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MITSUBISHI L200 Pick-Up

~ Information Pack ~

General:

- Britain's best-selling pick-up truck in 2009.
- Heavily revised mid-product cycle 2010 L200 range - on sale Quarter 1 2010.
- Redesigned inside and out with a new front grille, projector-type headlamps, revised instruments, multi-function steering wheel, new seat fabrics, aux-in audio and a new centre console and armrest.
- Service intervals at 12,500 miles /12 months; Mitsubishi Service Plan (MSP) covers first three scheduled services and costs just £415.00 ex VAT with a 2 year extension costing £525 ex VAT.
- 100,000 mile / 3 year warranty with Pan-European Breakdown and Recovery as standard.

Range and Pricing:

- Prices ex VAT remain unchanged from 2009 models.
- Prices start at £13,249 (4Work Single Cab) rising to £22,924 (Barbarian Double Cab Auto ex VAT)
- 4Work and 4Life range to satisfy demand for a practical business tool.
- Warrior and Barbarian (replaces the Animal) models appeal as versatile lifestyle alternatives.
- Available in a single-, club- or double-cab configuration

Technical:

- Economy and emissions improvements of up to 6%.
- New 5-speed automatic transmission with Sports Mode now available for £1,275 ex VAT.
- Euro IV 2.5 DI-D common rail turbodiesel engine with either 134bhp /314Nm or 175bhp/400Nm (350Nm with the 5-speed automatic)
- Official combined consumption of 34.0mpg and CO₂ emissions of 218/218g/km (med/high power) – 248g/km
- ABS with EBD standard across the range
- Super Select 4WD plus stability and traction control (M-ASTC) standard on all high series derivatives – an industry first in the pick-up segment
- Best in class turning circle radius of 5.9 metres
- Load area fits a standard EU pallet and payload of all derivatives over one tonne
- Towing capacity of 2.7 tonnes



Equipment Summary

Model	Cab	Manual	Auto	Standard Specification	Insurance Group
4Work	Single	£13,249	-	ABS with EBD, driver/passenger airbags, CD player with MP3, easy select 4WD, manual height adjustable driver's seat, 16" steel wheels	10E
	Club	£13,714	-		8E
	Double	£15,249	-		8E
4Life	Single	£14,499	-	As 4Work <i>plus</i> Manual air conditioning, power windows, keyless entry, central locking	10E
	Club	£15,114	-		8E
	Double	£16,649	-		9E
Warrior	Double	£18,649	£19,924	Rear electric glass window, 17" alloy wheels, CAT 1 alarm system, cruise control, body coloured wheel arches, M-ASTC, Super Select 4WD, climate control, leather seats (add £1,200)	9E
Barbarian	Double	£21,649	£22,924	As Warrior <i>plus</i> Sat Nav system with colour screen, reversing camera, chrome fuel filler cap and outer door handle covers, Barbarian leather, Barbarian exterior and interior accessories	10E Auto 9E Man

1. All prices are CV list price (excluding VAT). 2. All models are fitted with the 134bhp 2.5DI-D engine with the exception of the Warrior and Barbarian, which are a high power 175bhp engine.

Technical Summary

Model	0-62 mph	Top Speed	Power	Torque	Combined	CO ₂
		Mph	bhp/rpm	Nm / rpm	mpg	g/km
Single Cab	15.0	103	134/4000	314/2000	34.9	215
Club Cab	15.0	103	134/4000	314/2000	34.0	218
Double Cab	15.0	103	134/4000	314/2000	34.0	218
Warrior Double Cab	12.1	111	175/4000	400/2000	34.0	218
Warrior Double Cab Auto	13.0	109	175/4000	350/1500	30.1	248
Barbarian Double Cab Man	12.1	111	175/4000	400/2000	34.0	218
Barbarian Double Cab Auto	13.0	109	175/4000	350/1500	30.1	248

Mitsubishi L200 USP Summary

Along with great looks, the new L200 has a number of advantages over its main competitors:

