North American specification

Press information

February 16, 2021

The All-New OUTLANDER

MITSUBISHI MOTORS
Drive your Ambition

Message

A flagship of MITSUBISHI MOTORS, the OUTLANDER is a crossover SUV that is driven by a wide range of customers in about 50 countries around the world.

We planned the all-new OUTLANDER to meet evolving customer needs. The technology and expertise of MITSUBISHI MOTORS were brought together under the product concept "I-Fu-Do-Do", which means authentic and majestic. Working together, we took extra care to give the all-new OUTLANDER strength, driving confidence, and higher quality.

To embody the product concept "I-Fu-Do-Do", we set the design concept "Bold Stride". We created a unique design that expresses a sense of presence as a flagship with an aura of powerful reliability and gives form to performance and function backed by MITSUBISHI MOTORS' SUV heritage. The exterior was made to express strength and reliability, allowing the driver to confidently pursue new paths. The next-generation Dynamic Shield concept was employed for the face to express powerfulness and a feeling of security, achieving a fearless expression with a notable presence, and the raised hood produces front styling with a bold thickness. Furthermore, the 20-inch large wheels are a symbol of strength and occupy a large percentage of the side body, giving them a formidable presence. The new Hexaguard Horizon concept was used for the rear. The hexagon motif of the tailgate that evokes the image of the spare tire mounted on the back of SUVs in the past expresses the stability and robustness of an SUV, while the horizontal-themed T-shaped signature taillights emphasize the wide image and reinforce the look of stability.

Message

Underlying MITSUBISHI MOTORS' uniqueness is the driving confidence forged by our rally heritage. The experience and technology that achieved victories in the Dakar and other rallies allows the OUTLANDER to provide a sense of security that it can be driven as desired no matter how severe the environment and immediately respond to changing conditions. To ensure driving confidence, the all-new OUTLANDER now utilizes an electronically-controlled 4WD with drive modes to ensure optimum operation and driving force on a variety of road conditions. The body was given high rigidity and the suspension tuned to achieve maximum road performance. In addition to road handling, pleasant driving was made possible by suppressing the transmission of vibration when driving on rough roads to ensure unhindered operability.

Operation stability, vibration damping, and quietness were also improved by combining the newly developed platform and suspension as the foundation of highly reliable driving. A high driving dimension was achieved by a firm, linear operation and a high-quality driving feel. The all-new OUTLANDER is also equipped with the latest active safety system. For example, the newly employed MI-PILOT Assist can automatically set the vehicle speed to match the speed signs as well as automatically move the vehicle forward on a highway even when stopped in traffic. This reduces the burden on the driver and supports a safe and secure driving.

The cabin was upgraded to increase the higher quality feel by making it wider and increasing spaciousness. The cabin space, made roomier by the wide body, creates a more open feel by increasing the distance between riders. A strong high-quality feel and notable presence were produced by a wide centre console. To provide more leg room, the seat slide amount was increased, and the front and 2nd-row seats can be moved to flexibly adjust the space. The front seats contribute greatly to increasing the feel of quality. Slab urethane and stiff urethane are combined in a two-layer structure to achieve a seat that provides a soft initial touch while preventing fatigue when sitting for long periods of time. A special effort was made with the switches and selectors to make them easy to grasp and give them a just-right switching operation feel. The comfort, appearance, and superior feel were all improved by employing sound insulation glass in the front door, 3-zone automatic climate control, semi-aniline leather seats, and generous use of real aluminum panels. A 9-inch centre display screen and 12.3-inch Digital Driver Display are used in the instrument panel for convenience and easy viewing of key information.

The all-new OUTLANDER has been built without compromise in innumerable ways, from major areas to the fine details.

From the engineers of the all-new OUTLANDER

Features to Achieve the Product Concept

"I-Fu-Do-Do"*

*In Japanese, authentic and majestic

1 Powerful styling

The 255/45R20 large-diametre wheels and overhanging fenders emphasize the wide body, and the character line in the high belt line position gives the impression of a thick body to create a powerfully profound form. Furthermore, the modeling of the jet tail fin pillar expresses a sense of forward motion. The styling creates a bold aura with a notable presence while also evoking powerful yet comfortable driving.

2 Safe and secure road performance

Electronically-controlled 4WD, S-AWC integrated vehicle dynamics control system, and easy-to-use drive modes are employed to provide all drivers with safe and secure driving in a variety of weather and road conditions. Additionally, a full range of functions for supporting safe driving are provided, including the latest active safety system, a 12.3-inch Digital Driver Display with excellent visibility, and a 10.8-inch Head-Up Display.

3 Higher quality

A higher class of cabin space is achieved by clearly showing a variety of information on high-definition displays and employing selector switches and soft pads that feel great to the touch. High-quality ride comfort was also pursued by improving the feel of areas that the driver comes into contact with, such as comfortable front seats with a two-layer urethane construction and a steering wheel that suppresses the vibration transmitted to the hands.
Added amenities, such as an easy-to-use Smartphone holder with wireless charging and the feeling of hospitality built into the lighting, further increase the joy of ownership.

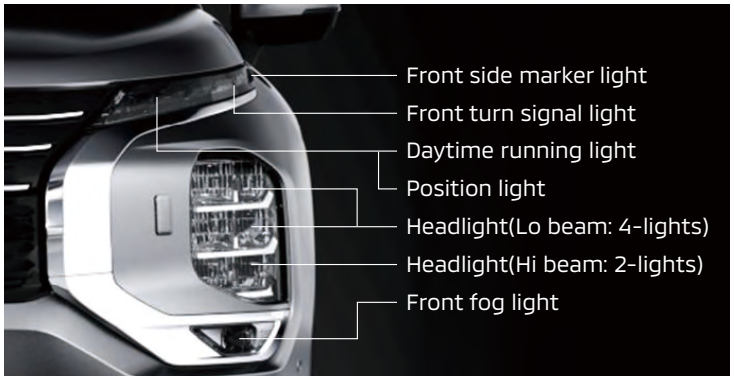
Design

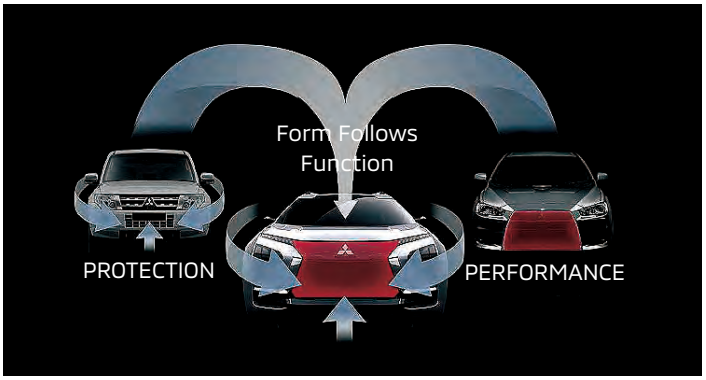
The design concept “Bold Stride”

The design concept of the all-new OUTLANDER is “Bold Stride”. The unique design expresses a powerful and dependable presence, as well as the functionality and high performance backed by the SUV heritage, so that drivers can take a new step forward with confidence.

