



MITSUBISHI
MOTORS



2021

Mitsubishi Outlander

2.4 plug-in hybrid 4x4 CVT



3.9 
/10

Clean Air
Index

3.0 
/10

Energy Efficiency
Index

4.0 
/10

Greenhouse Gas
Index

3.9
/10



Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.4/10 Cold Test	adequate	good	weak	adequate	weak
7.0/10 Warm Test	good	good	good	adequate	weak
0.0/10 Cold Ambient Test	adequate	good	adequate	weak	weak
0.0/10 Highway	good	good	weak	weak	weak



Road Test

5.5/10 On-Road Drive	n.a.	good	n.a.	adequate	weak
0.0/8 On-Road Heavy Load	n.a.	adequate	n.a.	weak	weak
2.8/5 On-Road Light Load	n.a.	good	n.a.	adequate	weak
3.4/5 On-Road Short Trip	n.a.	good	n.a.	adequate	adequate
2.0/2 Congestion	n.a.	good	n.a.	n.a.	n.a.



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

3.7/10 Cold Test



5.0/10 Warm Test



0.0/10 Cold Ambient Test



0.1/10 Highway



	Consumption		Driving Range		
	Petrol	Electric	Petrol	Electric	
Average	5.4 l	52.8 kWh /100 km	870	30	km
Worst-case	8.6 l	0.0 kWh /100 km	547	n.a.	km

Consumption in WLTC+ Battery Depleting Cycle: 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.



Greenhouse gases

CO₂

N₂O

CH₄

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 N₂O and CH₄ are low, those of carbon dioxide, CO₂, 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

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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 CO₂
46 g/km

Declared Battery Capacity
13.8 kWh

Published Driving Range
n.a.

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