

Crash Tests

New Car Safety

Mitsubishi Express

03/2003 on 01/0001 - None

Overall Evaluation



Overall Score

Variant: SWB Van

8.49 out of 37

Engine: 2.4 litre
Category: Van

Model History and Safety Features

The tested model of Mitsubishi Express van was introduced in Australia during 2003. Airbags, antilock brakes (ABS) and electronic stability control are not available. The front seat belt buckles are mounted on the sats. This feature improves the fit of the seat belt.

Overall Evaluation: 1

1 star. The Mitsubishi Express scored 1.34 out of 16 in the offset crash test. The passenger compartment was severely deformed, particularly in the footwell area. Protection from serious leg injury was poor for the driver. Head and chest protection was weak. The vehicle was awarded a default score of 16 out of 16 in the side impact crash test. However the low offset score meant that the vehicle was limited to a 1 star rating and an overall score of 8.49 (the maximum available for a 1 star rating).

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 1pt, chest 0.34pts, upperlegs zero pts, lower legs zero pts. The passenger compartment did not hold its shape well in the offset crash test. The clutch pedal moved rearwards by 491mm. The brake pedal moved upwards 371mm. The steering wheel hub moved rearwards 100mm, upwards 265mm and sideways 25mm. The front ("A") pillar moved 301mm rearwards. All doors remained closed during the crash. After the crash, tools were required to open the door on both sides and dummy extrication was extremely difficult. Steering column components were a potential source of additional injury for the driver's legs.

Side Impact Crash Test

Default 16 points awarded for side impact test. The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the Express. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test. 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.

Pedestrian rating (v4.1)



Child head impacts: Zero.
Adult head impacts: 9.
Upper leg impacts: Zero.
Lower leg impacts: Zero.
Total (out of 36): 9.

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	484	159	
- Acceleration (g for 3ms)	61.3	34.8	
Neck			
- Shear (kN)	0.74	0.97	
- Tension (kN)	1.19	1.32	
- Extension (Nm)	27.7	9.6	
Chest			
- Acceleration (g for 3ms)	30.2	24.5	
- Compression (mm)	33.6	27.1	
- Viscous Criterion (m/s)	0.14	0.09	
Abdomen			
- Force (kN)			
Pelvis			
- Force (kN)			
Upper Legs Force (kN)			
- Left	1.69	0.33	
- Right	7.61	1.62	
Knee Displacement (kN)			
- Left	4.34	2.98	
- Right	21.8	11.15	
Lower Legs Force (kN)			
- Left	1.51	0.79	
- Right	1.67	1.21	
Index (Upper Lower)			
- Left	0.41 0.71	0.21 0.39	
- Right	2.01 0.93	0.71 0.22	

Bonus points (maximum 5)

Pole Test: not eligible

Seat Belt Reminders: none

Modifiers for offset test scores

Head	no airbag, steering column movement	2 pt deduction, 1 pt deduction
Chest	A-pillar movement, loss of structure	2 pt deduction, 1 pt deduction
Upper leg	Variable & Conc. loading	2 pt deduction L & R
Lower leg	Clutch upward movement	1 pt deduction
Foot score	Brake pedal rearward	zero points
Structure	Steering column and pedal movements are	measured relative to driver's seat.

Modifiers for side impact test scores

Head	Default score awarded
Chest	
Upper leg	
Lower leg	
Foot score	
Structure	



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