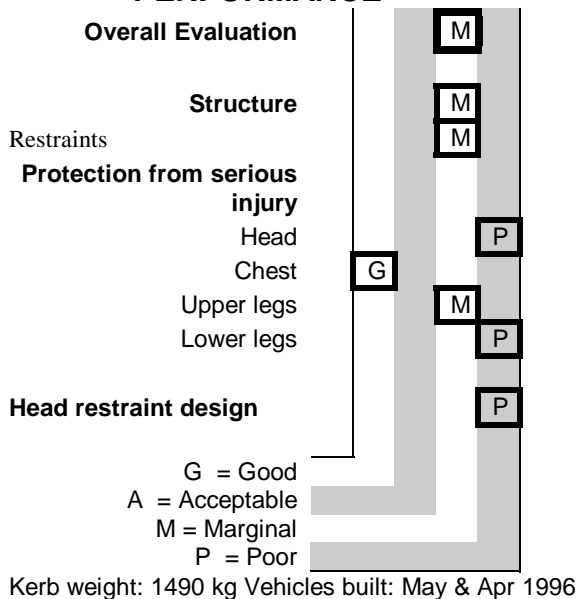


New Car Safety Crash Tests 96-99 Mitsubishi Magna No airbags

FRONTAL CRASH TEST PERFORMANCE



OVERALL EVALUATION : MARGINAL

Protection from serious head injury was poor for the driver and acceptable for the passenger. In the offset crash test there was substantial intrusion into the driver's floor space, which meant poor protection from lower leg injury.

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. Air bags were not fitted to either test vehicle (see separate report on a Magna fitted with a driver's air bag).

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. All doors remained closed during the crash. After the crash moderate effort was required to open the driver's door. The other doors could be easily opened.

A fuel tank leak was observed after the crash. Mitsubishi has examined the vehicle and claimed that this resulted from a quality control problem and it was not a design-related problem.

Offset crash test

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



Offset Crash at 64km/h

during the crash. After the crash a crowbar was needed to open the driver's door. The other doors could be easily opened.

RESTRAINTS: MARGINAL

Full frontal crash test

The driver's head hit the steering wheel with a severe impact. 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

The driver's head hit the steering wheel with a severe impact. 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 and dash.

INJURY MEASUREMENTS

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

	Full Frontal Crash Test at 56km/h		Offset Crash Test at 64km/h	
	Driver	Passn	Driver	Passn
Head (HIC)	1149	842	908	404
Chest (mm)	49	48	34	47
Chest (g)	57	48	43	40
Upper legs (kN)	L	0.3	3.1	10.4
	R	7.4	2.7	2.1
Lower leg index	L	-	-	1.2
	R	-	-	0.9
Injury Risk %	39%	20%	20%	8%
Overall Injury Risk			31%	17%

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



March 1999

Published by
New Car Assessment Program
PO Box 1555 Canberra
ACT Australia 2601
(magn96x.doc 26/3/99)