Powerful front face achieved by the evolved Dynamic Shield

The front grille, which symbolizes performance, and the Dynamic Shield front face, which wraps around the grille from both sides and below and expresses a sense of security, have moved into the next generation, making a high-quality, powerful expression as an SUV. The lights are separated vertically in a functional arrangement. The daytime running lights and turn signals were positioned in the upper half and given a thin, sharp shape to improve their visibility to oncoming vehicles and pedestrians. The headlights were placed beneath them, as far to the outside as possible, to illuminate the road more brightly and emphasize the wide body. The headlight unit consists of three vertically arranged lights, with two low beams at the top and a high beam at the bottom, and all front illumination utilizes LEDs to project an innovative spirit.





Design

Horizontal-themed character lines, large wheels and overhanging fenders project a feeling of stability

Everything started from designing the proportion. A styling that expresses confidence and stability is achieved through a strong, horizontal-themed proportion and muscular fender flares that cover the 20-inch large wheels. A touch of forward motion was expressed by adopting a jet tail fin pillar. The cross-section of the body balances a rich surface and sharply sculpted, edgy character lines to express a sense of generous attitude of an SUV.

Design

Tailgate design “Hexaguard Horizon” and rear combination lights project refined individuality

A new rear design identity “Hexaguard Horizon” has been adopted to build a wide and sophisticated SUV styling. The tailgate with a sharp hexagon motif like that cut from a single surface was inspired by the rear style of the PAJERO/MONTERO with a spare tire mounted on its rear, and the shape expresses stability, strength and reliability befitting an SUV, and high road performance. Furthermore, the horizontal-themed T-shaped taillights enhance a wide look of the body and stability.

Design

High-quality body colour highlights the beautiful styling

Following Red Diamond and White Diamond, Black Diamond is newly offered as an addition to the Diamond Colour series. Black Diamond is a special colour consisting of three coats. A high-density shiny layer containing glass is added to produce an attractive body colour where the vehicle appears jet black when not lit, but then emits a radiant shine when struck by light to express the power that is hidden within.

A total of eight body colours including five basic colours are available.

Design

Interior design with functionality and comfort

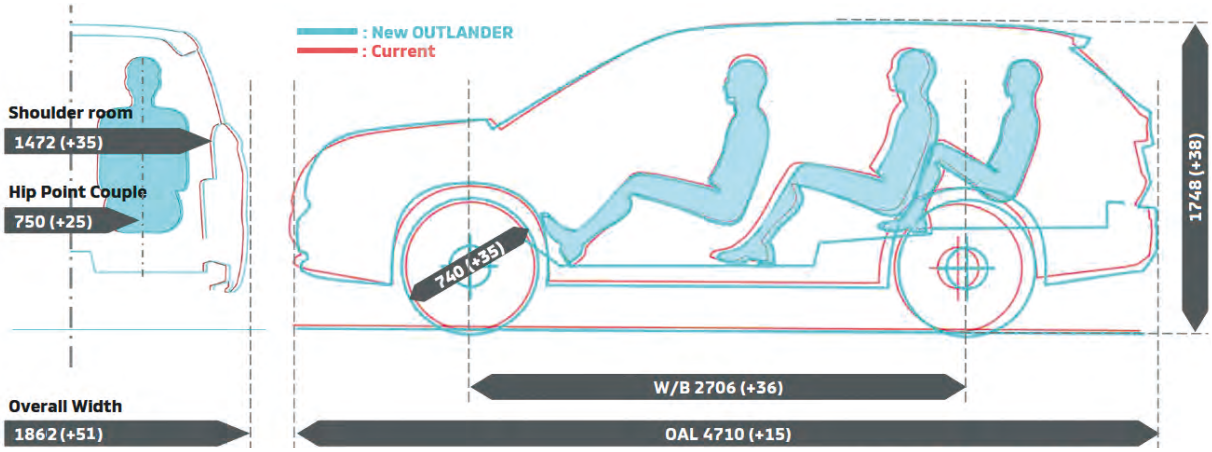
A powerful horizontal linear design “Horizontal Axis” that runs through the instrument panel was evolved and employed for the interior design.
This functional modeling gives the vehicle a spacious and roomy look while making it easy to see the changes in the vehicle position during off-road driving. To pursue further comfort, the centre console uses a design that has it float from the instrument panel. For the door panel, door trim is laid out over a wide area and soft padding is used on the instrument panel and centre console sides. All of the padding is stitched to project a high-quality feel.

Items with a high-quality look and feel

The interior is equipped with items that give the vehicle a high-quality feel that surpasses its class. L-shaped illumination is used in the inner door handle to make it easy to find and operate even in the dark. The thickness of the steering wheel is shaped to naturally fit the palms to make it easy to grasp, and the same treatment is incorporated into the shift selector. The operability of the drive mode selector and air conditioner and audio controls positioned in the centre console was improved using a diamond cut with a wide hem. All of these were adopted to deliver a sense of clarity and sturdiness, what we call “Mitsubishi Touch”. Attention to detail and the feeling of hospitality are also evident by such amenities as each seat being provided with a smartphone holder.

Wide body cabin space and seats comfortable for long drives

At 51 mm wider than the previous model, the space between all seats was increased to provide roomy cabin space. Lengthening the wheelbase increased the leg space for the front seats by 26 mm and for the 2nd-row seats by 28 mm, securing a top-level legroom in the class and improving the comfort of rear seats.



	New OUTLANDER	Previous OUTLANDER
Length/width/height (mm)	4710/1862/1748	4695/1811/1710
Wheelbase (mm)	2706	2670
Tread front/rear (mm)	1595/1602	1540/1540
Interior length/width/height (mm)	2455/1505/1240(1215)	2580/1495/1265 (1205)

Measurements for models with sunroofs are in parenthesis

The front seats have a two-layer urethane structure that has a soft initial touch and an optimized shape to ensure the seats are comfortable and reduce fatigue during long trips. The ability of the seats to support rider posture during cornering was also greatly increased. The driver's seat is an 8-way power seat with power lumbar support and seat memory (saves the seat position and door mirror position) that increases the premium feel. In the 2nd-row seats, high-quality ride comfort was achieved by optimizing the hardness, shape, and thickness of the urethane pads as well as the arrangement of the support wires. The seat back length was also extended to disperse the pressure applied to the back and even support the shoulders. The front and 2nd-row seats are equipped with seat heaters with three temperature settings to provide even greater comfort.