- L200 is available in three body styles with specifications to suit all customer needs and pockets, not all competitors offer such a range
- L200 double cab offers class-leading rear legroom
- L200 is the only pick-up to offer a stability and traction control system and Super-Select 4WD as standard*



- L200 is the only pick-up to offer an electrically operated rear cab window, offering improved ventilation and access to the load bay¹

L200 Sales Information

Model	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Single	1,225	897	443	497	369	262	792	765	943	610	523	407
Club	0	0	0	0	0	0	1,030	1,016	270	465	305	245
Double High Series	133	204	256	486	1,077	1,777	908	1,003	1,879	1,370	894	606
Total	1,557	3,748	14,147	4,076	8,141	12,574	12,179	12,026	14,641	10,636	6,133	4,508
TOTAL PICK UP MARKET												
	7,553	8,507	10,811	12,053	20,313	27,611	33,742	34,314	40,103	38,084	24,906	18,870
L200 TOTAL MARKET SHARE (RETAIL PLUS FLEET)												
	21.0%	21.4%	17.9%	33.8%	40.1%	45.5%	36.1%	35.0%	36.5%	27.9%	24.6%	23.9%

¹ Fitted to Warrior and Barbarian – which will account for an estimated 80% of all L200 sales



MITSUBISHI L200 PICK-UP - OVERVIEW

Mitsubishi's multi-award winning L200 pick-up has been revised with a new look inside and out, more standard equipment, better performance and improved economy and emissions for the 2010 MY. Always among the best selling vehicles in the toughly-contested pick-up marketplace the L200 was the best selling pick-up in 2009 and is largely responsible for the enormous growth in the pick-up market in the UK in recent years.

Priced from £13,249 CV list price for the 4Work 4WD single cab to £22,924 CV (£26,935.70 inc VAT) list price for the range-topping Barbarian double cab Auto.

New for this second-phase L200 2010 MY model is the availability of a new higher power version of the 2.5-litre Di-D turbodiesel engine. The 175bhp/400Nm (350Nm with auto) high power version has 13bhp more than its predecessor, the medium power engine retaining its 134bhp/314Nm output. Mitsubishi's INVECS-II five-speed automatic transmission is also now available, the electronically-controlled automatic featuring a sequential 'Sport Mode' with its shift mapping tuned to optimise performance from the 175bhp high power engine.

As important as the boost in power is Mitsubishi's goal to make even its toughest models adhere to its Intelligent Motion environmental goals. As a result the L200 achieves improvements in fuel economy and emissions by as much as 6% thanks to optimising the L200's gear ratios, engine management revisions and reducing friction losses. Both the medium and high power 2.5-litre Di-D turbodiesel engines return 34.9mpg on the official combined consumption cycle, emissions for the medium power being 215g/km and the high power 214g/km; making the L200 among the most efficient and low emitting vehicles in its class.

With its styling inspired by Mitsubishi's Pajero Evolution, the 2010 model sees a number of enhancements to its rugged yet sporting looks. Mixing high-street style with versatility the new look includes slimmer projector-type headlamps in a chrome on black finish framing a new grille and sitting above a more substantial body-coloured bumper.

New elongated fog lamps either side of the wider air intake, a silver coloured skid plate and new 16" and 17" alloy wheel designs for upper versions all enhance the L200's looks. Like its predecessor the 2010 MY L200 is available with a single-, club- or double-cab body option, the club-cab getting a new load floor for 2010.

Commercial-orientated single cab variants benefit from the new face finished in black for both the grille and bumper.

In contrast to some of its rivals, the L200 has been designed specifically for the European market. It is appreciably shorter and narrower than its key rivals, and is therefore better suited to the UK's



cramped road conditions. The Mitsubishi also offers best in class comfort for passengers with 810mm of rear legroom.

Recognising that a large proportion of modern pick-ups are bought for recreational use, the L200 range has been designed to cater for two distinct user-groups. The **4Work** will appeal to customers seeking a no-nonsense business tool. Steel wheels and a simple, functional interior combine to provide a durable, practical workhorse that builds on Mitsubishi's enviable reputation for quality and reliability. The **4Life** models share these virtues but add comfort features such as manual air-conditioning, power windows, keyless entry and central locking. Aesthetically, side steps and a chrome grille distinguish the club- and double cab 4Life variants.

