



Mitsubishi Grandis
Standard Safety Equipment

2024



Adult Occupant



73%

Child Occupant



80%

Vulnerable Road Users



76%

Safety Assist



69%

SPECIFICATION

Tested Model	Renault Symbioz, E-Tech, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1425kg
VIN From Which Rating Applies	- all Mitsubishi Grandis
Class	Small SUV

General comments

The Mitsubishi Grandis is a twin to the Renault Symbioz assessed by Euro NCAP in 2024. All structures and safety equipment is the same, so this rating is based on the tests done on the Renault.

SAFETY EQUIPMENT

OTHER SYSTEMS		
Active Bonnet		✖
AEB Vulnerable Road Users		●
AEB Pedestrian - Reverse		○
Cyclist Dooring Prevention		○
AEB Motorcyclist		●
AEB Car-to-Car		●
Speed Assistance		●
Lane Assist System		●
Fatigue / Distraction Detection		●

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 29.6 Pts / 73%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

10.4 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

12.2 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

4.0 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 29.6 Pts / 73%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication		3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the car remained stable in the frontal offset test. Protection of the driver's chest was rated as weak, based on dummy readings of compression, and that of the lower leg was marginal. Protection of the passenger was rated as good or adequate. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body areas except the driver's chest, protection of which was rated as marginal. In the side barrier test, protection of all critical body regions was good. In the more severe pole impact test, protection the chest was again rated as marginal. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The Grandis has no countermeasure to mitigate against occupant-to-occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Grandis has an advanced eCall system which alerts the emergency services in the event of a crash, and there is a system to prevent secondary impacts after the car has been in a collision. Mitsubishi demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 39.5 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.2 / 24 Pts

Frontal Impact

15.2 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size*Restraint for 10 year old child: *Peg Perego Viaggio 2-3 Shuttle*

Safety Features

5.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
i-Size	○	●	✗
Integrated CRS	✗	✗	✗
Top tether	○	●	✗
Child Presence Detection	✗	✗	✗

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

CRS Installation Check

11.3 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	—

● Easy ○ Difficult ● Safety critical ✗ Not allowed

 Airbag ON  Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 39.5 Pts / 80%

 Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	✗	●	—	●
	✗	●	●	—	●
	●	✗	●	—	●
	●	✗	●	—	●
	●	✗	●	—	●
	✗	●	●	—	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	✗	●	●	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed

 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 39.5 Pts / 80%

Comments

With the exception of the neck of the 10 year dummy, protection of which was marginal, all critical body areas of both child dummies were well protected. 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. The Grandis is not equipped with a 'child presence detection' system. Most of the child restraint types for which the car is designed could be properly installed and accommodated in the car, but the rear centre seat could not accommodate the belt-installed restraints.

 VULNERABLE ROAD USERS

Total 48.4 Pts / 76%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection 26.9 / 36 Pts



Pedestrian & Cyclist Head	12.8 Pts
Pelvis	2.3 Pts
Femur	4.4 Pts
Knee & Tibia	7.4 Pts

VRU Impact Mitigation 21.4 / 27 Pts

System Name	Active Emergency Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h
PERFORMANCE	

AEB Pedestrian 6.0 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		
Adult crossing a road into which a car is turning		
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

Currently not tested

AEB Cyclist 7.4 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	



VULNERABLE ROAD USERS

Total 48.4 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Cyclist Dooring Prevention

■ 0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist

■ 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	■	■
Approaching a braking motorcyclist	■	■
Turn across the path of an oncoming motorcyclist	■	—

— Currently not tested

Lane Support Motorcyclist

■ 2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	■
Changing lane across the path of an overtaking motorcyclist	■

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was poor at several test locations, but that of the femur was predominantly good. Protection of the knee and tibia ranged from good to weak, depending on test location. The autonomous emergency braking (AEB) system of the Mitsubishi can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was adequate and to cyclists was good, although the car does not have protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. A system to prevent collisions with pedestrians to the rear of the car is available as an option, but was not on the test vehicle. The collision avoidance system performed well in tests of its response to motorcyclists, scoring full points for AEB and scoring adequately for its lane support.

 SAFETY ASSIST

Total 12.5 Pts / 69%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance 1.8 / 3 Pts

System Name	Speed Assist System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring 1.3 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts	
Applies To	Front and rear seats
Warning	Driver SeatFront Passenger(s)Rear Passenger(s)
Visual	●●●
Audible	●●●
Occupant Detection	—●●
● Pass ● Fail — Not available	
> Driver Monitoring 0.3 / 2 Pts	
System Name	Driver Vigilance Warning
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

 SAFETY ASSIST

Total 12.5 Pts / 69%

Lane Support 2.5 / 3 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 6.9 / 9 Pts

System Name	Active emergency braking system
Type	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		
Turning across the path of an oncoming car		
Approaching a stationary car		
Approaching a slower moving car		
Approaching a braking car		

 Currently not tested

 SAFETY ASSIST

Total 12.5 Pts / 69%

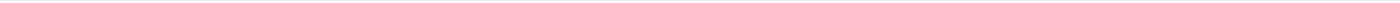
Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with collisions avoided in most test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

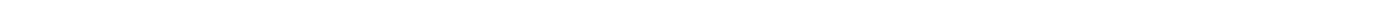
RATING VALIDITY



Variants of Model Range



Annual Reviews and Facelifts



Date	Event	Outcome	
October 2025	Rating Published	2024 ★ ★ ★ ★ ☆	✓