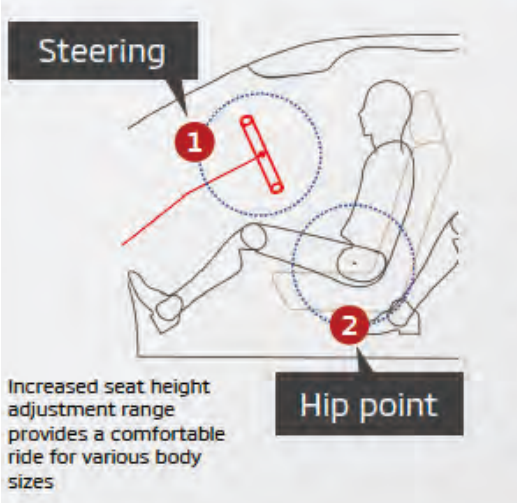
■ Front seat

■ 2nd-row seats

Optimization of urethane pads (hardness and shape)
Optimization of frame layout
Optimization of support wire positioning

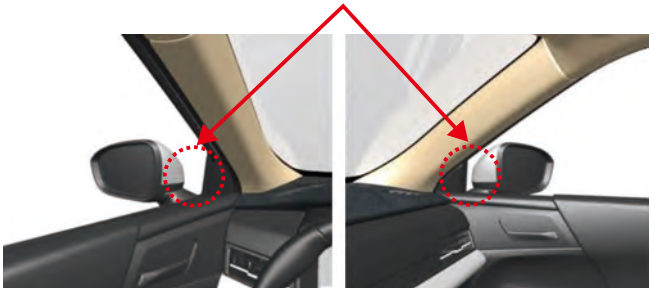
Optimum driving posture, good visibility, and excellent ingress and egress

Compared to the previous model, the front seat slide length was increased by 40 mm to 260 mm, the steering tilt amount was increased by 10 mm and the telescope amount by 20 mm. This increase in the adjustment range allows the user to adjust the seat to the optimum driving position.

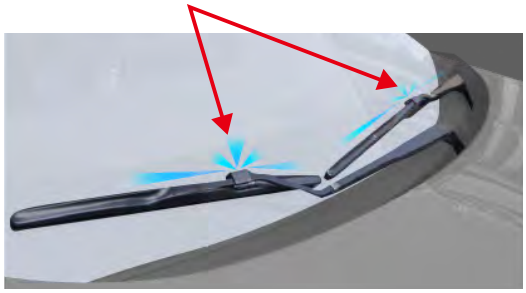


To ensure good visibility, the field of view between the A pillar and the door mirror was increased to make it easier to do a safety check when turning right or left. A washer nozzle has also been built into the wiper arm to spray the windshield cleaner at the optimum time in conjunction with the wiper movement, reducing the visual obstruction when spraying. By improving efficiency, consumption of windshield cleaner is reduced.

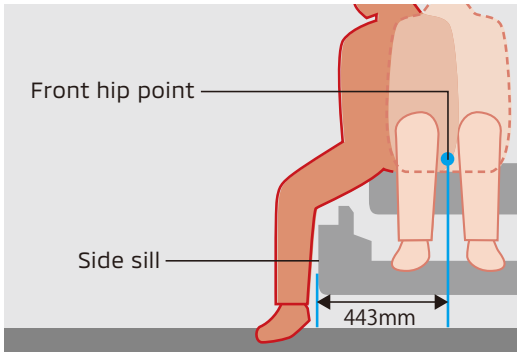
Better visibility



Wiper arm with washer nozzle



Garnish has been installed on the door side to reduce the distance from the centre of the front hip point to the side sill area, improving passenger ease of ingress and egress. The garnish installed on the door side covers the side sill area to prevent the hems of clothing from getting dirty when getting on and off the vehicle.

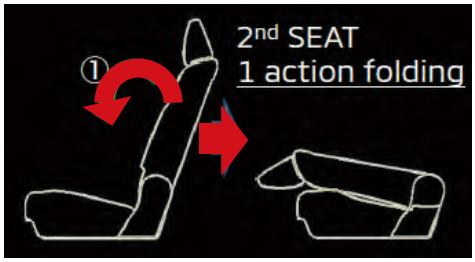


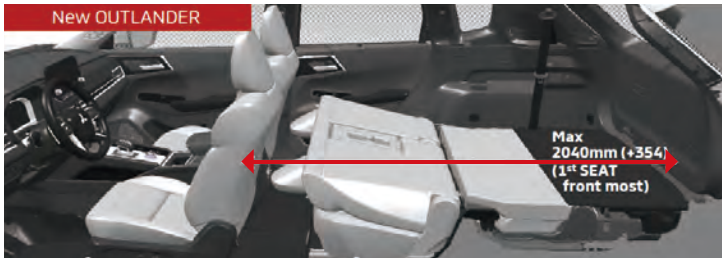
Packaging

Easier seat arrangement and improved ease of cargo loading

The 2nd-row seats have a folding mechanism so they can be folded up with one action. Furthermore, the lever on the quarter trim provides remote operation from the luggage space, eliminating the hassle of having to go and open the rear door to fold down the seats. A 4:2:4 division is used for the 2nd-row seats so that long items can be loaded in while leaving plenty of room for two adult passengers. With the changed mechanism from the previous model, the luggage space length when the 2nd-row and 3rd-row seats are folded up has been increased to a maximum of 2,040 mm (1,686 mm in the previous model)*.

*Maximum value when the front seats are slid to the forward most position.



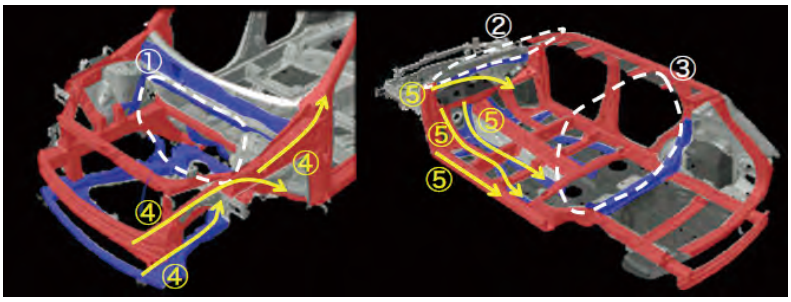


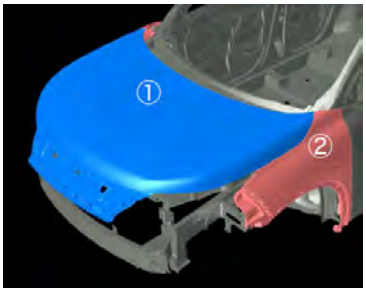
Furthermore, the luggage space opening's floor width was expanded to 950 mm (800 mm in the previous model) while the opening's floor level difference was eliminated to make the area flat and allow the smooth loading and unloading of large and heavy objects.
The tonneau cover was installed at a high position and the wheel house rear trim shape was improved to allow up to three large suitcases (300 x 485 x 700 mm) or four 9.5-inch golf bags to be stowed under the tonneau cover, reducing the risk of car break-in. In addition, an easy-to-use luggage under box (29L) and two side boxes (2L each) are provided under the luggage space floor.