The **Warrior** and **Barbarian** models cater for buyers who enjoy the versatility of a modern pick-up but aren't willing to compromise on comfort, refinement, performance or convenience.

Every L200 features a four-wheel drive system as standard. 4Work and 4Life models are fitted with Easy Select 4WD with rear diff lock. The vehicle is normally operated in two-wheel drive, with four-wheel drive reserved for tough terrain. All L200s are also fitted with anti-lock brakes and EBD (Electronic Brakeforce Distribution) as standard, providing strong, stable braking performance whatever the vehicle load.

High-specification Warrior and Barbarian L200's further benefit from **Super Select 4WD**, which incorporates a viscous coupling centre differential and allows the L200 to be driven in four-wheel drive at any speed. It makes a valuable contribution to traction and safety, especially when towing or driving in difficult weather conditions. Vehicles equipped with Super Select 4WD also benefit from **M-ASTC (Mitsubishi Active Stability and Traction Control)**. This system automatically applies the brakes and controls the supply of torque to individual wheels to enhance traction and stability both on- and off-road. This is the first time this technology has been offered in the pick-up market.

Service intervals are 12,500 miles per year and the L200 is covered by a comprehensive 3 year/100,000 mile mechanical and a 12 year anti-corrosion warranty plus 3 year pan-European breakdown cover. The Mitsubishi Service Plan (MSP) covers first three scheduled services and costs just £415.00 ex VAT.

**RESIDUAL VALUES**

The L200 has class-leading residual values that are more likely to be seen with premium car brands than a one-tonne commercial vehicle. This simply underlines the quality, reliability, styling and equipment levels that give the L200 huge desirability in both the new and used markets.

Low Series

Model	New Value	3 year 60,000 mile forecast value	% of new price
L200 Double Cab LB Pick-up 4Life	£16,649	£5,650	37%
L200 Double Cab LB Pick-up 4Work	£15,249	£5,500	37%
L200 Club Cab 4 Work	£13,714	£5,100	37%
Ford Ranger 2.5 Pick Up TDCi	£13,900	£3,650	25%

High Series / Lifestyle

Model	New Value	3 year 60,000 mile forecast value	% of new price
L200 DC LB Warrior	£18,649	£8,150	42%
Ranger Thunder D/Cab	£20,100	£6,300	31%
Hi-Lux HL2 D/Cab	£16,095	£6,725	40%
Navara Tekna D/Cab	£19,955	£7,825	39%
L200 DC Animal Auto	£22,449	£9,150	41%
Hi-Lux HL3 D/Cab Manual	£17,195	£7,175	41%

Source: CAP Monitor - 3yrs 60,000 mile Feb 2010



MITSUBISHI L200 PICK UP – IN DETAIL

INTRODUCTION

Mitsubishi's multi-award winning L200 pick-up enters 2010 with a refreshed look, a smart new cabin, improved economy and emissions, more performance, a five-speed automatic option and even higher levels of standard equipment. The L200 is set to build on the commercial and critical success of its predecessor. Priced from £13,249 CV list price for the 4Work 4WD single cab, rising to £22,924 CV list price for the range-topping double cab Barbarian automatic.

"The pick-up market has seen phenomenal growth in the last decade and much of that can be attributed to the continued success of the L200," said Lance Bradley, Managing Director of Mitsubishi Motors UK. "Despite tough market conditions the L200 continued its remarkable sales progress in 2009, being the best-selling pick-up in the UK." He adds: "To continue this success Mitsubishi is introducing a heavily revised L200 that remains just as rugged as ever, but with more equipment, more style and greater performance. Being rugged doesn't mean the L200 isn't without an environmental conscience either, with detailed improvements being made to the L200 to allowing it to be one of the lowest emitting and most fuel efficient pick-ups you can buy."

