



Mitsubishi L200 - NO Airbags



0.00 max. 34.00 - Adult Occupant



20.49 max. 49.00 - Child Occupant

FRONTAL 0.00 Points (max. 16.00)

SIDE ---- Points (max. 16.00)

CAR DETAILS

Tested model: Mitsubishi L200

Year of publication: 2019

Made in: Thailand & Brazil

Body type: 4 door Pick up

Crash test weight: 2033 kg

Test valid for: Latin NCAP market

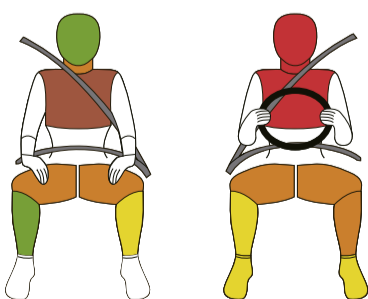
SAFETY EQUIPMENT

Driver frontal airbag	NO	Front seatbelt pretensioners	NO
Front passenger frontal airbag	NO	Front seatbelt pretensioners pass	NO
Side head airbags DRIVER	NO	SBR	NO
Side head airbags PASSENGER	NO	ISOFIX anchorages	YES
Side body airbags DRIVER	NO	ABS (4 channel)	YES
Side body airbags PASSENGER	NO	ESC (UN13 or GTR8)	NO
Driver knee airbag	NO	Side curtain airbags	NO



ADULT OCCUPANT PROTECTION

ODB FRONTAL



FRONT PASSENGER

DRIVER

MBD SIDE



NOT PERFORMED

POLE SIDE



NOT PERFORMED

PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

BODYSHELL INTEGRITY **UNSTABLE**

SIDE IMPACT PROTECTION (STRUCTURAL) **YES**

COMMENTS

Adult occupant: Frontal impact: The protection offered to the driver head and neck was poor exceeding the biomechanical limits during the test and leading to the zero-star result. Passenger head got good protection while passenger neck received adequate protection. Driver chest showed poor protection and passenger chest showed weak protection. Driver and passenger's knees showed marginal protection as they can impact with dangerous structures behind the fascia. Driver tibias showed adequate and marginal protection, and Passenger's tibias showed good and adequate protection. Foot well area was rated as unstable. The body shell was rated as unstable and it is not capable of withstanding further loadings. **Side impact:** The side impact was not performed as the car reached a zero star scoring with frontal crash test only. **Side Pole Impact:** was not performed as the car does not offer side head protection as standards and the car reached already a zero-star result with only the frontal crash test. **ESC:** the car does not offer ESC. The car does not offer Seat belt reminders for any of the passengers. All of the above explain the 0 stars for adult occupant protection.



CHILD OCCUPANT PROTECTION

Dynamic score:
10.63 (max 24)

Installation score:
9.86 (max 12)

Vehicle assessment score:
0.00 (max 13)

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Peg-Pérego Viaggio Switchable	Frontal 6.99 (8 max) Side ---- (4 max)	0+/I	BELTED	RWF
3 year old child	Peg-Pérego Viaggio Switchable	Frontal 0.10 (8 max) Side ---- (4 max)	0+/I	BELTED	FWF

CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Pass	Pass	Pass	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Pass	Pass	Pass	Pass
Group I	Peg Perego Viaggio Switchable FWF	Pass	Pass	Pass	Pass
Group I	Graco Cadeira Nautilus FWF	Fail	Pass	Fail	Pass
Group II/III	Burigotto Multipla 1,2,3	Pass	Pass	Fail	Pass
Group II/III	Graco Cadeira Nautilus	Pass	Fail	Fail	Fail
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Peg-Pérego Viaggio Switchable	Pass	Pass	Pass	Pass
Q3	Peg-Pérego Viaggio Switchable	Pass	Pass	Exempt	Pass

COMMENTS

Child occupant: -The child seat for the 3-year-old child was installed forward facing using the adult seatbelt and was not capable of preventing excessive forward movement of the head. Neck protection was poor and chest showed limited to low protection during the frontal impact. The Q1.5 was installed rearward facing using the adult seatbelt while it offered good protection to the head and neck and limited protection to the chest. **Side impact:** The side impact was not performed as the car reached a zero stars for adult passenger protection with frontal crash test only. A few CRSs that were assessed for installation failed. The marking and instructions in the car in relation to CRS did not meet Latin NCAP requirements. ISOFIX marking did not meet Latin NCAP requirements and Top Tether locations were not properly highlighted to consumers. All the above explains the 2 stars for Child Occupant protection.



Latin NCAP

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