Platform,
Body and Collision Safety

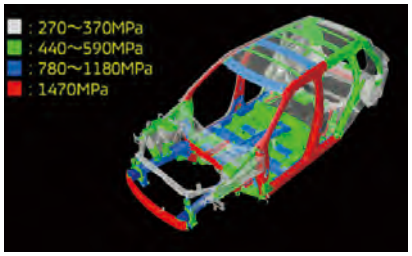
High-rigidity body in pursuit of higher dimension safety and driving stability

The platform of the all-new OUTLANDER was developed through the Renault-Nissan-Mitsubishi Alliance. It is a high-level next-generation platform that satisfies the quality requirements of the three companies. A cyclic structure was used to connect the engine compartment suspension members to the spring house and cowl top, and a cyclic structure was also used for the cabin windshield and from the rear door back floor member to the rear pillar and roof. Adding a cyclic structure that is connected in three locations, one to the engine compartment and two around the cabin, increased the front body rigidity by 26% and the vehicle torsional rigidity by 33% over the previous model and contributed to significantly increasing the driving stability. Weight was also reduced by using an aluminum engine hood, which saved approximately 6 kg compared to a steel hood, and by using plastic front fenders, which saved about 2 kg compared to steel fenders.



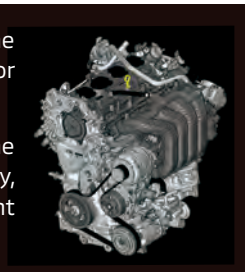


MITSUBISHI MOTORS' original RISE (Reinforced Impact Safety Evolution) collision safety vehicle body, which combines a high-performance collision energy absorption design with a deformation-resistant passenger compartment, is also used. For the first time, MITSUBISHI MOTORS has used ultra-high tensile strength steel sheet with hot stamping, which is stronger than regular steel sheet, around the cabin to create a cabin structure that is highly resistant to deformation while also saving about 23 kg in white body compared to conventional steel sheet. To achieve a high energy absorbing structure for the front area, the suspension member cross section was increased to give the suspension the required strength while driving, and together with the front side members, the energy absorption rate during a collision was also increased. The six floor members under the body also effectively disperse the impact during a collision. Optimizing the arrangement suppresses floor vibration and contributes to greater ride comfort. For the airbags, a front centre airbag for the driver's seat and side airbags for the 2nd-row seats were newly added. The front centre airbag deploys between the driver's seat and front passenger seat during a side collision. An effort was made to reduce the size of the driver's seat airbag stowage space to increase the degree of freedom for the steering wheel design. These measures provide greater safety and will comply with each country's' NCAP safety evaluations, which are becoming stricter each time the evaluation standards are reviewed.



Power performance for smooth driving and agile acceleration while achieving high fuel efficiency

The all-new OUTLANDER is equipped with a larger 2.5L gasoline engine newly developed by the Alliance to go with the larger body. Torqueful at low to medium rpm, the output drops gently at high rpm, making for easy handling and, depending on how the accelerator is depressed, the driver can enjoy pleasant city trips or fun sporty driving. This new engine produces 181 hp at 6,000 rpm and 181 ft./lb. of torque at 3,600 rpm.



Mirror bore coating : Directly injecting the fuel into the cylinder efficiently improves the cooling effect and reduces fuel loss. Mirror bore coating is used to give the cylinder a mirror finish, which contributes to higher fuel efficiency by reducing friction.

Variable tumble control valve : Using a variable tumble control valve to optimize the air-fuel mixture by varying the amount of tumble improves direct injection efficiency, lowers CO_2 emissions, and increases fuel efficiency. This also provides excellent acceleration and improves acceleration performance.

Electric VVT : A continuously variable electric intake MIVEC is used to electrically control the intake valve opening and closing timing to reduce the effects of oil temperature and engine speed. Furthermore, a MIVEC with intermediate lock is used on the exhaust side to respectively set the valve timing for low emissions and for high fuel efficiency.

Variable capacity oil pump : This reduces friction and contributes to high fuel efficiency.

Other high fuel efficiency and low emissions technologies : Using a cooled external EGR suppresses the temperature increase of recirculating exhaust gas to both improve combustion efficiency and reduce emissions. Furthermore, using plastic for the port directly before entering the cylinder on the intake side suppresses the temperature increase of the intake air to increase intake density, improve output, and achieve high fuel efficiency.

8-speed sport mode CVT

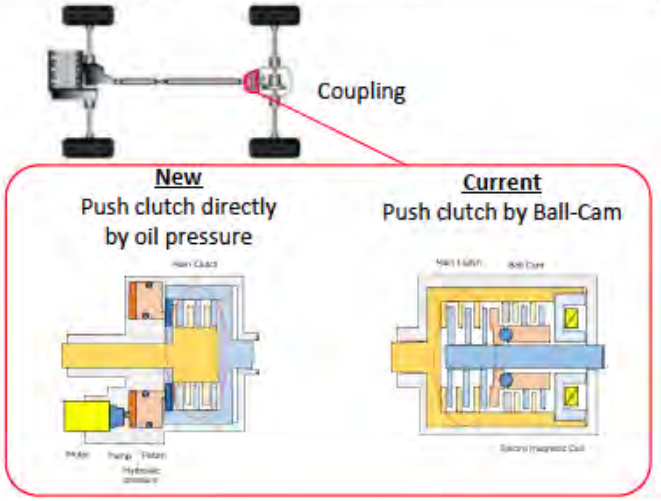
The transmission is matched with a 2.5L gasoline engine and is equipped with an 8-speed sport mode CVT with optimized torque converter characteristics and differential ratio. The 8-speed sport mode enables rapid speed change response to provide a sporty drive feeling. Step-shift control is used in the D range to provide responsive speed change like that of a multistage automatic transmission. Forcefully depressing the accelerator achieves a strong and agile acceleration feeling that makes for smooth highway merging and similar actions. Also, gentle accelerator operation allows the driver to enjoy the natural smooth driving of a CVT.