A critical aspect of this growth has been the development of a market for recreational pick-ups. These highly specified variants are increasingly viewed as a cost-effective, practical alternative to a more traditional SUV. The lifestyle-orientated "Warrior" has become the most popular variant and such 'high series' models now account for over 80% of L200 sales.

Bradley is also confident that the pick-up market will continue to grow in the years ahead. "The Chancellor has now clarified the Benefit in Kind taxation to the advantage of the pick-up driver. All the uncertainty has been removed."



BENEFIT-IN-KIND COST ANALYSIS

	Mitsubishi L200 Warrior D/C Manual	Ford Mondeo 2.0 TDCi Ghia Est Manual	Landrover Discovery 4 GS 2.7 Manual
Emissions	N/A	156g/km	244g/km
VED Cost	£180	£150	£405
% of cars price to be taxed (inc diesel supp.)	n/a	22%	35%
BIK Liability	£3,000	£6,092	£11,282
OTR Price	£22,152	£23,350	£32,695
OTR less VED	£21,912	£23,145	£32,235
Fuel benefit in kind † (inc. private use)	£500	£3,718	£5,915*
20% tax band			
Vehicle tax @ 20%	£600	£1,018	£2,257
Fuel benefit tax @ 20%	£100	£743.60	£1,183
Total tax payable for a 20% tax payer	£700	£1,761.60	£3,440
40% tax band			
Vehicle tax @ 40%	£1,200	£2,037	£4,513
Fuel benefit tax @ 40%	£200	£1,487	£6,760
Total tax payable for a 40% tax payer	£1,400	£3,524	£11,279

Notes:

- Business mileage may be reclaimable at up to HMRC approved rates
- † Based on 22% charge for Ford (19% plus 3% diesel surcharge) and 35% charge for Jeep (27% plus 3% diesel surcharge) of £16,900 fuel BIK fixed figure. Fixed figures to increase by RPI each year.
- All LCVs pay the same level of car tax (Vehicle Excise Duty), i.e., £180 per annum.
- There is no specific tax on 4x4 or 4x4 commercial vehicles.
- Sole traders and partnerships can also enjoy tax allowances when purchasing LCVs:

DESIGN AND PACKAGING

- Designed for European market – shorter, narrower and more agile than rivals
- Available as a single-, club- or double cab
- Heavily revised interior increases SUV style, quality and comfort
- Double cab offers class-leading rear legroom
- Versatile load bed – every model can accommodate a Euro pallet
- Tailgate can be lowered 180 degrees for forklift loading
- Payload of over 1 tonne with 2.7 tons of towing capacity



THE EXTERIOR

With styling DNA that has clear links to Mitsubishi's Pajero Evolution rally raid car - which has now won the gruelling Dakar Rally on 12 occasions - the L200 pick-up convincingly fuses sporting looks with rugged practicality.

New for 2010 models is a completely revised front with a new grille, thinner projection type headlamps in either black or silver with a larger body-colour bumper enhancing the L200's looks. Bolder front fog lamps, a deeper, wider air intake and silver coloured skid plate complete the visual enhancements at the front of the L200, the new styling appealing to SUV drivers who are interested in the versatility of a pick-up but aren't willing to compromise on style or comfort.

Three body styles are available - single-, club- and double cab - each of which possesses their own, distinct identity. The Single Cab is more overtly utilitarian and will appeal to business users who want a no-nonsense working tool. The more curvaceous, step-ahead style of the Club Cab adds rear jump seats which can accommodate two adults on short journeys. The spacious, versatile Double Cab mixes the style of an SUV with the practicality of a pick-up.

MODELS

Mitsubishi UK offers four variants specifically designed to reflect its intended purpose:

4Work:

With its black front grille, front skid plate, black door mirrors and rear mudguards, the utilitarian 4Work targets business users who rely on the L200's rugged appeal and its peerless reputation for value and reliability.

