

Mitsubishi Lancer



RATING	SCORE	Front: 4	Side: 11
 ADULT OCCUPANT ★★☆☆☆☆	14		
 PEDESTRIAN ★☆☆☆☆	14	Pre 2002 rating	

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Child restraints

18 month old Child	No information available
3 year old Child	No information available

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input type="checkbox"/>
Side body airbags	<input type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Mitsubishi Lancer CLX
Body type	4 door saloon
Year of publication	1998
Kerb weight	1244

Comments

Of the two stars awarded, the last is 'flagged' to indicate that the car provided only poor protection for the driver's chest in the side-impact test. It failed to meet legislation that will apply to new models from October. Also, the car's structure became unstable in the frontal impact and the floor pan ruptured. Its protection for pedestrians rated a little above average, however.

Front impact

The driver's door lost structural strength. Its inner and outer panels and horizontal beam separated from its front. Floor and footwell joints ruptured, too. The airbag deployed slightly to the driver's left and his head appears to have just 'bottomed out' on the bag. Stiff structures were present which could increase loading on the driver's upper legs and damage his knees. His right leg also risked injury from loading below the knee being transmitted through the joint. There was also a moderate risk of both front occupants suffering chest injuries from the seat belt loading.

Side impact

Although door intrusion remained fairly vertical all the driver's ribs were highly loaded. His head struck the door pillar belt swivel but acceleration remained low. Loading of the abdomen and pelvis were relatively low, possibly because of high chest loads. His seat base twisted downwards on the door side and upward on

the inboard side.

Child occupant

The rear outboard seat belts are designed to lock when restraints are used and this is explained on the belt. Mitsubishi-recommended forward-facing restraints were used but they proved incompatible with the car's belts. The buckle height prevented the belt from fully tightening on to the child restraint. This may explain why the dummies' heads moved too far forwards in the frontal impact. The older child's chest acceleration rated as 'high'. In the side impact, the bigger child's head was not contained by the wings of the restraint. The head of the 18-month-old was contained but head acceleration was high enough to pose a serious injury risk.

Pedestrian

All but two child's head-impact test sites met proposed legislative requirements but the bonnet-to-wing joint was unforgiving. The adult head impact area was almost uniformly poor. The bonnet front edge and bumper were better than average but no site gave fair protection.