overall score

27.99 out of 37

Variant: WAGON

Eng: 2.4 litre Automatic

Kerb weight: 1550 kg

Category: Compact 4WD

Vehicles built: 10/03

Model History and Safety Features

The Mitsubishi Outlander was introduced in 2003.

Dual front airbags are standard equipment. ABS brakes and side airbags are available as part of a package but were not on the tested vehicles.

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. Pre-tensioners 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. Child restraint top tether anchorages are conveniently located on the back of the rear seat.

OVERALL EVALUATION 4 Stars

The Mitsubishi Outlander scored 13.03 out of 16 in the offset crash test. The passenger compartment held its shape well in the offset crash test. Protection from serious chest injury was marginal for the driver.

The vehicle scored 14.97 out of 16 in the side impact crash test. There was a slight risk of serious chest and abdomen injury for the driver.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 2.19pts, upper legs 4pts, lower legs 2.84pts.

The passenger compartment held its shape well in the offset crash test. The front part of the driver's floor was pushed rearwards 138mm. The brake pedal moved rearwards by 99mm and upwards 30mm, relative to the driver's seat. The dash moved 20mm towards the driver. The steering wheel hub moved forwards 18mm, upwards 26mm and sideways 5mm, relative to the driver's seat. The front ("A") pillar moved 29mm rearwards. The width of the driver's doorway shortened by 27mm. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. There were no modifiers for knee protection but the design of the steering column could be improved in this regard. The passenger's head was cushioned by the airbag.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 3.74pts, abdomen 3.23pts, pelvis 4pts.

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.



Offset crash test at 64km/h

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	395	413	59
Acceleration (g for 3ms)	50.9	47.4	40.1
Neck - Shear (kN)	0.52	0.42	-
Tension (kN)	1.34	1.19	-
Extension (Nm)	9.1	15.4	-
Chest Accln (g for 3ms)	39.1	32.9	-
Compression (mm)	34.7	31.6	23.31
Viscous criterion (m/s)	0.14	0.11	0.23
Abdomen - Force (kN)	-	-	1.29
Pelvis - Force (kN)	-	-	2.2
Upper legs Force (kN)	Left 1.79 Right 0.74	0.91 0.59	
Knee displ (mm)	Left 2.48 Right 0.27	2.25 2.31	
Lower legs Force (kN)	Left 1.25 Right 1.89	1.69 2.3	
Index (Upper/Low)	Left 0.41/0.66 Right 0.49/0.37	0.18/0.24 0.22/0.21	

Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: None

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg Variable & conc. loading	No deduction
Lower leg	No deduction
Foot score	Score 4 points

Pedestrian rating (v4)



4.63 points out of 36.

Child head impacts 2pts; adult head impacts 2.63pts; upper leg zero pts and lower leg impacts zero pts.



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