4Life:

The 4Life blends the rugged practicality of the 4Work with added style and comfort. Body coloured bumpers combine with a chrome grille and side steps to lend the car a classy, upmarket feel. This L200 is ideal for both recreational and business use

Warrior:

The most popular variant of the L200 comes with dramatic black, silver, grey and red paintwork with Warrior decals. Combined with the extensive use of chrome detailing for the wing mirrors, sidesteps and roll bars the Warrior has sharp looks and enormous versatility.

Barbarian (replaces Animal):

The flagship Barbarian asserts its own identity, and replaces the Animal variant in the new line-up.

A unique body kit includes Chrome highlighted front resin guard with sports grille, Bold Barbarian graphics mark it out, while illuminated door entry guards, leather seats, integrated Kenwood in-car



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Mitsubishi Motors (UK)

entertainment incorporating a reversing camera, iPod connectivity, Bluetooth telephony and Garmin satellite navigation all come as standard.



THE INTERIOR

The step-ahead design philosophy of the L200's exterior is echoed inside the spacious, versatile cabin. A sweeping, fascia design has been ergonomically optimised and groups all the major controls within easy reach of the driver.

Revisions to the SUV-like interior include a new centre console and centre armrest with new handbrake and A/T shift levers. The multi-function steering wheel now contains audio and cruise control switches and is tilt adjustable, while the driver's seat adjusts for height, ensuring that drivers of all shapes and sizes can find a comfortable position.

New instrumentation feature black dials with clear white lettering and amber illumination, while all 4Work L200s featuring an AUX-in audio jack plug for listening to iPods or MP3 players via the stereo. High-quality plastics and new seat trim material feature throughout, the contemporary, quality ambience created not just pleasing to look at but also being exceptionally easy to clean.

Another neat feature on the new L200 is the electrically retracting rear window, which features as standard on 'high series' models (Warrior upwards). This provides additional ventilation and allows the load deck to be accessed from the passenger compartment.

Mitsubishi's engineers worked tirelessly to optimise the L200's packaging and provide as much space for passengers as possible. They have also tailored the design of the vehicle according to its likely usage – the cargo bay is optimised on the single cab, while the double cab places a greater emphasis on people space. The latter has the longest cabin length in the sector and the most rear legroom as a result, while the introduction of an angled seatback dramatically increases the comfort of rear seat occupants.

FUNCTIONALITY

Proof of a good design is provided not only by its style, but also by its functionality. The L200 has been developed specifically for the European market. At 5m long and 1.8m wide, it's appreciably shorter and narrower than its key rivals, and is therefore better suited to the UK's cramped driving conditions. For example, it can fit in a standard European, 5.0m, parking bay.

Despite its user-friendly dimensions, the L200 remains a practical holdall. Every model can accommodate a Euro pallet in its double-walled, galvanised cargo bed. The tailgate can also be lowered through 180 degrees to facilitate forklift loading. The L200 has a one tonne payload capacity and a 2.7 tonne towing capacity.

Excellent approach and departure angles, coupled with a high ramp break angle, also ensure that the L200 is as capable off-road as it is on it. Ground clearance allows excellent off-road performance with 200mm on Single, Club and low-series Double Cab, and 205mm on Double cab high-series.



THE RUNNING GEAR

- 2.5-litre DI-D common rail turbodiesel developed specifically for L200
- Standard engine has 134bhp and 314Nm of torque
- Fuel economy and emissions improved by up to 6%
- 175bhp power upgrade available – standard on Warrior and Barbarian
- Five speed manual gearbox standard
- Five-speed automatic option available on Warrior and Barbarian

THE ENGINES

Medium Power

The L200 uses Mitsubishi's four-cylinder common rail turbodiesel Di-D engine. Boasting the latest technology, Mitsubishi's engineers have enhanced the 2.5-litre Di-D unit to improve both fuel economy and emissions. The peak power of the medium power engine is 134bhp at 4000rpm and 314Nm at 2,000rpm. Equipped with a manual gearbox, the new L200 will sprint from 0-62mph in 15.0 seconds and reach 103 mph.

High Power

Alongside the medium power engine of the 4Life and 4Work models Mitsubishi offers a high power version for the Warrior and Barbarian models. A complete overhaul of the engine has allowed an output of 175bhp at 4,000rpm and 400Nm of torque at 2,000rpm (350Nm when fitted with the optional five-speed automatic). To achieve this Mitsubishi's engineers revised the shape and material of the combustion chambers, added stronger bearings, redesigned the fuel injection system and the turbocharger as well as improved cooling. The result is the L200 with the high power engine can reach 62mph in 12.1 seconds and achieve a 111mph maximum speed.

Economy and Emissions

Both the medium and high power output 2.5-litre Di-D turbodiesel engines return an official combined consumption figure of 34.9mpg, with CO2 emissions for the medium power model of 215g/km and 214g/km for the high power. These figures put the L200 among the cleanest, most efficient pick-ups in their class.



THE GEARBOXES

5-SPEED MANUAL

The L200's five-speed manual gearbox is optimised for reliability, ease-of-use and refinement. Its tubular-structure transmission case is ultra-rigid, contributing to increased durability and reduced noise. The 1st, 2nd and 3rd gears benefit from trip-cone synchronising for smoother, easier shifts.

5-SPEED AUTOMATIC

A key change with the 2010 MY L200 is the addition of an electronically controlled five-speed automatic unit offers a high level of driver control. Replacing the previous four-speed unit the five-speed automatic is similar to that fitted in the Shogun. Featuring a sequential 'Sport Mode' the shift mapping has been precisely optimised to get the best performance, economy and emissions from the high power 2.5-litre Di-D.

THE DYNAMICS

- Ladder frame chassis has enlarged cross-section for improved rigidity and crash protection
- Fully independent, double-wishbone front suspension for improved driving dynamics
- Above-the-axle type leaf springs at the rear
- Rack-and-pinion steering for improved driver feel
- Anti-lock brakes with EBD standard on every model
- Load Sensing Proportioning Valve (LSPV) modifies rear braking force according to vehicle load
- Easy Select 4WD standard on 4Work and 4Life models
- Super Select 4WD standard on Warrior and Barbarian models
- Mitsubishi active stability and traction control standard on Warrior and Barbarian

THE PLATFORM

The L200's ladder frame chassis has an enlarged cross section for improved rigidity. Its inherent strength and huge resistance to torsional and bending forces make an important contribution to the driving dynamics – by allowing the suspension to do its job properly – as well as the L200's crash safety and refinement on the road.

THE SUSPENSION

Mitsubishi's engineers set themselves the objective of developing a suspension system capable of delivering the kind of driving dynamics more normally associated with an SUV. To achieve this, they developed a sophisticated double wishbone and coil spring arrangement. This offers excellent wheel location, resulting in a responsive drive and an excellent ride quality. The best of both worlds.



At the rear the leaf springs are located above the rear axle. This solution has a number of benefits: the ground clearance is increased for rough terrain work; vehicle stability is improved (due to greater roll resistance); the L200 is less susceptible to changes in its cargo load; and it offers reduced noise.

THE STEERING

The L200's rack and pinion steering system offers excellent driver feedback and a consistent, sharp response. Great care was taken to ensure that the L200 is agile enough to cope with the UK's congested roads. The class leading turning circle of 5.9m, for example, compares very favourably with both the Toyota Hilux (6.2m) and the Nissan Navara (7.0m).

THE BRAKES

11.6in ventilated disc brakes at the front and 11.6in drum brakes at the rear ensure that the L200 stops as well as it goes. The raw stopping power of this hardware is supported by a sophisticated anti-lock braking system that incorporates EBD (Electronic Brakeforce Distribution). EBD automatically apportioned braking performance between the front and rear wheels to minimise stopping distances, whatever the road conditions or vehicle load.

EASY SELECT 4WD – 4Work & 4Life

Fitted as standard to 4Work and 4Life models, Easy Select 4WD combines the benefits of 2WD and locked 4WD in one easy-to-use system. During normal road conditions, the L200 operates in 2WD, saving fuel and reducing noise. But a shift-on-the-fly system, controlled by a second gear-lever on the centre console, allows the driver to select four-wheel drive at speeds of up to 100km/h (62mph). The torque is split 50/50 between the front and rear axle.

When the going gets really tricky, the driver can choose 4WD Low, which employs a set of low ratio gears. The torque split remains the same, but the low ratios offer the driver greater control in tough terrain, such as sand or deep mud. Models with Easy Select 4WD also benefit from the option of an electronically controlled rear differential locking system – below 12km/h (7mph), a switch on the dashboard locks the rear differential, providing optimum traction on loose surfaces. Little wonder that the L200 has always been a popular choice with building contractors.

SUPER SELECT 4WD – Warrior and Barbarian

Warrior and Barbarian from a more sophisticated four-wheel drive system – Super Select 4WD. This system combines the advantages of Easy Select 4WD – including the ability to shift-on-the fly at up to 62mph – with the added benefit of a 4H (full-time 4WD with a high gear ratio) mode. In normal driving conditions, torque is distributed 50/50 front-to-rear, but if a loss of traction is detected, the viscous coupling centre differential will distribute more torque to the axle with the most traction.

The 4H mode can be used at any speed and for any road condition. The system, which is shared with the Mitsubishi Shogun, has tremendous advantages for drivers who regularly tow or face poor weather conditions.



M-ASTC (Mitsubishi Active Stability and Traction Control)

Mitsubishi is the first manufacturer to fit a stability control system as standard to a pick-up. Warrior and Barbarian models are equipped with M-ASTC (Mitsubishi Active Stability and Traction Control), which makes a major contribution to active safety. M-ASTC combines the sensors used for the ABS system with measurements of the vehicle's steering angle, G and yaw rates to assess the available grip.

If the sensors detect the onset of under- or oversteer, the M-ASTC system will automatically apply the brakes and manage the supply of torque to individual wheels to help the driver retain control.

Independent studies have shown that stability control systems make a major contribution to road safety.

M-ASTC can be deactivated by means of a dashboard switch for off-road driving.

SAFETY

- High level of active and passive safety
- RISE (Reinforced Impact Safety Evolution) system
- Twin front airbags fitted as standard, with passenger airbag deactivation switch
- ISO-FIX child seat anchorage points fitted as standard in the rear of double cab models
- Electric windows with anti-trap function

Mitsubishi has always made vehicle safety a priority and the new L200 is no exception. While the impressive technical specification (see The Dynamics) helps the driver avoid a collision, a comprehensive package of passive safety features will alleviate the risk of injury should the worst happen.

The L200 has been designed using Mitsubishi's patented RISE (Reinforced Impact Safety Evolution) system. RISE is an all-encompassing, holistic safety package that electronically integrates all of the L200's safety systems to ensure that they operate at their full potential.

The stiffer, stronger ladder-frame chassis of the new L200 offers excellent crash protection and incorporates a hydro-formed box section and impact-absorbing beads. While these crumple zones absorb the energy of an impact, other, reinforced structures, such as the side impact bars, direct impact energy away from the occupants.

Driver and passenger airbags are standard across the range and a passenger airbag deactivation switch is located in the glovebox, allowing a child seat to be safely installed. Double Cab models also feature ISOFIX child seat mounting points, highlighting the L200's multi-purpose functionality.

Seatbelt pre-tensioners and force limiters protect front seat occupants and the seats have been designed to minimise the risk of whiplash injuries in the event of a rear impact. A dual-stage



collapsible steering column and a setback-inhibitive pedal structure further reduce the risk of driver injury.

All three rear passengers in double cab models benefit from full three-point safety belts and the rear part of the roof has been carefully designed to alleviate the risk of occipital (rear head) injury. The Club Cab variant benefits from two three-point safety belts. The power windows, sunroof and retractable rear window all feature an anti-trap function to protect little fingers.

It is a comprehensive specification and Mitsubishi is confident that the L200 will become the first 1-tonne pick-up to achieve a 4-star EURO-NCAP crash test rating.