



Mitsubishi Eclipse Cross
Standard Safety Equipment

2017



Adult Occupant



97%

Child Occupant



78%

VRU Impact Protection



80%

Safety Assist



71%

SPECIFICATION

Tested Model	Mitsubishi Eclipse Cross 1.5 'Invite, 4x2, LHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1425kg
VIN From Which Rating Applies	- all Eclipse Cross
Class	Small Off-Road

X Rating Expired

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/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✗ Not available
 — Not applicable

ADULT OCCUPANT

Total 36.9 Pts / 97%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 8 Pts




Passenger Driver

Frontal Full Width 7.3 Pts




Rear Passenger Driver

Whiplash Rear Impact 2.7 Pts



Front seat Rear seat

Lateral Impact 16.0 Pts



Car Pole

AEB City 3.0

Performance: ■ Good



ADULT OCCUPANT

Total 36.9 Pts / 97%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 36.9 Pts / 97%

Comments

The passenger compartment of the Eclipse Cross remained stable in the frontal offset test. Dummy readings showed good protection of the knees and femurs of both the driver and passenger. Mitsubishi demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the chest of the rear passenger was rated as marginal, based on dummy measurements of compression but, otherwise, protection of both dummies was good or adequate. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the Eclipse Cross scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit 'Forward Collision Mitigation' (FCM) system performed well in tests of its functionality at the low speeds typical of city driving, with collisions avoided at all test speeds.

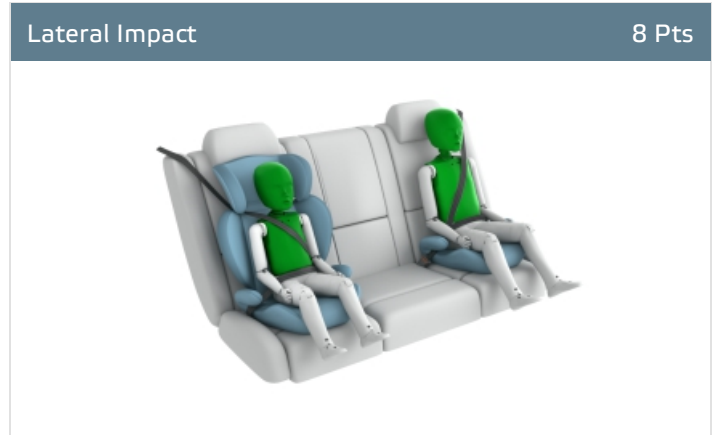
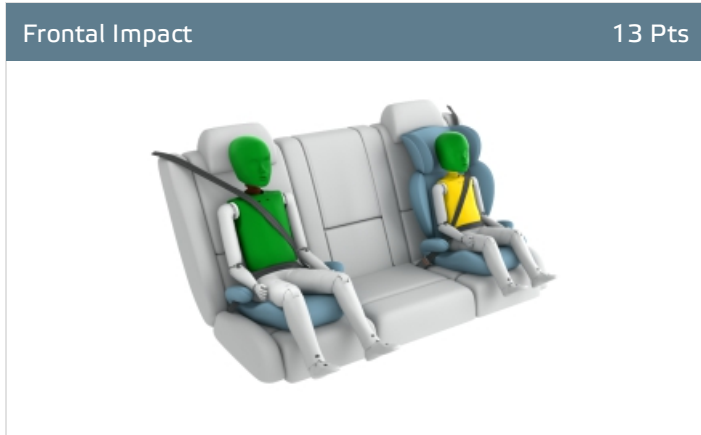
CHILD OCCUPANT

Total 38.2 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

21.0 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX XP*
 Restraint for 10 year old child: *Nania/OSANN Dream*

Safety Features

6.0 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

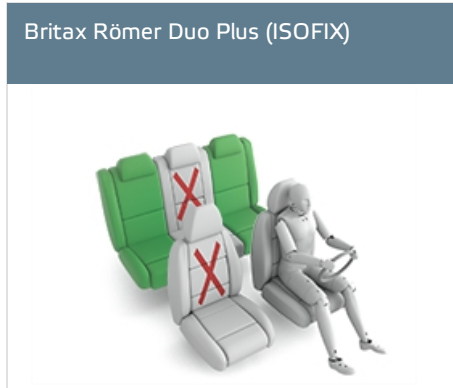
11.3 Pts

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

■ i-Size CRS



■ ISOFIX CRS



CHILD OCCUPANT

Total 38.2 Pts / 78%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)


