

# TEST RESULTS

## Mitsubishi i-MiEV

Mitsubishi i-MiEV, LHD

2011 ★★★★★



73%

ADULT OCCUPANT



78%

CHILD OCCUPANT



48%

PEDESTRIAN



86%

SAFETY ASSIST

### ADULT OCCUPANT

Total 26 pts | 73%

#### FRONTAL IMPACT

9,9 pts



Driver



Passenger

#### SIDE IMPACT CAR

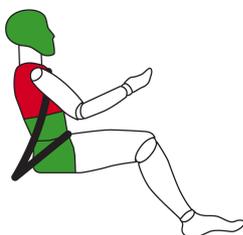
7 pts

#### SIDE IMPACT POLE

6 pts



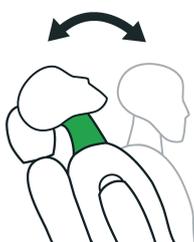
Car



Pole

#### REAR IMPACT (WHIPLASH)

3,3 pts



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

#### FRONTAL IMPACT

##### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

##### CHEST

Passenger compartment	unstable
Windscreen Pillar rearward	65mm
Steering wheel rearward	43mm
Steering wheel upward	none
Chest contact with steering wheel	none

##### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Steering column and lock; metal bracket; centre console; glovebox lid
Concentrated loads on knees	Steering column and lock; metal bracket; centre console

##### LOWER LEGS AND FEET

Footwell Collapse	rupture
Rearward pedal movement	brake - 103mm
Upward pedal movement	brake - 28mm

#### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

#### WHIPLASH

Seat description	Standard cloth 6 way manual
Head restraint type	Reactive
Geometric assessment	0,9 pts

#### TESTS

- High severity	2,3 pts
- Medium severity	2,7 pts
- Low severity	2,3 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 38 pts | 78%

### 18 MONTH OLD CHILD

**Restraint** Britax Römer DUO Plus ISOFIX  
**Group** 0, 0+, 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 10 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Britax Römer DUO Plus ISOFIX  
**Group** 0, 0+, 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 12 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

4 pts

### Airbag warning Label

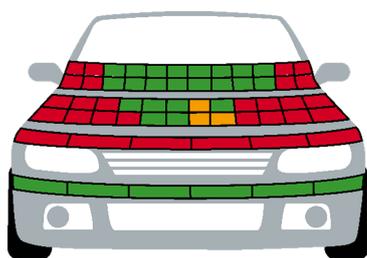
Permanently attached text and pictogram label on both sides of the passenger sun visor

## PEDESTRIAN

Total 17 pts | 48%

## SAFETY ASSIST

Total 6 pts | 86%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 11,2 pts  
**PELVIS** 0 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE 0 pts

- , not available

### ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- standard

### SEATBELT REMINDER 3 pts

- driver 1 pts  
 - passenger 1 pts  
 - rear 1 pts

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Mitsubishi i-MiEV, LHD
<b>Body type</b>	5 door hatchback
<b>Year of publication</b>	2011
<b>Kerb weight</b>	1110kg
<b>VIN from which rating applies</b>	applies to all i-MiEVs of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	single stage
<b>Front passenger frontal airbag</b>	single stage
<b>Side body airbags</b>	
<b>Side head airbags</b>	

## COMMENTS

### Adult occupant

Inspection of the i-MiEV after the frontal impact showed that several structures had reached the limit of their load-bearing capacity. The passenger compartment was judged to be unstable as the vehicle might not be able to withstand an impact at a higher speed. As a consequence, the score for the driver's chest was penalised and protection of this body region was rated as marginal. Most of the floor in the driver's footwell was heavily distorted and this too was penalised, leading to a marginal rating for protection of the driver's feet and ankles. Structures in the dashboard posed a risk of injury to the knees and femurs of both the driver and passenger. In the side barrier impact, the driver's door opened and the car was penalised, although dummy readings showed protection was at least adequate. However, in the more severe side pole test, dummy readings of rib compression indicated poor protection of the chest. Protection against whiplash injury in the event of a rear collision was good. No problems were experienced with the high voltage electrical system which powers the vehicle: the battery was properly isolated from the bodyshell and was not damaged during the tests.

### Child occupant

Based on dummy readings, the i-MiEV was awarded maximum points for its protection of the 3 year dummy in the dynamic tests. The passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However information provided to the driver regarding the status of the airbag is not sufficiently clear. A permanently attached label clearly warns of the dangers of using a rearward facing restraint in that seat without first disabling the airbag.

### Pedestrian

The bumper provided good protection and scored maximum points in Euro NCAP's tests. The front edge of the bonnet scored no points, offering poor protection to pedestrians' legs. The bonnet provided predominantly poor protection in those areas likely to be struck by the head of a child. However, the bonnet provided good protection in most of the areas where an adult's head would strike.

### Safety assist

Electronic stability control is standard equipment on the i-MiEV, together with a seatbelt reminder system for the front and rear seats.