



Mitsubishi L200

Pick-up

2015



Adult Occupant



81%

Child Occupant



84%

Pedestrian



76%

Safety Assist



64%

SPECIFICATION

Tested Model	Mitsubishi L200 'GLS'
Body Type	4 door double cab
Year Of Publication	2015
Kerb Weight	1860kg
VIN From Which Rating Applies	applies to all L200s of the specification tested
Class	Pick-up

General comments

The double cab variant tested is the one most likely to be bought as family transport. Other variants are available - single cab and crew cab - which are intended primarily as cargo vehicles and have a lower level of safety equipment. The rating indicated here applies only to the double cab variant with the specification indicated.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
CHILD PROTECTION			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●
OTHER SYSTEMS			
Active Bonnet (Hood)	✘		
ESC	●		
AEB City	✘		
Speed Assistance System	●		
Lane Assist System	○		

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✘ Not available
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 31.0 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 5.3 Pts

Passenger Driver

Frontal Full Width 7.1 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.6 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

Total 31.0 Pts / 81%

Comments on Adult Occupant

In the frontal offset test, there was extensive deformation of the bodyshell. There was a rupture of the floorpan in the driver's seating position, considerable buckling of the floor in the rear of the passenger compartment and spot welds had failed at the point where the bottom sill meets the C-pillar (the rearmost pillar of the passenger compartment). The car was penalised for this and Mitsubishi were precluded from demonstrating that structures in the instrument panel, such as the steering column and column shroud, would not present a risk of injury to the knees and femurs of occupants in the front seats. Protection of the knees, femurs and pelvis was rated as marginal. There was also insufficient pressure in the airbag to prevent the driver's head from bottoming-out against the steering wheel. Dummy head readings showed that contact had been made with the steering wheel through the deflated airbag and protection of the head was downgraded to adequate. In the full width rigid barrier test, protection of the driver dummy was good for all critical body areas while, for the rear passenger, protection of the neck was adequate and that of the chest was marginal. In both side impact tests - the side barrier and more severe side pole - the L200 scored maximum points, with good protection of all critical body areas. The front seats and head restraints showed good protection against whiplash injury in the event of a rear-end collision and a geometric assessment of the rear seats also indicated good whiplash protection. The L200 does not have an autonomous emergency braking system to assist further in whiplash protection.

CHILD OCCUPANT


Total 41.4 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

22.4 Pts

18 months old child 11.3 Pts



Tested restraint (Fit):
FAIR G0/1S

■ Adequate

36 months old child 11.1 Pts



Tested restraint (Fit):
FAIR G0/1S

■

Safety Features

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available


CRS Installation Check

12 Pts

● Install without problem
 ● Safety critical problem
 ● Install with care
 ✗ Installation not allowed

■ **Infants up to 13 kg**



 CHILD OCCUPANT

Total 41.4 Pts / 84%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 41.4 Pts / 84%

	Seat Position				
	Front		2nd row		
	PASSENGER	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●
Römer King Plus (Belt)	●	●	●	●	●
Römer Duo Plus (ISOFIX)	✘	✘	●	✘	●
Römer KidFix (Belt)	●	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	✘	●	✘	●
Römer KidFix (ISOFIX)	✘	✘	●	✘	●

● Install without problem
 ● install with care
 ● safety critical problem
 ✘ Installation not allowed


Comments on Child Occupant

In the dynamic impact tests, the L200 provided good protection to the child dummies in all areas except the chest, with both dummies showing marginally elevated chest decelerations. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and, in the side impact, both dummies were properly contained within the protective shells of the their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the L200 is designed could be properly installed and accommodated in the vehicle.

 PEDESTRIAN PROTECTION

Total 27.7 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	27.7 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">18.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	18.1 Pts	Pelvis Impact	3.6 Pts	Leg Impact	6 Pts
Head Impact	18.1 Pts						
Pelvis Impact	3.6 Pts						
Leg Impact	6 Pts						

Comments on Pedestrian

Protection of pedestrians' legs was good and the L200 scored maximum points in all areas tested. However, the protection offered to the pelvis was mixed, with areas of good, adequate and poor performance. The protection offered by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with only a few poor results at the front and rear edges.

SAFETY ASSIST

Total 8.3 Pts / 64%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

System Name	Speed Limiter System
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	7.8%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	3.8%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.9 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

Type	Lane Departure Warning
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements



SAFETY ASSIST

Total 8.3 Pts / 64%

Comments on Safety Assist

Electronic stability control is standard equipment, together with a seatbelt reminder for the front and rear seats. A driver-set speed limiter is standard on all variants while a lane departure warning system is an option, expected to be widely fitted. There is no autonomous emergency braking system on the L200.