Shift-by-Wire System (first as MITSUBISHI MOTORS)

This system is used in the shift selector to control the shift operation using electric signals. This improves operability because shifting is possible using a very small stroke. Moderate operation and a pleasant sound provide a feeling of innovation and quality.

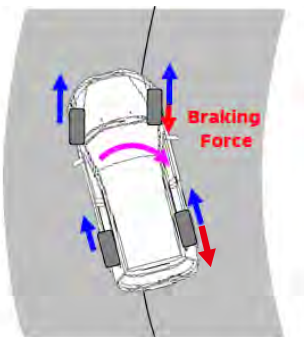
Front and rear wheel brake control added for greater control at will

For the 4WD model, electronically-controlled 4WD incorporating a hydraulic clutch driven by an electric motor is used in the centre coupling device that conducts front and rear torque distribution. Because the front and rear wheels can be strongly restrained from when the vehicle is stopped, a rear wheel drive force is generated at the moment of start off to provide a powerful sensation befitting a 4WD. In particular, this generates power under severe conditions such as starting off uphill on frozen roads.



The all-new OUTLANDER is also equipped with an improved S-AWC integrated vehicle dynamics control system. The Brake AYC (Active Yaw Control) with brake control added for the rear wheels is adopted, leading to distributed control for the front and rear wheels. It allows a wide range of control as a 4WD and delivers an effect similar to the function of differential lock in scenes such as when two wheels are off the ground.

In S-AWC, sensors detect the steering angle, yaw rate, driving torque, brake pressure, wheel speed, and other factors to continuously and correctly identify driver operation and vehicle status. The Brake AYC optimizes the difference in drive force and braking force between the front/rear and right/left wheels to maximize the tire grip potential during cornering, increasing the driver's ability to steer as desired.



Drive modes that bring out the potential to handle a variety of road surfaces

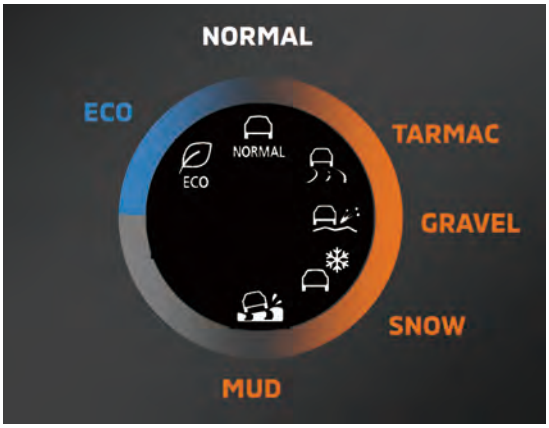
The all-new OUTLANDER is equipped with drive modes that allow the driver to select the vehicle driving characteristics that are optimal for a variety of operation styles and driving situations. There are six modes for 4WD models. The drive mode selector in the centre console can be used to choose from Eco mode (set on the left side) and the drive modes for various road conditions (set on the right side). Each drive mode is tuned according to various road surfaces so that the optimum mode can be found immediately. The set modes are Normal for normal driving, Tarmac for sporty driving on paved roads, Gravel for high traction performance and stability on unpaved roads, Snow for snowy and other slippery roads, and Mud for increasing road handling ability on muddy roads, in deep snow, and similar conditions. The drive modes bring out the high road performance of 4WD vehicles, increasing the sense of security and reliability while driving. When a mode is selected, an image representing the driving situation is displayed in the meter to allow the driver to intuitively select a mode without taking their eyes off the road even when the road conditions suddenly change.

ECO

For environmentally-friendly, fuel-efficient driving

This mode sets engine and 4WD efficiency and supports fuel-efficient driving.

Drive mode



NORMAL

For normal driving

This mode balances driving performance with fuel efficiency for a variety of road conditions and driving styles.

TARMAC

For dry pavement

This mode provides rapid acceleration response and high cornering performance on mountain and other winding roads.

GRAVEL

For unpaved and wet roads

This mode provides powerful traction performance and high stability on gravel and other unpaved roads and allows driving as desired by the driver, even in unfavorable conditions.

SNOW

For slippery roads

This mode provides suitable control for snowy and other slippery roads to provide ease of mind with little slipping.

MUD

For muddy roads and deep snow

This mode provides excellent freeing performance when stuck and high road handling performance by optimizing the tire slip ratio.

Steering with stable operability, suspension for smooth driving

Dual pinion type power steering with the electric motors placed close to the tires is adopted in the all-new OUTLANDER. It provides linear responsiveness without a time lag for more accurate steering and reduces fatigue during long drives. It also allows stable steering on rough roads and cornering as desired. Furthermore, the steering wheel turns from lock-to-lock have been reduced to 2.6 turns from the 3.3 turns in the previous model. This makes steering easier when turning or parking, and provides steady steering with good response when driving.

For the suspension, aluminum is used for the front and rear knuckles, a first as MITSUBISHI MOTORS. Both weight reduction and high rigidity were achieved by using forged aluminum for the front lower arms and rear upper arms. Hollow stabilizers were also employed for the front and rear to reduce weight while also improving roll rigidity by increasing the pipe diametre. With this, the roll angle during cornering is decreased by 14% than the previous model. Compared to the previous model, the overall suspension rigidity is increased by 17% for toe rigidity (tire direction) and 5% for camber rigidity (tire tilting) at the front, and by 40% for toe rigidity and 14% for camber rigidity at the rear. Along with decreasing the roll angle, giving the suspension high rigidity contributes greatly to linear stability and improved traceability during cornering. The suspension stroke was increased by more than 20 mm over the previous model on the extension side for both the front and rear to provide flat and smooth, secure and high-quality ride comfort.
Furthermore, the tire vibration that in the end is transmitted to the steering wheel as a specific frequency is attenuated by liquid seal bushings that are used on the front lower arm to suppress the tingling sensation and enhance the impression of smoothness. Liquid seal bushings are also used on the front side of the rear cross members to attenuate vibration in order to provide high-quality ride comfort for the rear seats.

