

MITSUBISHI OUTLANDER



APPLIES TO
All variants

BUILT FROM
April 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Medium SUV

ON SALE FROM
June 2025

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Petrol + Plug-in Hybrid

MODEL SERIES
ZM

AIRBAGS
Dual frontal, side chest, side head,
centre, driver knee



ANCAP
SAFETY

TESTED
2025



The Mitsubishi Outlander was first introduced in Australia and New Zealand in October 2021. From April 2025 production for petrol models, and July 2025 production for PHEV models, Mitsubishi introduced an update to the safety specification of the Outlander, and this ANCAP safety rating applies to all updated vehicles built from April 2025 and on sale from June 2025. This ANCAP safety rating is based on testing of the Mitsubishi Outlander when first released in 2021 and additional tests conducted on updated vehicles in 2025.

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

Autonomous emergency braking (Car to Car, Vulnerable Road User, Junction and Backover) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with a speed sign recognition system are standard on all variants.

SAFETY NOTE

Top tethers are not available in the optional third row. Installation of child restraints in the third row is therefore not recommended.

ASSESSMENT SCORES



Adult Occupant Protection

85%

34.38 out of 40



Child Occupant Protection

84%

41.24 out of 49



Vulnerable Road User Protection

79%

50.36 out of 63



Safety Assist

70%

12.64 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Mitsubishi Outlander ES	5 door SUV	2.5 litre petrol	FWD / AWD	✓	-
Mitsubishi Outlander LS	5 door SUV	2.5 litre petrol	FWD / AWD	✓	-
Mitsubishi Outlander ASPIRE	5 door SUV	2.5 litre petrol	FWD / AWD	✓	-
Mitsubishi Outlander EXCEED	5 door SUV	2.5 litre petrol	AWD	✓	-
Mitsubishi Outlander EXCEED TOURER	5 door SUV	2.5 litre petrol	AWD	✓	-
Mitsubishi Outlander ES	5 door SUV	2.4 litre petrol PHEV	AWD	✓	-
Mitsubishi Outlander ASPIRE	5 door SUV	2.4 litre petrol PHEV	AWD	✓	-
Mitsubishi Outlander EXCEED	5 door SUV	2.4 litre petrol PHEV	AWD	✓	-
Mitsubishi Outlander EXCEED TOURER	5 door SUV	2.4 litre petrol PHEV	AWD	✓	-
Mitsubishi Outlander LS CVT	5 door SUV	2.5 litre petrol	FWD / AWD	-	✓
Mitsubishi Outlander XLS CVT	5 door SUV	2.5 litre petrol	FWD / AWD	-	✓
Mitsubishi Outlander VRX CVT	5 door SUV	2.5 litre petrol	FWD / AWD	-	✓
Mitsubishi Outlander EXCEED CVT	5 door SUV	2.5 litre petrol	FWD / AWD	-	✓
Mitsubishi Outlander LS	5 door SUV	2.4 litre petrol PHEV	AWD	-	✓
Mitsubishi Outlander XLS	5 door SUV	2.4 litre petrol PHEV	AWD	-	✓
Mitsubishi Outlander VRX	5 door SUV	2.4 litre petrol PHEV	AWD	-	✓
Mitsubishi Outlander EXCEED	5 door SUV	2.4 litre petrol PHEV	AWD	-	✓

TESTED VARIANT - NOT APPLICABLE

COVERED BY THIS RATING

* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

85%

34.38 out of 40

FRONTAL OFFSET (MPDB)*
5.74 points out of 8

OBLIQUE POLE*
6.00 points out of 6

RESCUE & EXTRICATION
2.50 points out of 4

FULL WIDTH FRONTAL*
6.59 points out of 8

WHIPLASH PROTECTION
3.55 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
4.00 points out of 4

* Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Mitsubishi Outlander remained stable in the **frontal offset (MPDB)** test. Protection of the driver's lower legs was ADEQUATE with GOOD protection offered to all other body regions of the driver and front passenger.

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 4.17 point penalty (out of 8.00 points) 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 was MARGINAL, neck was ADEQUATE, and chest was WEAK.

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 and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is not fitted. It was demonstrated that, if the car entered water, the doors of the Mitsubishi Outlander would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	4.00 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.66 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY	
Deductions	-4.17 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	2.34 pts
Neck	4.00 pts	3.03 pts
Chest	4.00 pts	0.98 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h



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

OBLIQUE POLE TEST - 32km/h



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



Adult Occupant Protection

85%

34.38 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.55 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✗	Not available
Advanced eCall	✗	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✗	Not available

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

84%

41.24 out of 49

DYNAMIC TEST (FRONT)
12.81 points out of 16

RESTRAINT INSTALLATION
11.43 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
9.00 points out of 13

In the **frontal offset** test, protection of the neck of the 10 year dummy was POOR, while protection of the head of the 6 year dummy was ADEQUATE and protection of the neck was MARGINAL. GOOD protection was offered to all other critical body regions of the 6 and 10 year dummies.

In the **side impact** test, protection of all critical body areas was GOOD for both dummies, and maximum points were scored.

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.

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard. However, the system did not meet ANCAP's requirements and was not rewarded.

