MITSUBISHI OUTLANDER

OCTOBER 2021 - ONWARDS
ALL ZM VARIANTS

ANCAP SAFETY

TESTED 2022 ★★★★★

RATING YEAR	2022
VEHICLE TYPE	Medium SUV
ENGINE TYPE	Petrol + Hybrid
BUILT FROM	July 2021 (petrol) December 2021 (PHEV)
ON SALE FROM	October 2021 (petrol) February 2022 (PHEV)
SERIES	ZM
AIRBAGS	Dual frontal, side chest, side head, centre, knee

Petrol variants of the Mitsubishi Outlander were introduced in Australia and New Zealand from October 2021. PHEV variants were introduced from February 2022. This ANCAP safety rating applies to all petrol and PHEV variants.

In order to confirm integrity of the battery and safety of high voltage electrical systems, additional frontal offset (MPDB) and oblique pole tests were conducted on the Outlander PHEV. With these additional tests, this ANCAP Safety Rating is extended to all variants of the Mitsubishi Outlander.

Dual frontal, side chest-protecting, and side head-protecting (curtain) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes, as well as a driver knee airbag, are also standard on all variants.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist), a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), an advanced speed assistance system (SAS) and blind spot monitoring (BSM) are standard.

83% ADULT OCCUPANT PROTECTION

92% CHILD OCCUPANT PROTECTION

81% VULNERABLE ROAD USER PROTECTION

83% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Mitsubishi Outlander ES 5 seat	5 door SUV	2.5 litre petrol	2WD	✓	-
Mitsubishi Outlander ES 5 seat	5 door SUV	2.5 litre petrol	AWD	✓	-
Mitsubishi Outlander ES 7 seat	5 door SUV	2.5 litre petrol	2WD	✓	-
Mitsubishi Outlander LS 7 seat ◆	5 door SUV	2.5 litre petrol	2WD	✓	-
Mitsubishi Outlander LS 7 seat	5 door SUV	2.5 litre petrol	AWD	✓	-
Mitsubishi Outlander ASPIRE 7 seat	5 door SUV	2.5 litre petrol	2WD	✓	-
Mitsubishi Outlander ASPIRE 7 seat	5 door SUV	2.5 litre petrol	AWD	✓	-
Mitsubishi Outlander EXCEED 7 seat	5 door SUV	2.5 litre petrol	AWD	✓	-
Mitsubishi Outlander EXCEED TOURER 7 seat	5 door SUV	2.5 litre petrol	AWD	✓	-
Mitsubishi Outlander LS 5 seat	5 door SUV	2.5 litre petrol	2WD	-	✓
Mitsubishi Outlander XLS 7 seat	5 door SUV	2.5 litre petrol	2WD	-	✓
Mitsubishi Outlander VRX 7 seat	5 door SUV	2.5 litre petrol	2WD	-	✓
Mitsubishi Outlander LS 5 seat	5 door SUV	2.5 litre petrol	AWD	-	✓
Mitsubishi Outlander XLS 7 seat	5 door SUV	2.5 litre petrol	AWD	-	✓
Mitsubishi Outlander VRX 7 seat	5 door SUV	2.5 litre petrol	AWD	-	✓
Mitsubishi Outlander PHEV ES 5 seat	5 door SUV	2.4 litre petrol plug-in hybrid	AWD	✓	-
Mitsubishi Outlander PHEV ASPIRE 5 seat	5 door SUV	2.4 litre petrol plug-in hybrid	AWD	✓	-
Mitsubishi Outlander PHEV EXCEED 7 seat	5 door SUV	2.4 litre petrol plug-in hybrid	AWD	✓	-
Mitsubishi Outlander PHEV EXCEED TOURER 7 seat	5 door SUV	2.4 litre petrol plug-in hybrid	AWD	✓	-
Mitsubishi Outlander PHEV LS 5 seat	5 door SUV	2.4 litre petrol plug-in hybrid	AWD	-	✓
Mitsubishi Outlander PHEV XLS 7 seat	5 door SUV	2.4 litre petrol plug-in hybrid	AWD	-	✓
Mitsubishi Outlander PHEV VRX 7 seat	5 door SUV	2.4 litre petrol plug-in hybrid	AWD	-	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

83%
31.61 POINTS
OUT OF 38

The passenger compartment of the Mitsubishi Outlander remained stable in the frontal offset (MPDB) test. Dummy readings indicated ADEQUATE protection for the driver's chest and lower legs, and MARGINAL protection for the upper legs. Protection of the front passenger dummy's upper legs was ADEQUATE with GOOD protection for all other critical body regions.

