



MITSUBISHI  
MOTORS



2021

# Mitsubishi Outlander

2.4 plug-in hybrid 4x4 CVT



3.9   
/10

Clean Air  
Index

3.0   
/10

Energy Efficiency  
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4.0   
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Greenhouse Gas  
Index

3.9  
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## Clean Air Tests



### Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
5.4/10 Cold Test	●	●	●	●	●
7.0/10 Warm Test	●	●	●	●	●
0.0/10 Cold Ambient Test	●	●	●	●	●
0.0/10 Highway	●	●	●	●	●



### Road Test

5.5/10 On-Road Drive	●	●	●	●	●
0.0/8 On-Road Heavy Load	●	●	●	●	●
2.8/5 On-Road Light Load	●	●	●	●	●
3.4/5 On-Road Short Trip	●	●	●	●	●
2.0/2 Congestion	●	●	●	●	●



### Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments





In general, the Outlander controls pollutant emissions reasonably well. In the warm test, emissions are low and, for particle number, is not excessive. In the cold ambient temperature and high-load highway tests, emissions of carbon monoxide, CO, are high and the Outlander scores no points in these tests. Likewise, in the heavy load on-road test, CO is elevated.

# Energy Efficiency Tests



## Laboratory Test

### Energy

<b>3.7/10</b> Cold Test	 →	<b>26.4</b> kWh/100 km
<b>5.0/10</b> Warm Test		
<b>0.0/10</b> Cold Ambient Test		
<b>0.1/10</b> Highway		

	Consumption		Driving Range		km
	Petrol	Electric	Petrol	Electric	
<b>Average</b>	<b>5.4</b> l	<b>52.8</b> kWh /100 km	<b>870</b>	<b>30</b>	
<b>Worst-case</b>	<b>8.6</b> l	<b>n.a.</b> /100 km	<b>547</b>	<b>n.a.</b>	

Consumption in electric mode: 26.4 kWh/100 km electric + 3.1 l/100 km fuel



n.a.



good



adequate



marginal
















weak



poor

### Comments

The Outlander's weight and shape count against its energy efficiency. While the car uses less energy in electric mode than in petrol mode, it manages a score of only 3/10 in this part of the assessment.

	<u>Greenhouse gases</u>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
3.0/7	Cold Test			
3.2/7	Warm Test			
1.3/7	Cold Ambient Test			
1.5/7	Highway			



n.a.



good



adequate



marginal



weak



poor

### Comments


While emissions of the unregulated greenhouse gases N<sub>2</sub>O and CH<sub>4</sub> are low, those of carbon dioxide, CO<sub>2</sub>, are above Green NCAP's upper limits in two of the tests, limiting the scores in these tests and contributing to the car's index of 4 in this part of the assessment.

## Our Verdict

The Outlander is tested here in its third-generation form, the first to be available as a plug-in hybrid (PHEV). A 2.4 litre petrol engine is coupled with two 60 kW electric motors, one for each axle. The driver is offered a wide variety of driving modes including pure electric and battery-charge sustaining. Green NCAP's tests were conducted in these two modes and the results combined in a way that represents how the car might typically be used, based on the available electric range. Because of the relatively low range, the rating is biased more towards the petrol mode than the electric one. In all three areas of assessment, the Outlander scores only modestly. Overall, with a rating of only 2 stars, the Outlander disappoints, with performance that is no better than many non-electrified competitors.

## Disclaimer

Publication Date 02 2021	Tested Car JMBXDGG3WKZ00xxxx	Emissions Class Euro 6d-Temp	Tyres 225/55R18
Mass 1,940 kg	Engine Size 2,400 cc	Engine Power/Torque 165 kW/220 Nm	Published CO <sub>2</sub> 46 g/km
	Declared Battery Capacity 13.8 kWh	Published Driving Range n.a.	

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