Braking performance enhanced by the adoption of wide-diametre brake discs

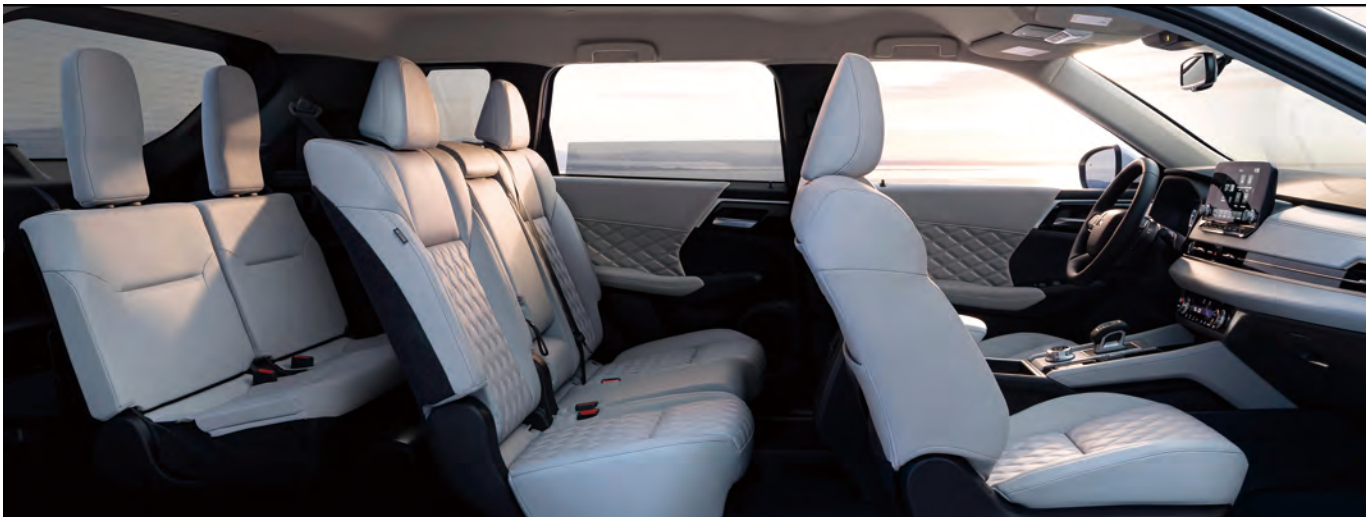
Wide-diametre brake discs are used in the brakes to match the large-diametre and wide tires. These were increased to φ350 mm for the front (previous model φ296 mm) and φ330 mm for the rear (previous model φ302 mm), and ventilated discs with excellent cooling are used for both the front and rear brakes. This provides excellent braking performance and a secure braking feeling in a variety of situations from city driving to highway travel.

A high-quality ride achieved by suppressing minute vibration in the steering wheel

To improve quietness, the rear suspension cross members were connected to the body via bushings to reduce the noise from the tires, which are a major path of noise infiltration. The anti-vibration structure was combined with the link elastic supports for a pleasant road noise level and more comfortable ride.

The sound insulation was further improved by closing the service hole opening in the inner door panel with a plastic cover, closing the gap around the weather strip, and applying weather stripping to the gap between the front and back door. Special attention was paid to the annoying sounds close to the ears, resulting in the use of sound insulating film that is laminated in the glass used for the front door windows. The A-pillar garnish shape was optimized to create a stepped shape to keep out rain water while reducing the wind noise. The noise generated inside the cabin was reduced by tuning roof, back door, floor, panels, and other areas of resonance with the low frequency humming sound.

A first as MITSUBISHI MOTORS, the driver's seat airbag module is equipped with a dynamic damper that uses the airbag module's own mass as a dampener. Together with the increased rigidity of the steering column, this removes the unpleasant vibration transmitted to the hands from the steering wheel and improves the high-class feeling and comfortableness of the driving operation.



The all-new OUTLANDER is equipped with a wide body, wide tread, large-diametre and wide tires, quicker and dual pinion steering, a body with increased end rigidity, and a tuned suspension that achieves both high rigidity and a smooth stroke. With these features, a high-quality ride comfort is maintained while greatly improving the direct feeling of the linear response to steering operation as well as the linear stability and traceability during cornering. Combined with greatly improved braking performance, a driving feel that makes operation fun has been achieved.

Advanced technology for lane keeping and maintaining speed to support pleasant driving

MI-PILOT Assist*

MI-PILOT Assist integrates Adaptive Cruise Control (ACC) and Lane Keep Assist (LKA) and supports driving by maintaining the distance between vehicles and keeping the vehicle in the centre of the lane. Furthermore, vehicles equipped with navigation link can read the speed signs to automatically change the set speed and utilize the navigation map information to automatically adjust the vehicle speed appropriate for curves and forks in highways and other situations. To reduce troublesome setting operations while driving in heavy traffic on highways, the vehicle can automatically move forward if less than about 30 seconds have passed since the vehicle stopped.

*MI-PILOT Assist in the U.S. and Canada.

Adaptive Cruise Control (ACC)

The system supports driving by responding to the accelerations, decelerations, and stopping of the vehicle in front that are detected by millimetre-wave radar and camera. In addition to maintaining the set speed, it also maintains the distance between vehicles, which can be freely selected from three levels, while driving with a preset speed as the upper limit. The vehicle also stops when the car in front stops and remains stopped, and when the car in front moves forward within a set amount of time, the vehicle moves forward when the driver depresses the accelerator or operates a switch, and drives behind that vehicle ahead again (MI-PILOT Assist specification. In ACC specification, the ACC is cancelled after the stopped state has been maintained for 3 seconds). This reduces the burden on the driver from repeated stopping and starting during long, heavy traffic on an highway.

Lane Keep Assist (LKA)

The camera installed at the top of the front windshield continuously monitors the lane position to the front. By steering control, the system supports the steering operation to keep the vehicle in the centre of the same lane.

Traffic Sign Recognition (TSR)

(First for MITSUBISHI MOTORS' North American model)

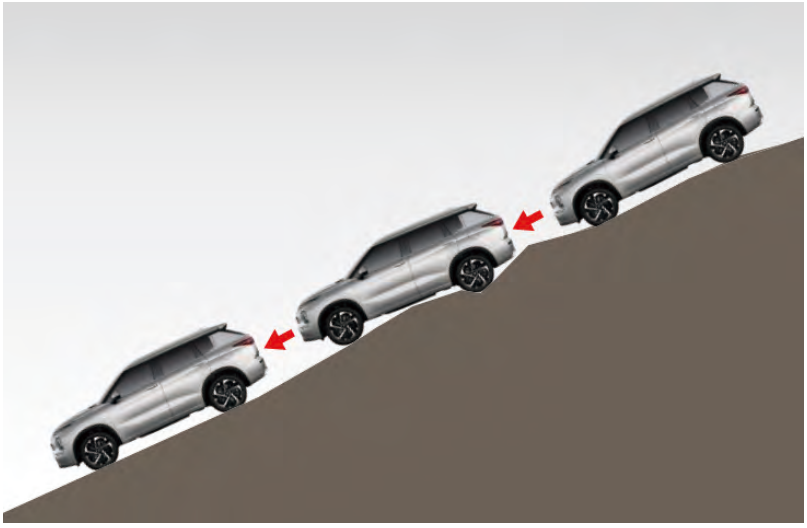
The camera installed at the top of the front windshield recognizes the speed signs and displays the speed limit in the speedometer.

Automatic High Beam (AHB)

The system automatically switches from low beam to high beam, and from high beam to low beam. Whether or not to turn on high beam is determined based on the existence of on-coming vehicles, vehicles out in front, the brightness around the road, and other factors. AHB enhances distant visibility while reducing instances of forgetting to switch the beam and troublesome manual operation.

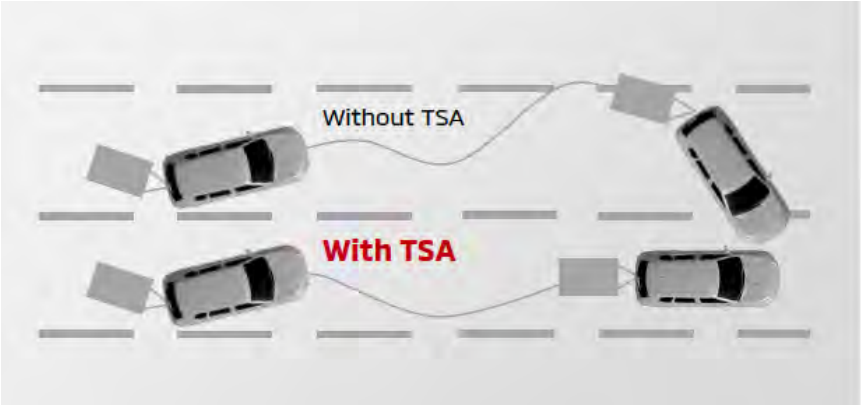
Hill Descent Control (HDC)

The system detects steep slopes and automatically controls the braking to keep the vehicle speed at 20 km/h or less. The driver can concentrate on steering without depressing the brake pedal when going downhill.



Trailer Stability Assist (TSA)

The system assists stable driving while towing a trailer by controlling the right and left front wheel braking when swaying is detected. The engine output is also controlled to assist stable travelling of the trailer and vehicle.



Minimize collision risk and support safe driving

Forward Collision Mitigation system (FCM)

The camera and millimetre-wave radar continuously monitor the distance to and relative speed with vehicles to the front and pedestrians. When the distance to a vehicle in front or pedestrian closes and presents a risk of collision, a warning is issued by the warning buzzer and information screen display, and the brakes are automatically applied to assist in avoiding a collision or reducing the damage of a collision.

Predictive Forward Collision Warning (PFCW)

The millimetre-wave radar monitors the distance between and relative speed of the vehicle in front and the vehicle in front of that. It detects changes to the front that cannot be seen from the vehicle and then warns the driver using a warning buzzer and information screen display when it determines vehicle speed must be reduced.

Rear Safety

Active Blind Spot Assist (ABSA) & Blind Spot Warning (BSW) / Lane Change Assist (LCA)

When the millimetre-wave radar installed in the rear bumper detects a vehicle diagonally to the rear or a vehicle approaching from the rear, which is often in the driver's blind spot, the system turns on a door mirror indicator to warn the driver of that vehicle. When a signal is turned on in this state in the direction of that vehicle, the door mirror indicator flashes and the warning buzzer sounds to alert the driver (BSW/LCA). As the vehicle gets closer to the edge of the lane, slight braking is applied to return the vehicle to the inside of the lane (ABSA). The system assists the driver's operation to return to the original lane.

Prevention of Lane Departure

Lane Departure Warning (LDP) & Lane Departure Prevention (LDP)

The camera installed at the top of the front windshield continuously monitors the lane to the front. The driver is warned by steering wheel vibration and the information screen display when there is unconscious lane departure or the driver attempts to change lanes without signaling (LDW). Then slight braking is applied to return the vehicle to the inside of the lane (LDP) and avoid crossing over the lane divider.

Driver Attention Alert (DAA)

The system monitors the driver steering operation and when it detects a decrease in concentration from an operation status change, the information screen display advises the driver to take a break.

Prevent oversights when backing up and reduce driver burden

Rear Automatic Emergency Brake (Rear AEB)

When the shift operation is moved into R, the ultrasound sensor installed in the rear bumper detects obstacles to the rear. When there is an obstacle and the distance to that obstacle closes due to sudden accelerator operation or other cause and presents a risk of collision, the brakes are automatically applied to assist in avoiding a collision or reducing the damage of a collision. (15 km/h or less)

Rear Cross Traffic Alert (RCTA)

When moving in reverse, such as when backing out of a parking space, the millimetre-wave radar installed in the rear bumper detects vehicles to the diagonal rear or approaching from the rear, which are often in the driver's blind spot. At this time, the door mirror indicator flashes and the warning buzzer sounds to alert the driver.

Reverse auto tilt door mirrors

When the shift position is changed to R, the door mirror angle is lowered accordingly to allow the driver to see behind and check the parking space line when backing up, supporting parking manoeuvring. When the shift position is moved to D or P, the mirror returns to its normal angle.

Multi-view camera system

The images to the front and back, right and left of the vehicle taken by four cameras are displayed in the meter and centre display screen. Blind spots that cannot be seen from the driver's seat can be checked as if they are being seen from above the vehicle. A zone display function that detects the sudden approach of children or animals has been newly added. This supports safe driving during parking and other situations.

Bright, large-screen meter that can also display navigation information

The all-new OUTLANDER can be equipped with two types of meters depending on the trim level. Meters equipped with MITSUBISHI MOTORS' first full-screen, full-colour LCD (12.3-inch full digital driver display) shows a variety of contents on a large screen with clarity in an easy-to-view manner without appearing cluttered. The display can also be switched between the familiar binocular display (classic mode) and the advanced display (enhanced mode). The display is also equipped with a customization function that allows a variety of information, such as fuel consumption and gear position, to be freely combined and displayed.
The other high-contrast meter can show simple arrow navigation called "turn-by-turn" in the central information display (7-inch multi-information display). It utilizes the high recognition advantage of an analog display while producing a high-quality look with a stereoscopic dial and decorated indicator needle.

■ 12.3-inch full digital driver display

■ 7-inch multi-information display

Common Functions:
Both meters are equipped with a special speaker in the cabin that gives notifications using original sound effects that are not simple sounds like buzzers. These sound effects were jointly developed with BANDAI NAMCO Research Inc., and sounds befitting the image of MITSUBISHI MOTORS were created. Also, the meters can display a wide range of information, such as images that match the driving situations selected using drive modes, navigation and map information linked with the centre display, and audio information. Wiper and light operation information is displayed in pop-up displays in the meters, allowing the driver to check what positions they are in without having to look at the column switches.