The front structure of the Mitsubishi Outlander presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.75 point penalty was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. Protection of the rear passenger head and chest was MARGINAL, while protection of the neck was ADEQUATE.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the Mitsubishi Outlander scored maximum points in these tests.

The Mitsubishi Outlander is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts, however it did not meet the ANCAP airbag coverage requirements and a 1 point penalty was applied.

Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for the vehicle-to-vehicle impact scenario and ACCEPTABLE for the vehicle-to-pole scenario.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	3.24 pts
Upper legs:	1.76 pts
Lower legs:	3.93 pts
Deductions:	-1.00 pts (variable contact)
	-1.00 pts (concentrated load)

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	3.00 pts
Lower legs:	4.00 pts
Deductions:	-1.00 pts (variable contact)

COMPATIBILITY

Deductions: -1.75 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	2.34 pts
Neck:	3.03 pts
Chest:	1.99 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

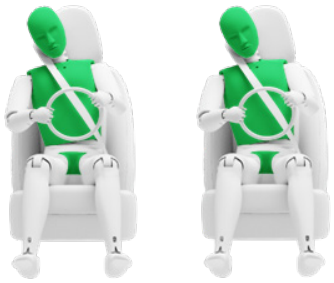
Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✕	Not available
Advanced eCall	✕	1.00 pt default

A Rescue Sheet, providing information for first responders in the event of a crash, is available. A multi-collision braking system is not fitted.

FRONTAL OFFSET (MPDB)#	5.59	(out of 8)
FULL WIDTH FRONTAL#	6.84	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.18	(out of 4)
FAR SIDE IMPACT	3.00	(out of 4)
RESCUE & EXTRICATION	1.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

SIDE IMPACT OBLIQUE POLE



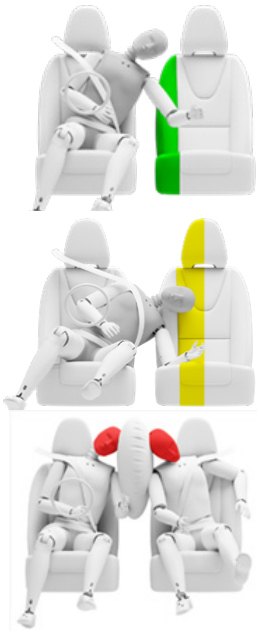
SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: -1.00 pts (insufficent airbag coverage)

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger:	2.18 pts
Rear passenger:	1.00 pts

CHILD OCCUPANT PROTECTION

92%
45.43 POINTS
OUT OF 49

In the frontal offset and side impact tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in these tests.

The Mitsubishi Outlander is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Top tethers are not available in the optional third row. Installation of child restraints in the third row is therefore not recommended.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most second row seating positions, though in the centre rear position, one of the selected convertible seats could not be correctly installed in forward facing or rearward facing modes, and one of the selected booster seats could not be correctly installed.

DYNAMIC TEST (FRONT)	16.00	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.43	(out of 12)
ON-BOARD SAFETY FEATURES	10.00	(out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT (60km/h)

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	×	-
Integrated child restraints	×	×	×	×	-
Top tether anchorage	×	●	●	×	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

92%
45.43 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

81%

44.20 POINTS
OUT OF 54

The protection provided by the bonnet to the head of a struck pedestrian was predominantly GOOD to ADEQUATE with some WEAK and POOR results recorded on the stiff windscreen pillars and front corners of the bonnet.

The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

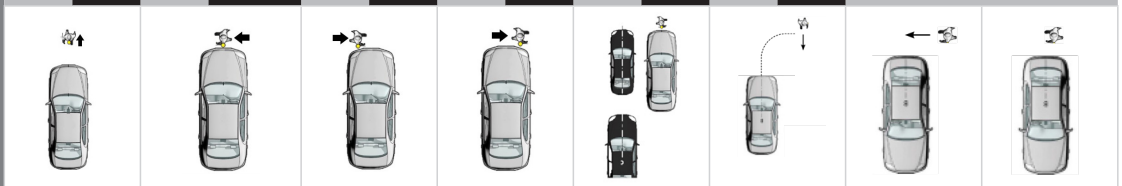
The Mitsubishi Outlander is fitted with autonomous emergency braking (AEB) that reacts to pedestrians and cyclists. Testing of this system showed GOOD performance in forward pedestrian test scenarios. An AEB system that will react to vulnerable road users in reverse is not standard equipment, and hence AEB Backover tests were not conducted. GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios. The system's overall performance was classified as GOOD.