Comments

In the frontal offset test, dummy readings in 10 year dummy indicated weak protection of the neck. The protection of all other critical body areas was good or adequate for both the 6 year and 10 year dummies. In the side barrier test, protection of both dummies was good and maximum points were scored. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. Universal child restraints using the adult seatbelt cannot be installed in the rear centre position but, otherwise, restraints could be properly installed and accommodated.

CHILD OCCUPANT

Total 38.2 Pts / 78%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✘ Not allowed — Not available


Comments

In the frontal offset test, dummy readings in 10 year dummy indicated weak protection of the neck. The protection of all other critical body areas was good or adequate for both the 6 year and 10 year dummies. In the side barrier test, protection of both dummies was good and maximum points were scored. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. Universal child restraints using the adult seatbelt cannot be installed in the rear centre position but, otherwise, restraints could be properly installed and accommodated.

VRU IMPACT PROTECTION

Total 33.8 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection	30.0 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;">5.9 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	18.1 Pts	Pelvis Impact	5.9 Pts	Leg Impact	6.0 Pts
Head Impact	18.1 Pts						
Pelvis Impact	5.9 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	3.7 Pts	
System Name	Forward Collision Mitigation System (FCM)	
Type	Auto-Brake with Forward Collision Warning	
Operational From	5 km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	
PERFORMANCE ■		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 30 km/h	Impact mitigated up to 45 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 25 km/h	Impact mitigated up to 45 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 40 km/h	Impact mitigated up to 55 km/h
Running Child from behind parked vehicles	Collision avoided up to 30 km/h	Impact mitigated up to 50 km/h

Comments

The protection provided by the bonnet was good or adequate at almost every test location. The bumper scored maximum points for its protection of pedestrians' legs. Protection of the pelvis was also good at all test points except one, where protection was adequate. The autonomous emergency braking system ('Forward Collision Mitigation') performed adequately in tests of its functionality when reacting to pedestrians.

SAFETY ASSIST

Total 8.5 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.5 Pts

System Name	Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1.5 Pts

System Name	Lane Departure Warning (LDW)
Type	Lane Departure Warning
Operational From	65 km/h
Warning	Audible
PERFORMANCE	
LDW Confirmation Test	Pass

SAFETY ASSIST

Total 8.5 Pts / 71%

AEB Inter-Urban

2.5 Pts

System Name	Forward Collision Mitigation System (FCM)
Type	Forward Collision Warning with Auto-Brake
Operational From	5 km/h
Additional Information	Default On

PERFORMANCE		
	Autobrake Function Only	Driver reacts to warning
Operational Speed	5-80 km/h	15-140 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 60km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 70km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

The Eclipse Cross has a seatbelt reminder system as standard for the front and rear seats. A lane assist system warns the driver when the car is drifting out of lane and a driver-set speed limiter helps maintain an appropriate speed. Tests of the the 'Forward Collision Mitigation' system at highway speeds demonstrated good performance, with collisions avoided or mitigated in all test scenarios and at all test speeds.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.5 petrol*	4 x 2	✓	✓
5 door SUV	1.5 petrol	4 x 4	✓	✓
5 door SUV	2.2 diesel	4 x 4	✓	✓
5 door SUV	2.4 petrol plug-in hybrid electric vehicle	4 x 4	✗	✗

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
November 2017	Rating Published	2017 ★★★★★ ✓
November 2018	Annual Review	2017 ★★★★★ ✓
April 2019	Addition of diesel variant	2017 ★★★★★ ✓
November 2020	Annual Review	2017 ★★★★★ ✓
January 2021	Introduction of PHEV variant	2017 ★★★★★
December 2021	Petrol and diesel variants discontinued	2017 ★★★★★ ✓