Large screen display makes it easier to see and use a variety of functions

The all-new OUTLANDER is equipped with two types of large centre displays depending on the trim level. These were laid out at the centre top of the instrument panel where there is little line of sight movement for safe viewing of information and entertainment. The displays have been treated with bonding that reflects little light to improve visibility, and they can be viewed even while wearing sunglasses with polarized lenses. Touch operability was increased by positioning the displays where the driver can naturally reach out to touch them.

Two types of centre displays

The Smartphone-link Display Audio navigation system features a large 9-inch screen and provides highly accurate route information using internal maps and navigation functions. A variety of functions, such as navigation and audio, can be easily selected with one touch of the launch menu icon that is always displayed at the bottom of the screen. User can also enjoy the Android Auto™ and Apple CarPlay® applications in the vehicle by connecting* to Android™ smartphone or iPhone®. Functions for receiving the latest traffic information or updating software online are also planned for the near future.

*Apple CarPlay can be wirelessly connected

The other Smartphone-link Display Audio system features an 8-inch screen. It does not have navigation functions, but by connecting to smartphone, navigation functions can be accessed through Google Maps™ or Apple Maps®. A wide range of contents are also supported, such as using applications to play music.

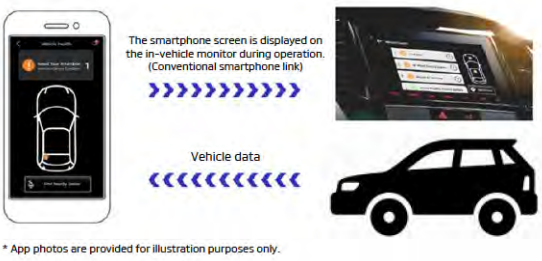
9-inch Smartphone-link Display Audio navigation system

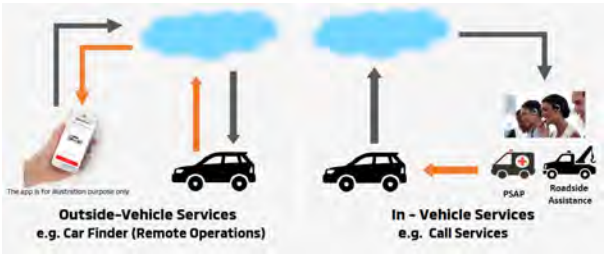
Head-Up Display (HUD)

To provide drivers with driving information safely and more quickly, for the first time MITSUBISHI MOTORS has installed a windshield-type 10.8-inch Head-Up Display (HUD) to project the information required for driving in full colour. The display focal distance was set at 2,000 mm to match the driver's forward looking focal point to allow the HUD information to be seen clearly with little movement of the line of sight. The driver can switch it on/off manually and customize the displayed contents. In addition to driving information and warnings such as lane departure, the displayed contents include navigation and audio information linked with the centre display. These information can be displayed at the same time.

Safe and pleasant driving supported by connecting the driver to the call center and the vehicle

Mitsubishi Connect is a car support system that allows users to enjoy a more comfortable car life as well as a safe driving experience. To protect the safety of the driver, it can request assistance from the call centre at the press of a button in case of breakdown or accident, and it automatically reports when an airbag is deployed to deal quickly with the incident. It also handles a variety of other incidents, such as generating a vehicle theft warning and reporting vehicle position information to the user when the vehicle is stolen.
Operation by smartphone can be used to display the vehicle's parked position on the smartphone or to flash the vehicle's lights to show where it is parked. Many convenient functions are provided, such as remote operation that can be used to start the engine and operate the climate control system before getting in to make the cabin comfortable during cold winters and hot summers, as well as unlocking the doors from a remote location. The user can also receive notifications when the vehicle is driven outside of a set time period, above a set speed, or outside a set area to manage driving by friends and family.





Sound system provides the realism and power of a live performance

The all-new OUTLANDER is equipped with a BOSE premium sound system that provides sounds like that of a live performance. Bose Corporation was founded by Dr. Amar G. Bose, a professor at Massachusetts Institute of Technology (MIT), to commercialize his research. Their car audio is developed using a monitoring system called a dummy head that mimics the human ear, and it is recognized around the world for its natural sound inside the vehicle cabin. The all-new OUTLANDER is equipped with a sound system consisting of 10 speakers born from the technology of Bose Corporation. The front three-way system is optimally laid out, such as setting the mid-range speakers high close to the ears, to reproduce the sound of actually being in front of an artist. The large door woofers are installed in door panels with a damping structure and sealed to prevent sound leaking. Combining these with BOSE's proprietary Acoustimass dual subwoofers provides excellent reproduction of powerful deep base to achieve surprisingly high-quality sound for a vehicle cabin.

Easy-to-use storage space, amenities anyone can use comfortably

Easy-to-use storage space

The shift selector structure was simplified to secure a large storage in the centre console box. Each seat is provided with a cup holder by providing holder space in the centre console, 2nd-row seat centre armrest, and quarter trim. The bottle holder at the door pocket holds large bottles and is tilted for easy insertion and removal.

Smartphone storage space

Space for storing smartphones is provided in the centre console tray, centre console side pocket, front seat back pockets, and quarter trim pockets. An opening size for easy storage and drop prevention has been employed to increase the convenience for each seat.
The floor console tray also has a wireless phone charging function (15W) that charges smartphones when they are placed on it. This supports phone sizes up to 198 mm × 117 mm. USB charging ports Types C and A are provided on the front and back of the centre console respectively. As the ports on the front of the centre console are used most frequently, their positions are illuminated so they can be easily found at night.

3-zone automatic climate control (first as MITSUBISHI MOTORS)

3-zone automatic climate control is adopted for the driver's seat, front passenger seat, and rear seats to maintain a comfortable temperature. The rear seat vents are located in the back side of the centre console, and the temperature can be independently adjusted for each seat.

Power panoramic sunroof

The all-new OUTLANDER is equipped with a large 928 mm × 702 mm glass sunroof. The width of the support pillar was kept to 130 mm to not detract from the feeling of openness.

Rear door sunshade

The all-new OUTLANDER is equipped with a sunshade that pulls out from the rear door trim. This blocks direct sunlight to increase rear seat comfort.

Electric tailgate

A kick motion sensor has been installed in the bottom centre of the rear bumper. The user can open and close the tailgate by holding their foot under the bumper, and the opening/closing time has been decreased to 4.5 sec (8 sec for the previous model) to further improve convenience. The height of the tailgate when opened can be freely adjusted to accommodate use in such areas as parking garages with a low ceiling. A simple structure that only rotates the spindle unit is used for the opening/closing mechanism to improve appearance.