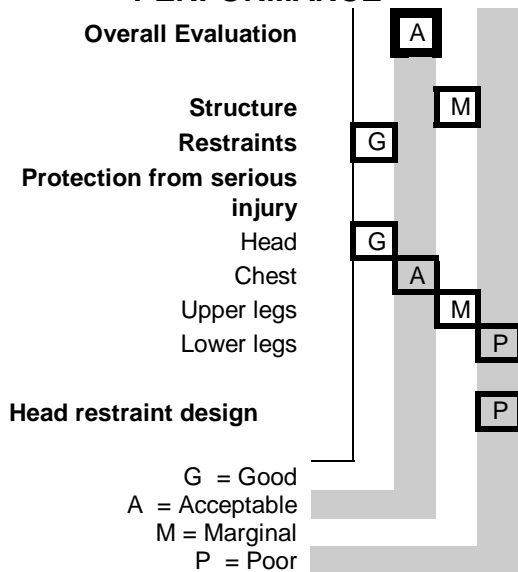


New Car Safety Crash Tests 96-99 Mitsubishi Magna Driver's airbag

FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 1490 kg Vehicle built: August 1996
Tested results from Federal Office of Road Safety

OVERALL EVALUATION : ACCEPTABLE

Protection from serious head injury was good for the driver, who had an air bag. In the offset crash test there was substantial intrusion into the driver's floor space, which meant poor protection from lower leg injury (based on the offset crash test of the Magna without a driver's air bag).

Safety features

At the time of the test a passenger's air bag was available on the Advance model as an option for \$510. A driver's air bag was only available as part of a package with ABS brakes and air conditioning for \$3965. A driver's air bag was fitted to the vehicle used in the full frontal crash test.

The front seat belts have height-adjustable upper anchorages and the seat belt buckles are mounted on the seats. These features improve the fit of the seat belt.

A lap/sash seat belt is fitted to the centre rear seat. A lap/sash seat belt is safer than a lap only seat belt.

STRUCTURE : MARGINAL

Full frontal crash test

The passenger compartment held its shape well in the full frontal crash. The roof was creased near the centre pillars. The front part of the driver's floor space was pushed back by suspension components. All doors remained closed during the crash. After the crash all doors could be easily opened.

Offset crash test

No offset crash test was conducted but the same structural performance could be expected from the Magna without a driver's air bag and the following is based on that crash test.



Full-frontal crash test at 56km/h

The front part of the driver's floor was pushed rearwards a substantial 29cm. The brake pedal was pushed 25cm rearwards and ended up near the seat. The dash was pushed 10cm towards the driver. The roof buckled upwards above the driver's door and the front pillar on the driver's side was bent. The width of the driver's doorway shortened by 8cm. All doors remained closed during the crash. After the crash a crowbar was needed to open the driver's door. The other doors could be easily opened.

RESTRAINTS: GOOD

Full frontal crash test

The driver's head was cushioned by the air bag. The passenger's head did not hit anything. The driver's knees hit the steering column and dash. The passenger's knees hit the glove box.

Offset crash test

No offset test was conducted. The leg injury assessments are based on the offset crash test of the Magna without a driver's air bag.

INJURY MEASUREMENTS

Refer to the information sheet "How the evaluations are performed" for more details

	Full Frontal Crash Test at 56km/h	
	Driver	Passn
Head (HIC)	644	1264
Chest (mm)	52	59
Chest (g)	53	45
Upper legs (kN)	L	3.4
	R	2.2
Lower leg index	L	5.1
	R	2.5
Injury Risk %	18%	41%

Injury risk is the probability of receiving a life-threatening injury. It is based on dummy head & chest measurements.



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