NOTE: Top tethers are not available in the optional third row. Installation of child restraints in the third row is therefore not recommended.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



ON-BOARD SAFETY FEATURES

	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	×	●	×	×	-
Top Tether Anchorage	×	●	●	×	-
Airbag Disabling	●	-	-	-	-
Child Presence Detection 0.00 pts (out of 4.00pts)	×	×	×	×	-

● FITTED AS STANDARD × NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE ^{^*}		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	R
BELTED	Rearward-facing capsule	×	●	●	●	×	-	×
	Rearward-facing with harness - convertible (Model A)	×	●	●	●	×	-	×
	Rearward-facing with harness - convertible (Model B)	×	●	●	●	×	-	×
	Forward-facing with harness - convertible (Model A)	×	●	●	●	×	-	×
	Forward-facing with harness - convertible (Model B)	×	●	●	●	×	-	×
	Booster - 4 to 8 years	×	●	●	●	×	-	×
ISOFIX	Booster - 4 to 10 years	×	●	●	●	×	-	×
	Rearward-facing capsule	×	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	×	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model A)	×	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model B)	×	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.childrestraints.com.au.
* 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 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.



Vulnerable Road User Protection

79%
50.36 out of 63

HEAD PROTECTION (Adult, Child, Cyclist)
13.45 points out of 18

PELVIS PROTECTION
4.50 points out of 4.5

FEMUR PROTECTION
4.50 points out of 4.5

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB PEDESTRIAN (Forward)
6.78 points out of 7

AEB PEDESTRIAN (Backover)
0.00 points out of 2

AEB CYCLIST
7.64 points out of 9

AEB MOTORCYCLE
1.50 points out of 6

LSS MOTORCYCLE
3.00 points out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the Mitsubishi Outlander provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, the base of the windscreen and front edge of the bonnet.

Protection of the pelvis, femurs, and lower legs was GOOD at all test locations with full points scored.

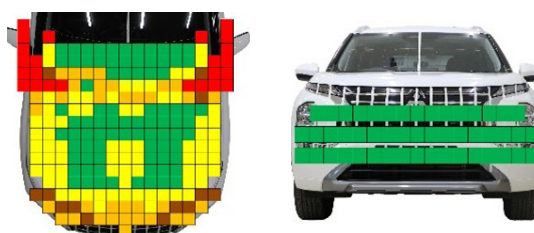
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in most tests, including in turning scenarios. The AEB system reacts to vulnerable road users in reverse (**AEB Backover**) however, when tested, performance was POOR.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at most test speeds, including in turning scenarios. The vehicle does not provide any warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

MARGINAL performance was seen in the **AEB Motorcyclist** tests, however the system does not react when turning across the path of an oncoming motorcycle or when driving towards a braking motorcycle, and hence these tests were not conducted. Performance in the emergency lane keeping scenarios was GOOD.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Forward Collision Mitigation
Type	Autonomous emergency braking with forward collision warning
Operational From	10-80 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

CYCLIST DOORING

Information (driver door)	×
Warning (driver door)	×
Retention (driver door)	×
Warning or retention (all other doors)	×

● PASS × FAIL - N/A

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Vulnerable Road User Protection

79%

50.36 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	POOR			

AEB PEDESTRIAN TEST SCENARIOS (forward)	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE														
	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			TARGET MOTORCYCLE SPEED		
				40m HEADWAY			30km/h	45km/h	60km/h
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	MARGINAL						POOR		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Forward Collision Mitigation
Operational From	60-110+ km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	GOOD				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

70%

12.64 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
1.65 points out of 2

SPEED ASSISTANCE SYSTEMS
2.40 points out of 3

AEB / AES (Car-to-Car)
3.59 points out of 4

AEB / AES (Junction & Crossing)
1.00 points out of 4

AEB / AES (Head-On)
0.00 points out of 1

LANE SUPPORT SYSTEMS
3.00 points out of 3

The Mitsubishi Outlander is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed mixed performance, with collisions avoided or mitigated in all car-to-car rear test scenarios, and GOOD performance in **AEB Junction**, where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. The AEB system does not react to when crossing the path of an oncoming vehicle or in head-on scenarios, and these tests were not conducted.

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

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all first, second and third-row seating positions (where fitted). A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Forward Collision Mitigation
Type	Autonomous emergency braking with forward collision warning
Operational From	10-110+ km/h



■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED

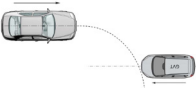
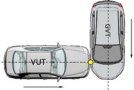


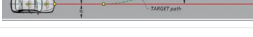
Safety Assist

70%

12.64 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			POOR				

		HEAD-ON In the path of oncoming vehicle		
		50km/h	70km/h	
TEST VEHICLE SPEED	Travelling straight	50km/h		-
		70km/h	-	
	Lane change	50km/h		-
		70km/h	-	
PERFORMANCE		POOR		

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Forward Collision Mitigation
Operational From	60-110+ km/h

		Dashed line	Solid line
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car			
PERFORMANCE			GOOD

		Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)	Road edge		Solid line	
			UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE									GOOD

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED



Safety Assist

70%

12.64 out of 18

OCCUPANT STATUS

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

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	●
Fatigue	●	●
Unresponsive Driver	-	✗

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✗

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	✗
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	✗	✗
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	●	●
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	✗	✗
Autonomous emergency braking (AEB) - Crossing	✗	✗
Automatic emergency call (eCall)	●	✗
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●	●
Cyclist dooring detection / alert	✗	✗
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	✗	✗
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Mitsubishi Outlander LS RHD

TESTED VEHICLE ENGINE
2.5 litre petrol & 2.4 litre PHEV

RATING UPDATED
n/a

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
September 2025