HEAD IMPACTS	18.54	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	6.30	(out of 7)
AEB - Pedestrian (backover)	0.00	(out of 2)
AEB - Cyclist	7.36	(out of 9)

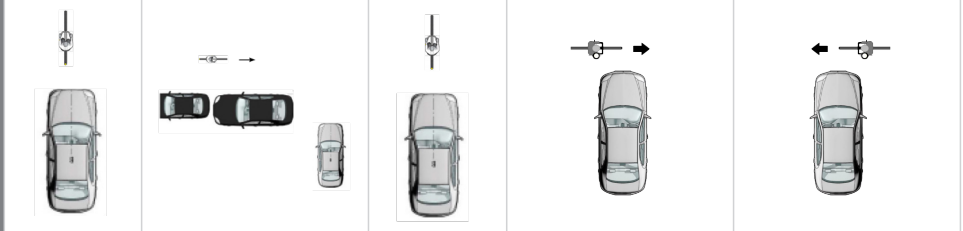
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Forward Collision Mitigation
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-60 km/h
DESCRIPTION: System functions in the daytime and night

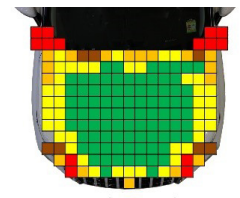
AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	AEB + FCW	FORWARD					BACKOVER	
	Adult walking along road	Adult crossing towards kerb (50%)	Adult crossing from kerb (25%)	Adult crossing from kerb (75%)	Child running (obstructed)	Adult crossing side road, vehicle turning	Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY / NIGHT	DAY	DAY
TEST SCENARIO								
PERFORMANCE								
	ADEQUATE							

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
TEST SCENARIO					
PERFORMANCE					
	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)



GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

83%
13.35 POINTS
OUT OF 16

The Mitsubishi Outlander is fitted with an autonomous emergency braking (AEB) system, a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM) as standard equipment.

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of lane support system functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios, with overall performance classified as GOOD.

A speed assistance system (SAS) with speed limit information function (SLIF) which identifies the local speed limit and allows the driver to set the speed accordingly is standard equipment.

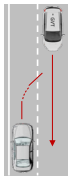
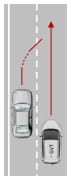
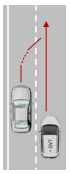
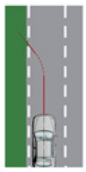
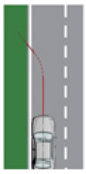
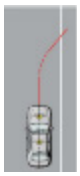
A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS		
- Seat belt reminders	2.00	(out of 2)
- Driver monitoring	1.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	1.65	(out of 3)
LANE SUPPORT SYSTEMS	4.00	(out of 4)
AEB - Car-to-Car	2.70	(out of 4)
AEB - Junction Assist	2.00	(out of 2)

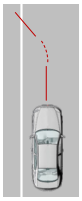
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Departure Prevention, Emergency Lane Keeping, Lane Departure Warning
OPERATIONAL FROM: 60-110+ km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
TEST SCENARIO											
PERFORMANCE											
	GOOD										

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

83%
13.35 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Forward Collision Mitigation
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-110+ km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	[NOT FITTED]
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
	GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	Manually set

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

TESTED MAKE / MODEL	Mitsubishi Outlander LS RHD
TESTED VEHICLE(S) BUILT	2021
TESTED BODY TYPE	Medium SUV
TESTED VEHICLE ENGINE	2.5 litre petrol
RATING PUBLISHED	January 2022
RATING UPDATED	March 2022

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard) - 3rd row	✕	✕
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	●	●
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✕	✕
Airbags - side, chest protection (3rd row seats)	✕	✕
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	✕	✕
Airbag - centre	●	●
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✕	✕
Airbag disabling switch - automatic (front passenger)	●	●
Airbag disabling switch - manual (front passenger)	✕	✕
Head restraints for all seats	●	●
Active bonnet	✕	✕
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✕	✕
Blind spot monitor (BSM)	●	●
Child presence alert	✕	✕
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✕	✕
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	✕	✕
Speed assistance - auto / intelligent speed limiter	✕	✕
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✕	✕
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS