Press information

As of December 6, 2022

PLEASE NOTE : All material and specifications are assumed correct, but are subject to change without notice prior to on-sale.

The all-new
OUTLANDER PHEV

MITSUBISHI MOTORS
Drive your Ambition

Mitsubishi Motors' Flagship Model with Heightened Appeal of Both SUV and EV

OUTLANDER PHEV

The Outlander crossover SUV is Mitsubishi Motors' flagship model, and currently sold in around 60 countries worldwide. The previous generation Outlander, which was originally launched in 2012 as a gasoline-only model, added the world's first SUV-type plug-in hybrid EV (PHEV) model to its lineup in 2013. The PHEV model delivers the road handling and utility expected of an SUV, while achieving a breakthrough in eco-friendliness and economy which have historically been drawbacks for SUVs. Based on the concept of being an EV for everyday driving and a hybrid for longer excursions, approximately 300,000 Outlander PHEVs have been sold in Japan, Europe, North America, and Oceana combined, setting the pace for the PHEV category as an electrified SUV for drivers to enjoy the clean, exhilarating ride of EV. Mitsubishi Motors subsequently launched the Outlander PHEV in select ASEAN markets starting in 2019 and is committed to the global development and sale of electrified vehicles.

For its first full redesign in roughly eight and a half years, the all-new third generation Outlander was evolved from every angle. Everything from the platform to the body, engine, chassis and more have been revamped under the product concept of "I-Fu-Do-Do" which means authentic and majestic in Japanese. Imparting what was learned from the previous generation model along with feedback from customers, the new Outlander PHEV has been equipped with a new generation version of the twin-motor 4WD PHEV system. With improved motor output and increased battery capacity over the previous model, the new vehicle delivers even more powerful road performance and greater driving range. It also offers a new level of comfort and utility expected in an SUV, accommodating seven passengers in three rows thanks to more compact components and optimized layout.

As the automotive industry undergoes a once-in-a-century transformation, consumers' values and expectations of cars are also diversifying. In addition to conventional demand for style, road performance and practicality in SUVs, consumers now also demand electrification technology that contributes to carbon neutrality, as well as advanced active safety systems and driver-assistance technologies to reduce traffic-related fatalities. In order to meet this demand, the all-new Outlander PHEV is equipped with the latest active safety systems and driver-assistance technologies that leverage the strength of the Renault-Nissan-Mitsubishi Alliance. We pooled our collective capabilities to develop an electric SUV with Mitsubishi-ness, offering the exhilarating ride of an EV with safety features, peace of mind and comfort in almost all weather and road conditions.

What we particularly emphasized for the all-new Outlander was powerful styling, secure road performance, and high quality, and for the PHEV model, we aimed for the smooth yet powerful acceleration that exemplifies EVs. Styling expresses the power of an SUV along with a presence suitable for a flagship model. Emanating power and dependability that provides drivers with confidence in almost all conditions, every inch of the all-new Outlander has been carefully crafted for a higher level of refinement.

Underlying what makes a Mitsubishi Motors vehicle is the powerful, secure road performance we have forged over the years in rallies such as the World Rally Championship and Dakar Rally, and the advanced all-wheel control technology which makes that performance possible in nearly all conditions. Cars that compete in rally races need to drive exactly as their drivers intend in all kinds of weather on all types of road conditions. They must be able to endure the intense shocks of poor road surfaces and withstand the high-load brought about by operation at high speeds. Considering these harsh requirements has led to a secure and comfortable ride that drivers can enjoy in many types of scenarios in our production vehicles. In addition, we have managed to achieve powerful, smooth acceleration thanks to the twin-motor 4WD drivetrain, the fruit of more than a half-century of our research and development on electric vehicles since 1964.

Beyond just the styling, we also sought a sense of refinement on par with luxury nameplate vehicles, providing a relaxing, roomy cabin space. The interior features a sophisticated center console that projects a strong presence, and large, high-definition displays. Meticulous attention also went into the textures of the materials and precision of the controls, with comfortable seats that help to reduce fatigue. These dramatically enhance the car's sense of quality, not only when stationary but also when the vehicle is in motion. In addition to the quietness of an EV, the all-new Outlander helps to deliver confidence through the Super-All Wheel Control (S-AWC) integrated vehicle-dynamics system. This helps to ensure steady handling and a smooth ride, and is made possible by the highly rigid, newly developed, platform and body .

Having dedicated all of our passion and effort derived from over 100 years of precision engineering experience, we gave the all-new Outlander PHEV model powerful styling, road performance, high quality, and smooth yet powerful acceleration. There is no greater reward for us as developers than for as many people as possible to actually see it, get their hands on it, and get behind the wheel to actually experience what it can do. We are truly confident that this all-new Outlander PHEV will be like a partner to anyone who wants to feel inspired to go even farther, and try going places they have never been before.

From the engineers of the all-new Outlander

"I-Fu-Do-Do" Achieved through Detailed Craftsmanship

The all-new Outlander crossover SUV is Mitsubishi Motors' flagship model, bringing together the company's very best technologies while also incorporating technologies of the Alliance. Inspired by the product concept of "I-Fu-Do-Do," or authentic and majestic, the full redesign elevates both the powerful ride, roomy interior spaces and the wide-ranging functionalities expected of an SUV, matched with the smooth yet powerful acceleration and secure road performance with precision control expected of an EV.

1 Powerful styling with a strong sense of presence

The horizontally themed line extending from the hood through to the tail gives the all-new Outlander a stately form. For even more effect, the available large-diameter 20-inch wheels, along with the strong front and rear fenders, combine with jet-like tail fin pillars inspired by the vertical tail of airplanes and a floating roof to exude pure dynamism. The styling strikes a bold stance with a sense of presence, while also evoking an impression of power and confidence, yet always comfortable.

Exterior Design ····· P04

2 Secure road performance

The new Outlander PHEV is equipped as standard with the S-AWC integrated vehicle dynamics control system on a twin-motor 4WD base, offering seven drive modes for various weather and road conditions. With these, drivers can enjoy secure and comfortable driving in all situations. It is also equipped with the latest driver-assistance technologies and active safety systems. Additionally, the vehicle is fitted as standard with a 12.3-inch full digital driver display offering superior visibility, and a large available 10.8-inch Head-Up Display.

Body ····· P13
Drivetrain ····· P20
Chassis ····· P22
Driver Assistance Technologies P24
Active Safety System ··· P26
Equipped Features ····· P29

3 High quality that can be seen, felt, and experienced

The sophisticated center console projects a strong presence, while large high-definition displays clearly show a variety of information. Selector switches and soft pads have refined texture that lends to the quality feel. Class-above interior quality is made possible by improving the feel of parts of the vehicle that occupants touch, such as comfortable front seats that minimize fatigue and a steering wheel that suppresses road vibration usually transmitted to the hands. Eveything is designed with the attentive Japanese sense of hospitality, and creates a superlative ownership experience.

Interior Design ····· P07
Packaging ····· P09

4 Smooth yet powerful acceleration

The all-new Outlander PHEV is equipped with a new generation of Mitsubishi Motors' twin-motor 4WD PHEV system. The front and rear motors with improved output and the drive battery with increased capacity allow for an even smoother yet more powerful ride, while the ability to operate more frequently in electric mode has been increased by reducing how often the internal combustion engine must run. Overall driving range has also been extended by increasing the capacity of both the drive battery and gas tank, compared with the previous model.

Powertrain ····· P14
Equipped Features
(1500W Power Supply, V2H) · P19

Exterior Design [Design Concept, Front]

The design concept “Bold Stride” hints at a new direction for Mitsubishi Design

Based on bold expressions of the functionality with which Mitsubishi Motors has designed its SUVs over the years, the new design concept “Bold Stride” sets out to define how SUVs should look for future generations.

BOLD STRIDE

As the first of those models, the all-new Outlander expresses a bold presence with a solid stance and dependability for drivers to take a new step forward.

Front design expressing both power and reassurance

On the front side, the front grille which symbolizes high performance sits between bumper corners on either side and the skid plate below. The Dynamic Shield which projects both power and reassurance has been evolved in this all-new Outlander, with the hood now elevated to create a front-end design with depth and solidity. Styling is identical between the gasoline and PHEV models.

The lights are separated vertically in a functional arrangement. Daytime running lights and turn signals have been positioned inside the thin lamps that extend from the front grille to the left and right fenders to be more readily visible. The headlights were placed beneath them on their left and right outer reaches to illuminate the road brightly from a lower position and emphasize the width of the body. The headlight unit features three vertically arranged lights, with two low beams at the top and a high beam at the bottom. All the lights feature LED for a sense of innovation and driver confidence.

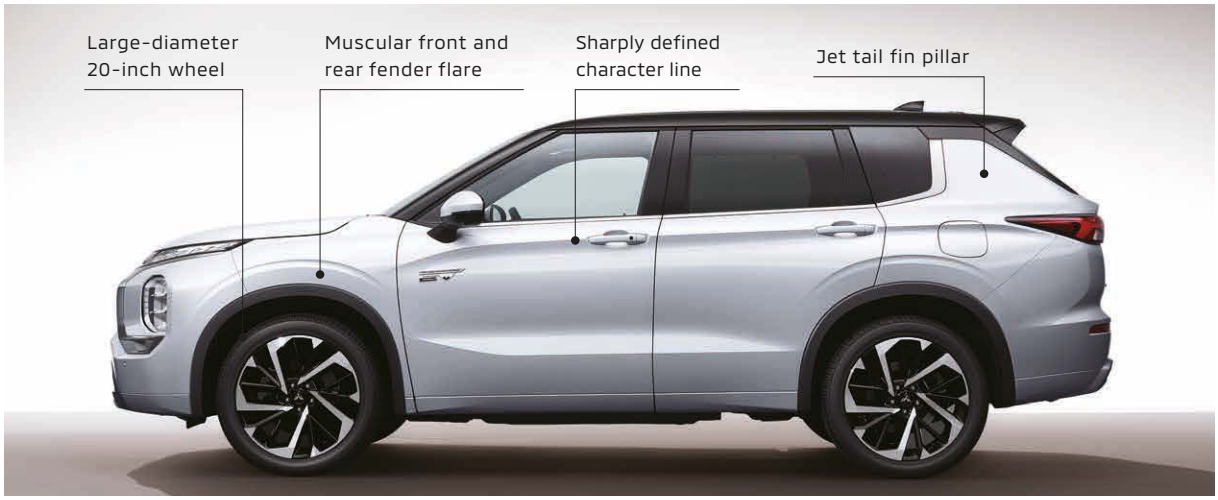
* Vehicle specifications may vary by market.

Exterior Design [Sides, Rear]

Impressive presence with available large-diameter 20-inch wheels, tailgate with a hexagon motif expresses strength and sturdiness

Dignified side profile conjures an image of sleekness on the road

The side view expresses bold proportions with thick horizontal accents extending from the front to the rear, achieving dignified powerful styling comprised of rich surfaces carved with sharply defined character lines. Additionally, the available large-diameter 20-inch wheels, along with the muscular front and rear fender flares that house them, combine with jet tail fin pillars inspired by the vertical tail of airplanes and a floating roof to conjure an image of powerful and nimble road performance.



Rear design expresses reassurance and robustness, along with strong road performance

The rear of the all-new Outlander features the Hexaguard Horizon theme, a design which suggests the rear-mounted spare tire which had been employed on the Pajero/Montero and other cross-country SUVs, blended with commanding road handling. The tailgate design is comprised of the sharp cross-section of a hexagon with the look of a chiseled block, expressing the reassurance, strength, and road handling that Mitsubishi Motors SUVs are known for. The horizontally themed tail lights create a rear styling that accentuates width and stability. The rear spoiler and smoothly rounded rear corners control the aerodynamics toward the rear of the vehicle, while the bottom cover shielding the underside of the body optimizes air flow underneath the floor to reduce aerodynamic resistance.

* Vehicle specifications may vary by market.

New Black Diamond color and two-tone colors are now available for 2023

High-quality body colors highlight the beauty of the styling

Body color can be selected from among the vivid, crystalline, high brightness Diamond Color series: Red Diamond, White Diamond, and Black Diamond. Newly available for the all-new Outlander, Black Diamond is a special color consisting of three coats to which a high-density shiny layer containing glass is added, making the vehicle appear jet black when not lit but then emits a powerful sparkle when struck by light.

Two-Tone Colors

White Diamond and Black Mica

Black Diamond and Deep Bronze Metallic for 40th Anniversary model

Diamond Colors

White Diamond

Black Diamond

Red Diamond

Core Colors

Sterling Silver Metallic

Titanium Gray Metallic

Black Mica

Cosmic Blue Mica

Deep Bronze Metallic

High-quality interior design delivers a higher level of refinement

Robust horizontally-sculpted instrument panel

The interior offers an expansive frontward field of vision through an evolved version of the Horizontal Axis instrument panel design that enhances visibility. Designed to project a broad high-class presence along with the expanded interior width of the vehicle, the center console has been floated away from the instrument panel. For the door panel, soft trim is laid out over a wide area and the instrument panel and sides of the center console are covered with a soft padding with a sense of refinement that feels good to touch. Much of the padding has been stitched, exemplifying the focus of projecting a class-above feel.

Controls with high quality

For the controls, we created an embodiment of what we call "Mitsubishi Touch" which encompasses clarity and sturdiness. We made the steering wheel with a grip that gives drivers a feeling of stability and confidence, and shaped the meters and gauges to be reassuringly easy to see, facilitating intuitive operation. The joystick-style electric shift lever that always returns to center position also helps make driving even easier. Similar style was used for the design of the drive-mode selector and ventilation and audio switches positioned in the center console, with a diamond-cut design flared out at the bottom. Attention to detail with *omotenashi* - Japanese hospitality - is also evident by such amenities as each seat being provided with a smartphone holder.

Interior Design [Color Coordination]

Real leather and aluminum panels woven in for an air of high quality

Refined color coordination for an interior with higher-class appearance

For color variations on the interior, high-quality semi-aniline leather seats with saddle tan accent color on the trim and stitches are available. The instrument panel and door trim are the same color. For the interior materials, real aluminum is used in the shift panel in select models. Also available is a synthetic suede combination material on the seats, with piano black interior trim. Features and options vary by trim level and market globally.

Instrument Panel	Seats
Semi-Aniline Leather (Black and Saddle Tan)	
	
Genuine Leather (Black)	
	
Genuine Leather (Light Gray)	
	
Suede Combination (Black)	
	
Genuine Leather (Black) 	Genuine Leather (Light Gray) 

Interior Material (Shift Panel)	
Real Aluminum	Piano Black
	

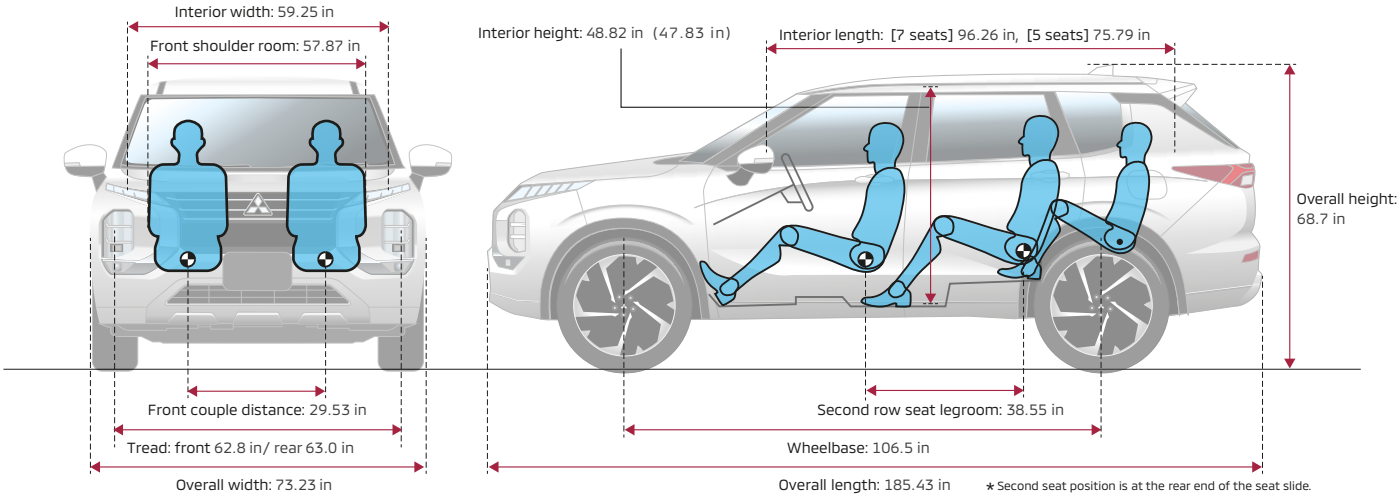
Seat Colors

Semi-Aniline Leather (Black and Saddle Tan)	Combination (Black)
	
Genuine Leather (Black)	Genuine Leather (Light Gray)
	
Fabric (Black)	Fabric (Light Gray)
	

Seven-passenger seating layout with a third row

Comfortable interior space made possible by a wider body, and seven passenger capacity thanks to a third row

The all-new Outlander offers a spacious interior, including wider distance between front seat passengers along with the extended width of the interior space and of the vehicle itself, and top-level legroom in its class for the first- and second-row seats, thanks to extending the wheelbase over the previous model. A standard seven-passenger seating layout with third row is rare among PHEV models of midsize SUVs. In order to secure the rear floor space needed to fit the third-row seats, the rear motor control unit was integrated with the motor itself, and the layout of components was optimized. The capacity of the fuel tank was increased, while the tank itself is now made of a polymer that can be molded in such a way that it can be placed in an optimal position.



		New OUTLANDER PHEV	Previous OUTLANDER PHEV
Length/width/height	(in)	185.43/73.23/68.7	184.84/70.87/67.320
Wheelbase	(in)	106.5	105.12
Tread front/rear	(in)	74.61/63.0	60.63/60.63
Interior length/Interior width/ Interior height	(in)	96.26/59.25/48.82 (47.83)	101.57*/58.86/49.8 (47.44)
Front shoulder room	(in)	57.87	56.57
Front seat couple distance	(in)	29.53	28.54
Front and second seat legroom	(in)	35.55	34.45

* Gasoline model. Figures of models with sunroof are in parenthesis.

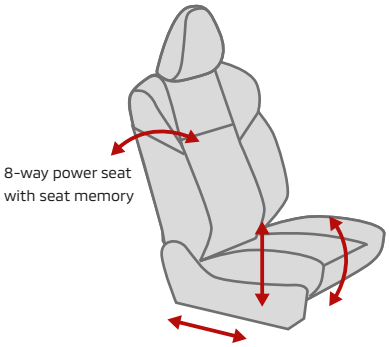
High-quality, comfortable seats equipped with an array of features

Comfortable seat design helps to reduce fatigue

The front seats feature an optimized shape with double-layer urethane structure. In addition to offering comfort over long periods of time, the seats also offer new levels of side-bolstering. The driver's seat offers 8-way power adjustment with power lumbar support and seat memory (saves the seat position and door mirror position). High-quality ride comfort was achieved by optimizing the hardness, shape, and thickness of the urethane pads used in the second row seats as well as the arrangement of the support frame. The backs of the seats have also been lengthened in order to support the shoulders. The front- and second-row seats are equipped with seat heaters with three temperature settings to provide even greater comfort. The third row seat is compact, but is constructed with materials in the cushion that provide support regardless of the body shape of the passenger. A superior level of seating comfort is sought by reducing the concentration of pressure on the ischial bone.

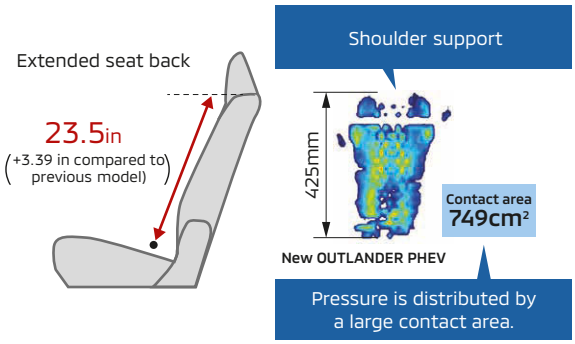
■ Front seats

Shape is optimized as double-layer urethane structure.
Side support and hardness are increased.



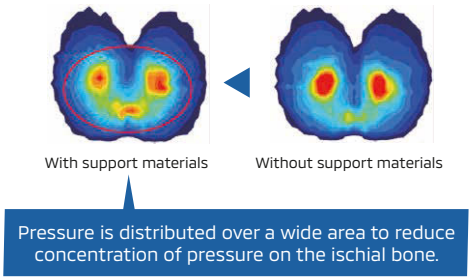
■ Second row seats

Hardness, shape and thickness of urethane pads are optimized.
Frame layout is optimized with arrangement of support frame.



■ Third row seats

Materials in the cushion provide support to all body shapes.

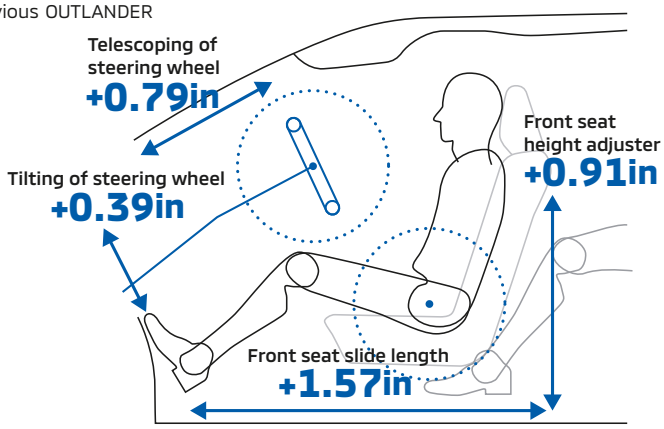


Easy handling for safe driving

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

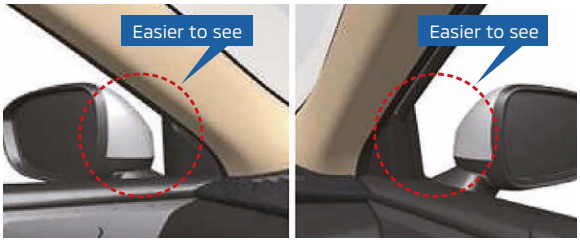
The front seat-slide length was extended by 1.57 in over the outgoing model to be top-level among competitors, and tilting and telescoping of the steering wheel are increased to ensure a comfortable seating position for all drivers. This increase in adjustment range allows optimal positioning of the seat and steering wheel.

■ Comparison with the previous OUTLANDER

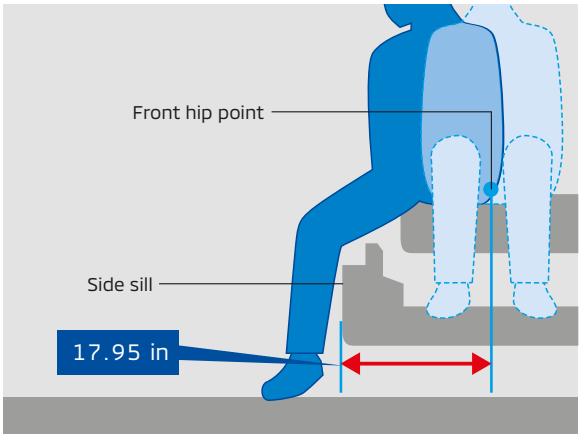


To ensure excellent visibility for the driver, the field of view between the A pillar and the door mirror was increased to make it easier to check for safety when turning right or left. The washer nozzle has also been built into the wiper arm to spray the windshield cleaner at the optimal timing and angle in conjunction with the wiper movement, to reduce visual obstruction when spraying. This improvement in efficiency also reduces consumption of wiper fluid.

■ Field of view between the A pillar and the door mirror was increased.



Garnish has been installed on the door side to reduce the distance from the center of the front hip point to the side sill area for easier passenger ingress and egress. The garnish installed on the door side covers the side sill area to prevent the hems of clothing from being soiled during entry or exit.



Easy seat arrangement and flat floor for more practical cargo space

Seats are now easier to arrange, making cargo loading easier

The second row seats have a folding mechanism so they can be folded with one action. Additionally, the lever on the quarter trim allows remote operation from the rear cargo space, eliminating the need to open the rear door to fold down the seats. Folding second-row seats with a 40:20:40 split allows for the loading of long items while also leaving plenty of room for two adult passengers. The structural change has also elongated the cargo space when both the second and third row seats are folded.

The new design third row seat can be folded and stowed below the floor without removing the headrests, allowing easy access to the flat cargo space. Dampers and auxiliary springs have been added to ease operation.

Third row seats can be easily folded to reveal a flat cargo space.

With 40:02:40 split, two passengers can use the second row seats while carrying long items.

Rear and second row seats can by folded down by using the lever in the cargo space.

Lever for folding second row seats

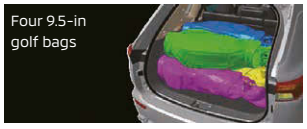
Four easy steps for folding the third row seats

Flat cargo space offers utility as an SUV

Removing the step in the cargo space and widening the floor area by the tailgate has made it easy to load and unload large, heavy cargo. The tonneau cover was also installed at a high position and the wheel-house rear trim shape was improved to allow up to three large suitcases or four 9.5-inch golf bags to be stowed under the tonneau cover. Total luggage capacity* is now 258-284 liters when using the third row seats, 634-646 liters when the third row is folded, and 1373-1390 liters when both the second and third rows are folded.

* In-house measurement via the VDA method. Measurements differ depending on whether the vehicle is equipped with subwoofers and/or sunroof.

Capacity of cargo space with 5 passenger seating

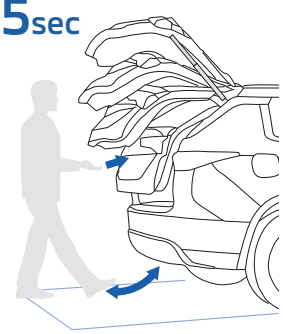


Capacity of cargo space with 7 passenger seating

Electric tailgate that opens and closes simply by raising foot underneath the bumper

A kick-motion sensor has been installed in the bottom center of the rear bumper. Users can open and close the tailgate by holding their foot under the bumper, and the opening/closing time has been decreased to 4.5 seconds (from 8 seconds for the previous model) to further improve convenience. The tailgate opening height can be adjusted to accommodate use in areas such as parking garages with low ceilings. The opening/closing mechanism is a spindle-type unit for a clean, appealing look.

Opening closing time:
4.5sec



High-level new generation platform developed through the Renault-Nissan-Mitsubishi Alliance

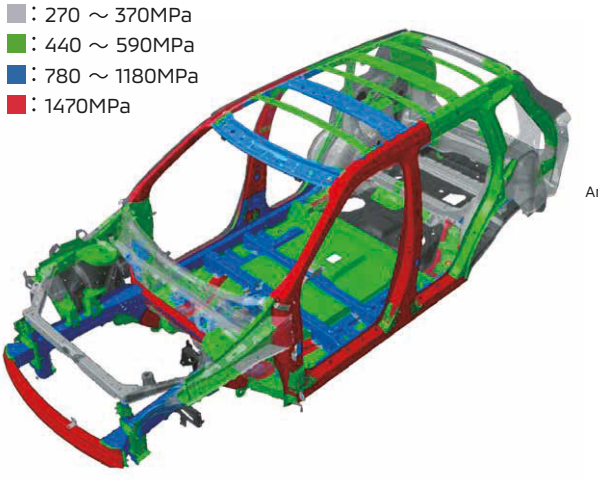
High-rigidity body in pursuit of higher-level of vehicle performance

The all-new Outlander features a new generation platform developed through the Renault-Nissan-Mitsubishi Alliance. A cyclic structure was used to connect from the engine compartment suspension members to the spring house and cowl top, while an additional cyclic structure was also used around the windshield of the cabin 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, has significantly increased the front body rigidity and vehicle torsional rigidity over the previous model, while contributing significantly to driving stability. The all-new Outlander also sees weight reduction through the use of an aluminum engine hood and plastic front fenders, both of which had previously been made of steel.

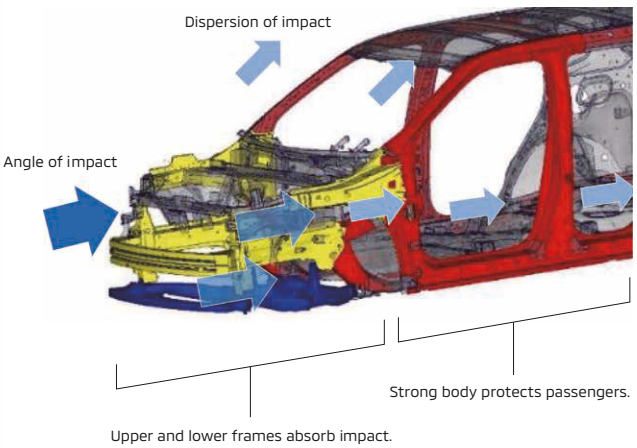
Ultra-high tensile strength steel sheet with hot stamping significantly strengthened the cabin area

The all-new Outlander incorporates Mitsubishi Motors' RISE collision safety vehicle body, which combines a high-performance collision-energy absorption design with a deformation-resistant passenger compartment. Around the cabin, ultra-high tensile strength steel sheet with hot stamping (1,470 Mpa) is used. These exceed conventional steel-sheet reinforcement, forming a high-durability cabin structure with minimal deformation, while at the same time reducing curb weight. For the front area to have a high energy absorption structure, the suspension member cross-section was enlarged to give the suspension the required strength and rigidity during driving, while energy absorption efficiency in collisions was also improved along with the front side-members. The drive battery has been installed below the floor in an underbody structure, itself divided into an area that absorbs impact energy and an area that limits deformation. The energy absorption area absorbs a large volume of energy with the addition of reinforcement components connecting the spaces between the side sills and side members. The area that limits deformation prevents damage to the battery by housing the battery pack as part of the body frame while also furthering the overall strength and rigidity of the vehicle.

Ultra-high tensile strength steel sheet (1470MPa)



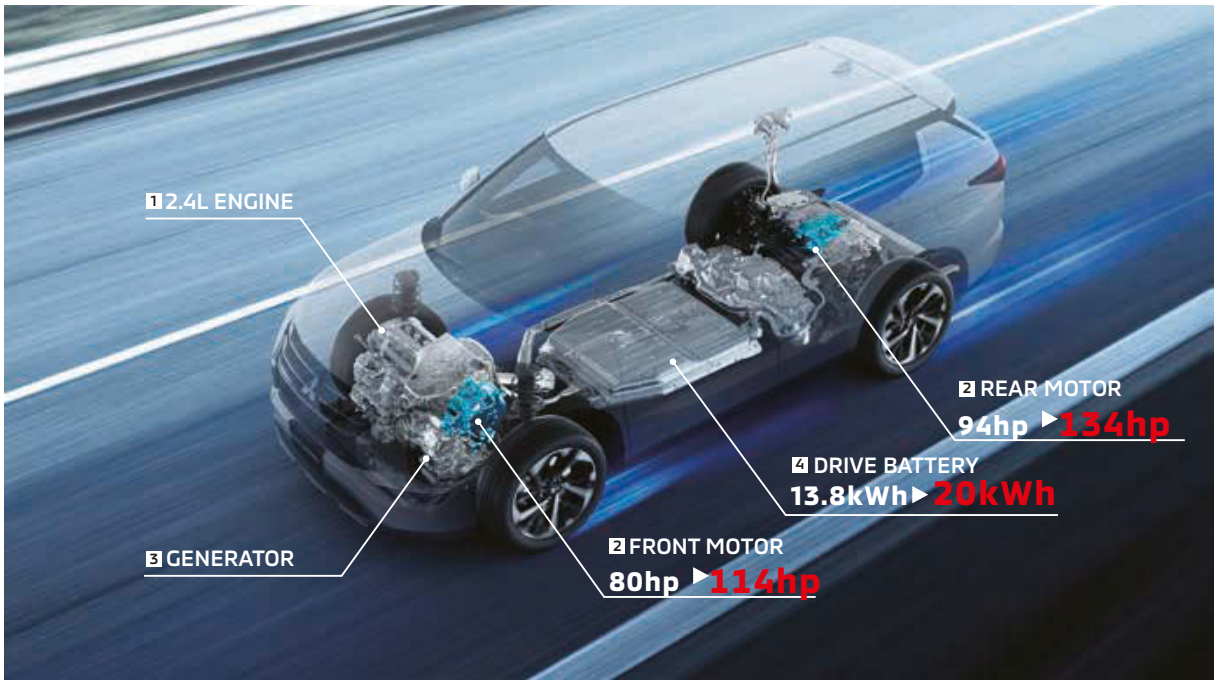
The structure is designed to absorb and disperse impact.



Extended EV range2 for everyday use convenience

All PHEV components revamped

For additional appeal as an electric vehicle, the PHEV system was extensively updated and revised to allow the vehicle to operate in EV mode more often and with increased EV driving range. With an increase of around 40% in the output of the front and rear motors and drive battery, the new Outlander PHEV minimizes starting the internal combustion engine in as many scenarios as possible, even when accelerating hard while merging and passing on the expressway and in other city or suburban driving scenarios. The change to a large capacity drive battery with total capacity of 20 kWh (up from the previous model's 13.8 kWh) has raised the equivalent all-electric range (EAER) to as much as 38 miles, with sufficient driving range assured even when using functions such as the air conditioner, while reducing frequency of charging. Drivers will enjoy the high output twin-motor 4WD's characteristic lagless, smooth, powerful, and exhilarating EV driving experience. By also increasing the capacity of the gas tank, we have greatly expanded the total driving range when combining EV driving with conventional series or parallel hybrid operation.



MPG/MPGe

ICE only 25 city/27 hwy/26 comb

Combined ICE+EV 64 MPGe

EV driving range

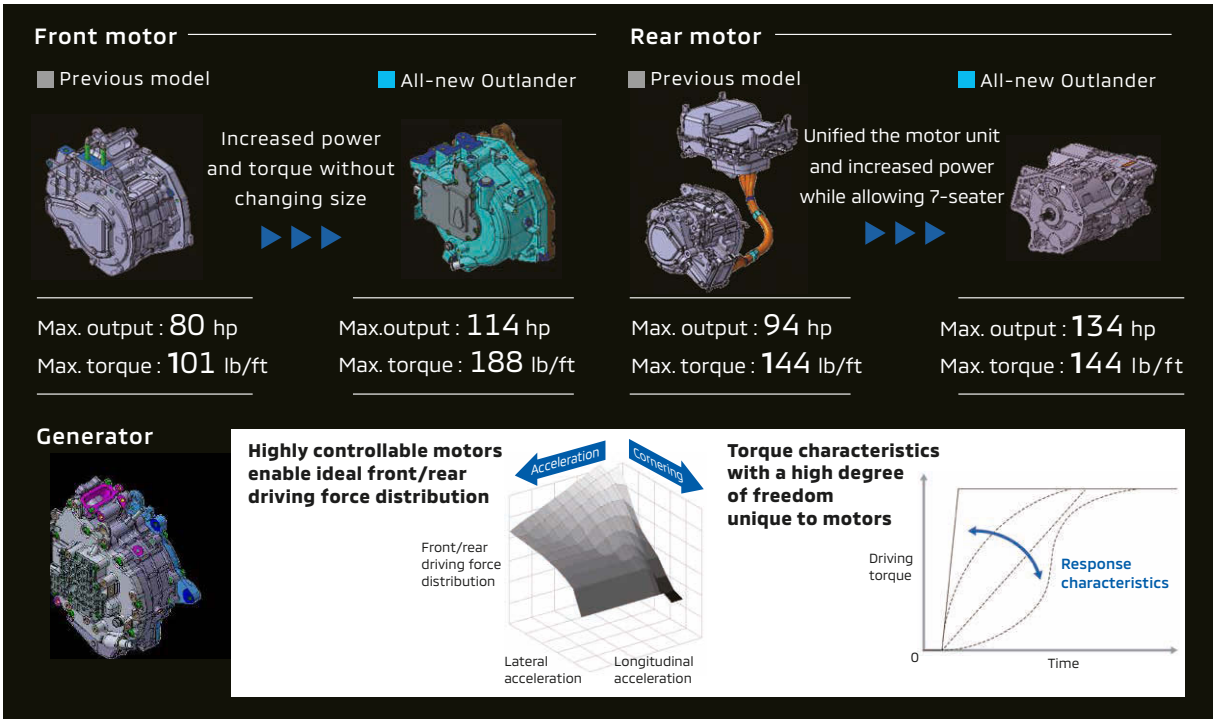
38 miles

More time spent in EV driving mode with higher output motors and larger capacity drive battery

Powerful road performance thanks to higher output motors and generator

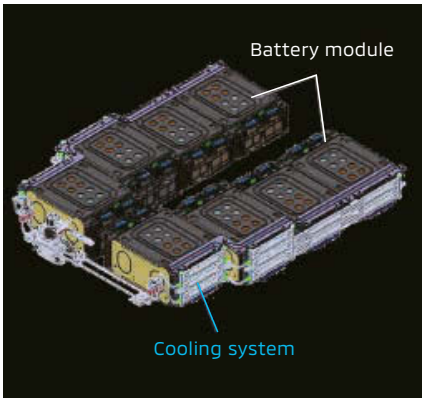
For the front motor, magnet arrangement and coil winding are optimized along with the generator, and cutting-edge technologies such as a highly effective oil cooling system have been incorporated. Maximum output has been raised from 80 hp to 114 hp, and maximum torque is up from 101 lb/ft to 188 lb/ft. The power drive unit which controls the front motor is newly equipped with a booster function which increases driving force by raising the supply of voltage to the front motor. We have also improved the power generation efficiency of the generator, contributing to better fuel efficiency.

For the rear motor, shaping the coils on the stator-side into a square cross-section formation has increased winding density and improved maximum output from 94 hp to 134 hp (maximum torque is the same as the previous model at 144 lb/ft). Unifying the rear motor control unit with the rear motor also secured enough space to install a third row of seats, while positioning the rear motor controller and the motor itself on the outside of the passenger compartment has helped to shut out the system's inherent high-frequency noise, resulting in a quieter interior environment.



More compact and higher capacity drive battery pack

A lithium-ion battery is adopted for the drive battery. The physical size has been reduced while capacity has been increased by changing the structure of the drive battery pack and incorporating a compact cooling system. Increasing the number of battery cells from 80 to 96 has produced a large capacity drive battery with 350 V total voltage and 20 kWh of total capacity (previous model has 300 V total voltage and 13.8 kWh of total capacity). Additionally, the cooling system tailored to the drive battery has been given a heat sink structure that directly cools each individual cell with refrigerant, achieving superior cooling efficiency while simultaneously saving space. We have stabilized the battery performance, and we also optimized the battery temperature while charging at low temperature by incorporating a battery temperature adjustment system.



Better gasoline fuel efficiency with improved engine and transaxle, extended overall driving range with larger gas tank

2.4L MIVEC engine improves power generation efficiency

Just like the previous Outlander PHEV, the new model achieves excellent fuel efficiency at lower-revs with a high expansion-ratio cycle, and fuel efficiency at higher-rev/higher-load range is improved while maximum output is increased to 132 hp by integrating the exhaust manifold into the cylinder head and adopting an EGR cooler. Changes to the intake and exhaust systems, and integrating the timing chain case with the engine support bracket, have also helped reduce the overall package size.

2.4L MIVEC DOHC 16 VALVE Engine

Output 132 hp/5000rpm Max. torque 144 lb/ft/4300rpm

Max. combined system output: **248 hp, 332 lb/ft torque**

Transaxle delivers higher power generation efficiency and fuel economy

In the transaxle, the strength and durability of the gears and bearings are improved over the previous model, to accommodate the higher output of the motors and engine. We structured the power transmission of the engine with dedicated gears for the power generation path to the generator and the drive path to the axles, while also optimizing the gear ratio to achieve a balance of power generation efficiency and fuel economy. The vibration-damping ability of the transaxle has been elevated by equipping it with a peak-torque limiter to damp the torque variation of the engine. The transaxle has a simple one-stage fixed deceleration mechanism without gear changes, and allows both smooth acceleration and deceleration while consuming minimal fuel since it operates mainly at speeds that are efficient for the engine.

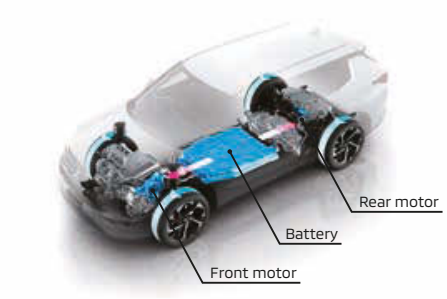
Polymer **sealed gas tank**

The all-new Outlander PHEV is newly equipped with a polymer sealed gas tank for both larger capacity and weight reduction. Capacity has been increased from 11.9 gallons to 14.8 gallons, giving the vehicle increased driving range over the previous model. The polymer sealed gas tank uses a design that can withstand high pressure, and because it can be molded with a high level of freedom, it allowed efficient installation under the floor of the vehicle, which, in turn, allowed engineers to equip the all-new Outlander PHEV with standard-equipment third-row seat.

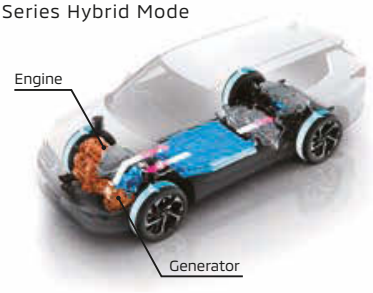
The engine starts smoothly while driving in EV Mode for smooth operation in all drive modes

Optimal drive mode is automatically selected according to driving conditions and remaining battery

EV Mode allows the vehicle to drive with the electric motors only, using power from the drive battery. Series Hybrid Mode uses the gasoline engine to generate power that charges the drive battery, while driving the vehicle with the electric motors. Parallel Hybrid Mode uses the power of the gasoline engine to drive the vehicle, assisted by the electric motors. Efficient driving is made possible by switching automatically to the optimal choice among these three modes, according to the driving conditions and remaining battery. charge Also available with the switch to the front-right of the electric shift lever on the center console are Battery Charge Mode, which charges the battery regardless of whether the car is driving or stationary; Battery Save Mode, which maintains the current level of remaining battery while driving; and EV Priority Mode, which prioritizes driving with the motors only, without starting the gasoline engine for as long as possible. With EV Priority Mode, we have greatly reduced the frequency of the gasoline engine starting and increased the frequency of EV driving even while the heater is on through the use of a heat pump cabin-warming system. Increasing the output of the drive battery has also made it possible to use EV Priority Mode when using Adaptive Cruise Control, MI-PILOT or EV Mode.

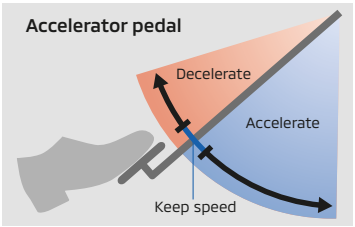


Series Hybrid Mode



Parallel Hybrid Mode

Innovative pedal operation mode can accelerate and decelerate with the accelerator pedal alone



Newly added innovative pedal operation mode makes it possible to both accelerate and decelerate with single-pedal operation in nearly all driving scenarios, just by controlling the accelerator pedal. The accelerator pedal alone can exert proper braking force with hardly any need to switch to the brake pedal to decelerate, resulting in better control on winding roads and more peace of mind on snowy roads. (Note: The brake pedal must be used when stronger deceleration is required or when bringing the vehicle to a complete stop.) When parking in a garage, the vehicle can decelerate to the point just before stopping simply by releasing the accelerator, then creep forward the rest of the way. We have also added more practical controls such as assisting the driving/braking torque to reduce driver-operated acceleration according to uphill and downhill inclines. Innovative pedal operation mode can be turned on or off by pressing a switch to the right of the electric shift lever on the center console.

Regenerative braking that recovers energy efficiently

Regenerative braking

Regenerative braking, which converts deceleration energy into electricity, includes both brake regeneration when the accelerator is released while slowing down, and pedal regeneration occurring when the brake is pressed down. The strength of regenerative braking can be controlled with either the electric shift lever or the paddle-type regenerative brake level selector behind the steering wheel. These controls can be used to charge more power while decelerating, resulting in an effect similar to engine braking.

Quick charging compatible, for speedy charging even away from home

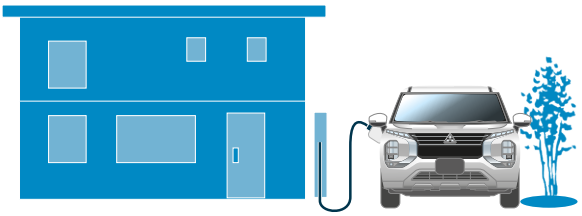
Three charging methods to choose from depending on the situation

When charging normally in the casual comfort of home, a smartphone app or the navigation screen can be used to set a specific time for charging to begin. With quick charging, you can also use quick charging stations in locations such as shopping centers and expressways. The air conditioner can be used while charging, so the user can wait in comfort inside the vehicle. An indicator near the charging port has been added, with a white LED indicator that lights up once the charging lid is opened when charging, which changes to a green light once the charging connector is connected, and then flashes green while charging is in progress. Also the charging cable now has a temperature sensor, stopping charging when an abnormal rise in temperature is detected.

Three ways to charge the high capacity drive battery

01 **Normal charging** by EV charging outlet

Fullcharge in approx. 6.5 hours
(AC**240**V/15A)

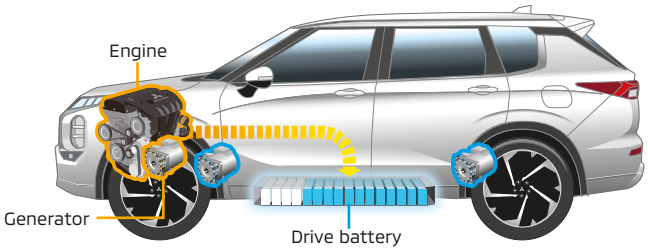


02 **Quick charging** at a charging station

80% charge in approx. 38 min.
(when max. output current of quick charger is 105A or higher)

03 **Charging by the engine**

80% charge in approx. 94 min.
(when stationery)




Charging port

LED indicator (example)
Charging status is visualized.

Note: it is also possible to charge the all-new Outlander PHEV on 120v current, though charge times will be extended.

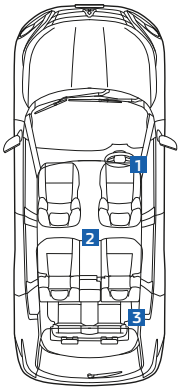
Feel reassured knowing you can still use appliances outdoors and in emergencies

100V AC power supply (1500W)

Two outlets, one in the center console box and the other in the luggage compartment, can be used to tap into the electricity in the drive battery. Since these outlets are 100V AC power sources (with a maximum operation capacity of 1,500W), electrical appliances can be used outdoors just as at home. This means the Outlander PHEV can also be used as an emergency power source when disasters or power outages occur.

100V AC power supply from the drive battery

Max. output **1500W**



Electrical appliances (examples)

Coffee maker | Toaster oven | Hair dryer | Vacuum cleaner

Two outlets

1 ON/OFF switch

2 Grounded outlet (back of center console box)

3 Grounded outlet (driver's side of luggage compartment)

AWC (All-Wheel Control)[3] is evolved for even better control true to the driver's intention

Twin-motor 4WD for powerful, stable driving

The all-new model has been equipped with an evolved version of Mitsubishi Motors' twin-motor 4WD, which drives the front and rear wheels of the vehicle with independent motors. Since the system uses two independent motors, they can distribute driving force across each axle as needed. Being motor-drive means that response is excellent and near-immediate, enabling precise control. Since there are no mechanical connectors such as propeller shafts which distribute torque to the front and rear, friction loss has also been greatly reduced. A powerful acceleration response and a high-level balance of eco-friendliness and road performance are made possible with the motors that generate maximum torque in an instant.

S-AWC further enhances handling true to the driver's intentions

Based on the twin-motor 4WD, the Super-All Wheel Control (S-AWC) integrated vehicle dynamics control system is an advanced system that integrates Active Stability Control (ASC) and Anti-lock Braking System (ABS) in addition to Active Yaw Control (AYC) to control the left and right wheels via braking. The braking control had conventionally only been employed on the front wheels but has now been adopted on the rear wheels as well for the new Outlander PHEV, enabling front and rear wheel distributed control. Since this makes it possible to control wheel-slip on a per-wheel basis, AYC can now be utilized to even greater effect on all surfaces, wet or dry. With 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. Exercising constant, precise control over each wheel in all types of driving conditions, the integrated control of these systems improves stability when driving straight and changing lanes, and handling on slippery road surfaces in rainy or snowy weather. This aids in driver confidence in all conditions and at all times. The AYC optimizes the difference in driving force and braking force among the front and rear, and right and left, wheels to drive precisely along the driver's intended path, maximizing the tire grip potential, further elevating the precision of the handling.

Roles within S-AWC

Twin-Motor

4WD

Distributes torque appropriately between the front and rear wheels, and ensures superior traction.

Active Yaw Control

AYC

Optimizes control of driving and braking force between the front and rear, left and right wheels for superior cornering and stability.

Active Stability Control

ASC

Controls driving and braking force to control understeer and oversteer while driving, and tire spin when starting.

Anti-lock Braking System

ABS

Enables the driver to steer during sudden braking by preventing tire lock.

Seven different drive modes for driver confidence at all times

Seven drive modes for various road conditions, from slippery unpaved surfaces to snowy roads and more

Seven drive modes are available through a rotating drive mode selector on the center console to choose from among different motion characteristics of the vehicle which have been optimized according to various road conditions and driving styles. Normal mode for standard driving balances road performance with fuel economy. Turn the selector to the right for Tarmac mode to enjoy sporty driving performance on paved surfaces. Gravel mode delivers confident handling and stability on unpaved or wet roads. Snow mode reduces slippage for greater reassurance on slippery surfaces. Mud mode increases road handling on muddy roads and in deep snow. Turn the selector to the left for Eco mode to maximize energy-efficient driving. Choose Power mode to utilize the gasoline engine and electric motors in order to generate the best-possible straight-line acceleration. When a mode is selected, an illustration representing the driving situation is displayed on the gauge display to minimize driver distraction when the road conditions suddenly change. In the center of the drive mode selector is a Hill Descent Control switch that holds the vehicle at a controlled speed when maneuvering downhill.

Drive Modes

Drive mode selector

NORMAL For normal driving

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

Select by driving style

ECO Environmentally friendly and economical mode

This setting improves the efficiency of the gasoline engine and 4WD to support fuel efficient driving.

POWER To maximize acceleration performance

This mode harnesses the best possible acceleration performance and response in maneuvers such as passing other vehicles on expressways.

Select by road condition

TARMAC For dry paved roads

This mode is for brisk acceleration response and cornering on mountainous and other winding roads.

SNOW For slippery roads

This mode ensures confidence on snowy and other slippery roads to provide ease of mind with minimal wheel slip.

GRAVEL For unpaved and wet roads

This mode provides powerful traction performance and high stability on gravel and other unpaved roads to perform as intended by the driver even in poor conditions.

MUD For muddy roads and deep snow

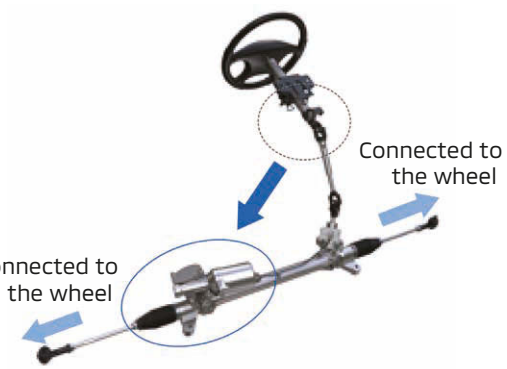
This mode delivers better road handling by optimizing the slip ratio of the tires according to the speed of the vehicle on muddy roads, deep snow, and other poor surface conditions. Use this mode for better ability to escape when the vehicle is stuck.

Lagless, linear steering feel for cornering true to the driver's intention

Steering with superior response builds driver confidence

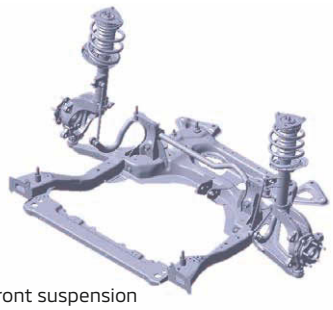
For the power steering, we have adopted a dual-pinion type system with the electric motors placed at the end of the rack, close to the wheels . This provides linear responsiveness and minimizes time lag between steering-wheel input and vehicle reaction for more accurate steering and reduced fatigue during long drives. It also allows for stable steering and the vehicle tracking according to the driver's expectation on rough roads. Additionally, the number of turns of the steering wheel lock to lock has been reduced to 2.6 turns from the 3.3 turns in the previous model. This makes steering easier when turning left or right or when parking in garages, while providing steady but comfortable steering with good response when driving.

Changed the position of the motor



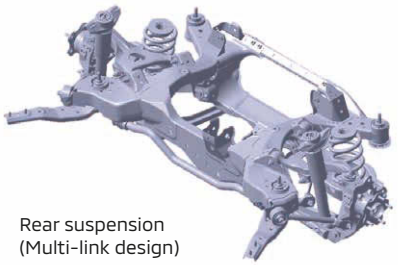
Overhauled chassis for smooth, flat ride comfort

Aluminum knuckles are employed in both the front and rear suspension. Cast aluminum was used for the front lower-arms and rear upper-arms to achieve both weight reduction and high rigidity. Hollow front and rear stabilizer bars have been fitted to reduce weight while also improving roll rigidity by increasing the bar diameter to decrease the roll angle during cornering. Suspension rigidity has been increased significantly overall, reducing roll angle while contributing greatly to linear stability and improved traceability during cornering.



Front suspension
(MacPherson strut)

The limits of the suspension stroke have been increased both front and rear for a smooth, flat and refined ride, to provide peace of mind for the driver and all passengers. Additionally, the specific frequency of the vibration transmitted from the tires to the steering wheel is damped by liquid seal bushings employed on the front lower arms to suppress unpleasant vibrations and enhance the feeling of smooth steering, all without eliminating road-feel. Liquid seal bushings are also employed on the front side of the rear cross-members to attenuate vibration to ensure a smooth and comfortable ride for rear-seat passengers too.



Rear suspension
(Multi-link design)

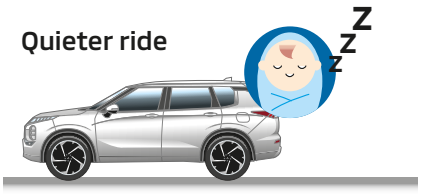
Large brake discs significantly enhance braking performance

Large ventilated ϕ13.78 in front (previous model ϕ11.65 in) and ϕ12.99 in rear (previous model ϕ11.89 in) discs have been employed to go with the newly adopted large-diameter available 20-inch aluminum wheels. Combined with 255mm wide tires for excellent grip, this enhances braking performance. This provides excellent braking performance and a secure braking feel in a variety of situations from city driving to expressway travel.

All-out pursuit of refined, quality ride comfort by shutting out unpleasant noises and vibrations

Focused on noise particular to EVs and microvibrations in steering for a quieter ride

Since tire noise has always been conspicuous on any electrified vehicle because of the lack of powertrain noise, a condition that affects PHEV vehicles operating in EV mode as well, we achieved strong reduction in road noise along with better comfort by connecting the rear suspension cross members to the body through bushings. Wind noise was reduced by employing laminated glass with sound insulation film on both front door windows and the windshield, and optimizing the shape of the garnish on the A-pillars. Superior quietness was also achieved by shutting out the unpleasant high-frequency inverter noise that is often heard in electric vehicles by integrating the rear control unit with the rear motor and removing it from the cabin. This serves a dual purpose, as it also facilitated the addition of the standard equipment third-row seat..



Low-pitched sound

125 Hz

Compared to the previous model

–5.5dB

High-pitched sound

1.25kHz

Compared to the previous model

–5.6dB

Crisp steering feel

The driver's airbag module is equipped with a dynamic damper that uses the airbag module's own mass as a damper. Together with the increased rigidity of the steering column, this removes unpleasant vibrations usually transmitted to the hands from the steering wheel and improves the vehicle's high-quality, class-above feeling. While the center of gravity is at the same height as the previous model, stability has been improved with a wider track. Large-diameter, wide tires, quicker steering with dual pinion, a body with increased end-rigidity and a tuned suspension that achieves both high rigidity and a smooth stroke all contribute to maintaining a high-quality ride and feel. This also greatly improves the direct feeling of linear response to steering input, as well as linear stability and traceability during cornering. Along with the superior braking performance and greatly enhanced braking feel that builds driver reassurance and confidence, the all-new Outlander PHEV provides a driving feel that makes driving fun.

Advanced technology provides lane-keeping and maintains follow-distance

Driver assist

The all-new Outlander includes a wide array of the latest driver assistance technologies such as MI-PILOT Assist to reduce the burden on the driver in situations such as traffic jams on expressways and when using cruise control on long drives.

MI-PILOT Assist[4]

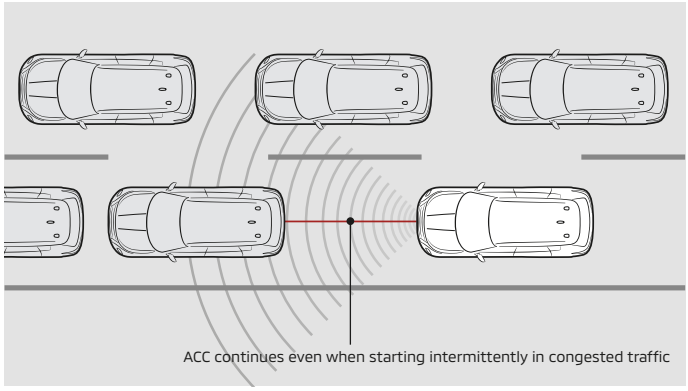
Through the integrated control of Adaptive Cruise Control and Lane Keep Assist, MI-PILOT Assist supports driving operation by maintaining distance to the vehicle ahead and keeping the vehicle in the center of the lane. Additionally, MI-PILOT Assist with Navi-link can read speed signs to automatically change the set speed and utilize the navigation map information to automatically adjust the vehicle speed for curves and forks in expressways and other situations. In stop-and-go traffic conditions, the vehicle will automatically move forward if less than approximately 30 seconds has passed since the vehicle stopped.

Adaptive Cruise Control (ACC) [5]

This supports the vehicle's ability to follow other vehicles at a set distance responding to traffic ahead as detected by millimeter-wave radar and camera. In addition to a function for driving while maintaining the set speed, distance between vehicles can be selected from three distances and is maintained while driving with the speed set by the driver acting as the upper limit. The car stops and remains still when the car ahead stops. After stopping, the car will automatically start moving again with the following function if the car ahead starts moving within about 30 seconds. This reduces the burden on the driver from repeated stopping and starting when stuck in congested traffic on an expressway.

Lane Keep Assist (LKA) [6]

The camera installed at the top of the front windshield continuously monitors the vehicle's lane position to the front. It incorporates steering operation to keep the vehicle near the center of the lane.



ACC continues even when starting intermittently in congested traffic

Driving in congested traffic

The system helps monitor the distance from the car ahead and automatically maintains stopped state when the vehicle stops. In addition, the system automatically controls the steering so that the car stays within the lane, reducing the burden of driving in congested traffic.

Long-distance cruising

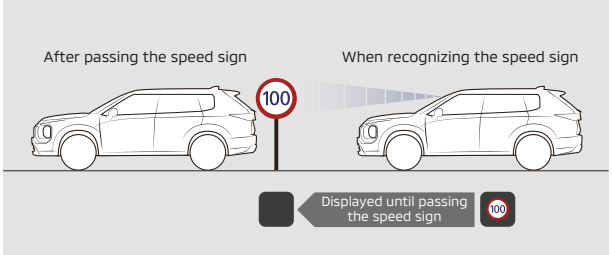
The vehicle speed is adjusted according to the acceleration and deceleration of the car ahead, up to the speed set by the driver. The system also supports steering operation to keep the vehicle within the lane, reducing the burden of driving operation.

- When a car ahead is detected, the distance between vehicles is controlled according to the speed of that car, up to the speed set by the driver (approximately 30 km/h or more).
- When the car ahead stops, the car will also stop. Once the vehicle has stopped, the ACC will maintain the stopped state.
- When the car ahead is not detected, the car will accelerate away and drive at the speed set by the driver. (The system cannot be used when there is no vehicle ahead at speeds of approximately 30 km/h or less.)
- At no time should the vehicle be operated without full driver attention, and the driver must always have their hands on the wheel.

Recognize street signs and oncoming cars at night, and supports safe driving on steep inclines

Traffic Sign Recognition System (TSR) [6]

When the camera installed along the top of the windshield recognizes a no-entry sign or a stop sign, the information screen displays an alert for the driver. The screen will also display the speed limit when the camera recognizes a speed limit sign.



Display may continue depending on the situation.

Hill Descent Control (HDC)

This detects steep slopes and helps regulate controls the braking to keep the vehicle speed set by the driver at 2 to 20 km/h. Drivers can concentrate on steering without stepping on the brake pedal when going downhill.

Mitigates collision risk and supports safe driving

Active safety

We adopted the latest active safety systems which use multiple sensors to detect collision risks that could possibly lead to accidents to help assist with safe driving. The system detects inattentiveness, and not only alerts the driver but also helps to mitigate damage from impact depending on the situation.

Forward Collision Mitigation system (FCM) [6]

The camera and millimeter-wave radar continuously monitor the distance from, and speed relative to, vehicles and pedestrians. When the distance to a vehicle in front or pedestrian closes and there is a risk of collision, the system alerts the driver with a warning chime and information screen display. Then FCM detects a vehicle ahead coming to a stop, the brakes are automatically applied to help avoid or reduce the damage of a collision. .

Predictive Forward Collision Warning (PFCW) [6]

The millimeter-wave radar monitors the distance between vehicles and relative speed of the vehicle two cars ahead. It detects changes ahead that cannot be seen directly from the vehicle, and then alerts the driver using a warning buzzer and information screen display when it determines that the vehicle needs to slow down.

Emergency Assist for Pedal Misapplication (forward and reverse driving) (EAPM) [6]

When the ultrasonic sensors installed in the front and rear bumpers detect an obstacle in the direction of travel and the driver commits an operational mistake such as a pedal misapplication and forcefully steps on the accelerator, EAPM suppresses output from the engine while activating a warning buzzer and information display message to alert the driver. The brake is also activated to control sudden acceleration and assist in avoiding or mitigating the severity of collisions. Pedestrians can also be detected by the camera while moving forward, and the system is capable of exerting control even at low speeds. When an obstacle is detected while driving in reverse and risk of collision with that obstacle arises, the brakes are automatically applied at speeds up to 15 km/h to assist in avoiding or mitigating damage from a collision.

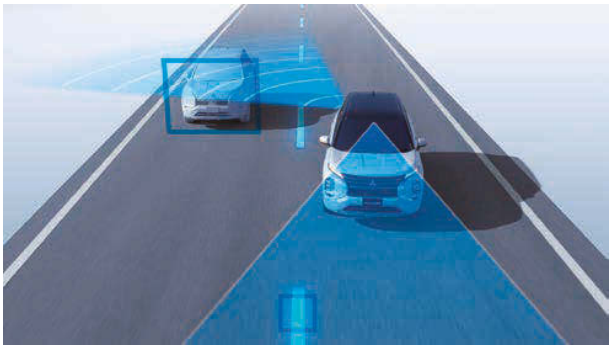
Active Safety System [ABSA, BSW/LCA, LDW, LDP, DAA]

Reduces risk of lane departure and missing objects in the blind spot

Rear collision prevention support systems:

Active Blind Spot Assist (ABSA) & Blind Spot Warning (BSW) / Lane Change Assist (LCA)[6]

When the millimeter-wave radar installed in the rear bumper detects a vehicle diagonally to the rear or a vehicle approaching from the rear, which are often in the driver's blind spot, a door mirror indicator is turned on to warn the driver of that vehicle. When the turn signal in the direction of that vehicle is then turned on, the door mirror indicator will flash and the warning buzzer will sound to alert the driver (BSW/LCA). As the vehicle gets closer to the edge of the lane, the system takes over by applying slight braking and returning toward the inside of the lane (ABSA). The system assists drivers in returning to the original lane position.



[Lane Departure Prevention]

Lane departure prevention systems:

Lane Departure Warning (LDW) & Lane Departure Prevention (LDP)6

The camera installed at the top of the front windshield continuously monitors the lane ahead. When the LDW system detects that the driver is attempting to switch lanes without signaling, it will warn the driver. Then the vehicle is controlled by applying slight braking and returning the vehicle to the inside of the lane (LDP) to help the driver in returning to their original lane position.

Driver Attention Alert (DAA) [6]

This 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.

Driver assistance for safety when driving in reverse and parking

Rear Automatic Emergency Braking (Rear AEB)[6]

If an object is detected, rear AEB then applies the brakes and stops the vehicle to avoid collision with the object

Rear Cross Traffic Alert (RCTA) [6]

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

Reverse auto tilt door mirrors

The angle of the door mirrors lowers with the gear shift in reverse to allow the driver a better rear field of vision and check the parking space lines when backing up to park. When the shift position is moved to "D" or "P," the mirrors return to the normal angle.

Multi-view camera system

Camera views taken by the four cameras to the front, back, right and left of the vehicle are displayed in the center 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. This facilitates safer driving in situations such as backing into parking spots.

NEW! Yellow lines are displayed when a pedestrian is detected.

RISE and seven airbags for even better crash safety [7]

Mitsubishi Motors reinforced impact safety evolution (RISE) incorporates high tensile strength (1,470 MPa) steel sheets around the passenger compartment to further enhance protection with a combination of a high-impact absorption structure and high-durability passenger compartment construction. In the event of a collision, the rigid body of the vehicle protects the passenger compartment by absorbing and dispersing the energy created through the impact through the structure of the front-side frame. Front-center and side airbags for the second row seats were also newly added. The front center airbag deploys between the driver's seat and passenger seat during a side collision to prevent the passengers from contacting each other.

The driver's seat airbag has also been made more compact in its stored state to allow more freedom in the steering wheel design while also covering a larger area than the previous model.

Large-screen display gauges can also display navigation information

Equipped features

The infotainment system was designed for little movement of the driver's sight lines and easier access to information needed for driving. The gauge and navigation displays have been enlarged, and a windshield projection Head-Up Display has been added to give the Outlander PHEV features suitable for a flagship model.

12.3-inch full-digital driver display (full-color LCD driver display) is standard

The 12.3-inch full digital driver display makes a wide range of content easier to see with crisp, sharp images displayed on a wide screen. The display can also be switched between a traditional twin-gauge display mode (classic mode) and the advanced display mode (enhanced mode). The twin-gauge display leverages the advantage that analog offers in terms of easy recognition, while simultaneously projecting a high-class feel with the three-dimensional dials and stylish indicators. On the left side is a power gauge which uses two indicators to show increases and decreases in EV output and power generated by the regenerative braking, while also showing the operation status and output (kW) of the gasoline engine. Both gauges are equipped with dedicated speakers that give notifications using original sound effects which are more than just simple sounds like buzzers. These sound effects were jointly developed with sound creators at BANDAI NAMCO Research Inc. to create sounds befitting the image of Mitsubishi Motors. These gauges can display a wide range of information, such as images that match the driving situations selected by the drive mode selector, navigation and map information linked with the center display screen, and audio information. Wiper and light operation information is displayed in pop-up displays in the gauges allowing the driver to check what position they are in without having to look at the column switches. The display is also equipped with a customization function that allows this information to be combined and displayed as desired.

12.3-inch full digital driver display

Enhanced mode

Classic mode

Equipped Features [Smartphone-link Display Audio (SDA) Navigation System, Head-Up Display]

Link to a smartphone for more useful and intuitive navigation

9-inch Smartphone-link Display Audio (SDA) Navigation System [8]

Smartphone-link Display Audio (SDA) navigation system is configured with a large 9-inch display positioned in the top-center of the instrument panel where lines of sight do not frequently shift. The display has also been treated with bonding that reflects little light in order to improve visibility. You can now clearly see the display even when wearing polarized sunglasses. We acheived better touch operability by positioning the displays where the driver can naturally reach. Smartphone-link Display Audio (SDA) navigation system smoothly provides highly accurate route information using built-in maps along with the navigation function. 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. The system also offers Android Auto™ and Apple CarPlay* apps by connecting your Android™ smartphone or iPhone. Functions for receiving the latest traffic information or updating software online are also planned in the near future.

*Apple CarPlay can be connected wirelessly.

9-inch Smartphone-link Display Audio (SDA) Navigation System

*Android and Android Auto are trademarks of Google LLC.
*iPhone and Apple CarPlay are trademarks of Apple Inc., registered in the US and other countries and regions.

Home

Cruising range and output

Charging timer

Climate control timer

Audio selection display

Head-Up Display projects driving info onto the windshield

For safer, faster access to driving information, drivers can utilize the windshield Head-Up Display. It projects necessary driving information in full color with a 10.8-inch display. The display focal distance was set at 2,000 mm to match the driver's forward looking focal point and allow information on the Head-Up Display to be seen clearly with little movement of the line of sight. This Head-Up Display can be manually switched on and off and the displayed content can be customized. In addition to driving information and warnings such as lane departure, displayed content also includes navigation and audio information from the Smartphone-link Display Audio (SDA) navigation system. Multiple pieces of this information can even be displayed at the same time.

Equipped Features [Mitsubishi Connect]

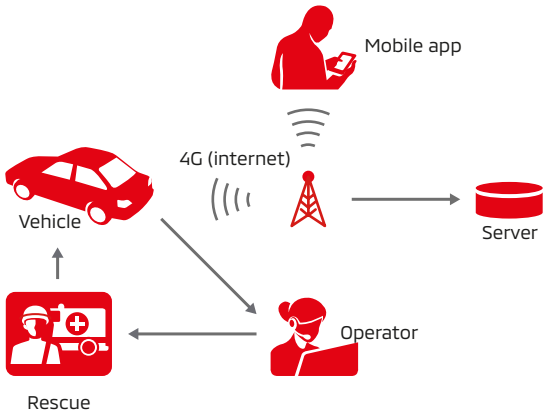
Platform of services for a safe, secure and convenient driving experience

Mitsubishi Connect for more safety and fun behind the wheel

Mitsubishi Connect is a platform of services that provides vehicle owners with a safe, secure and convenient driving experience. A function that sends information from the vehicle can request aid from the call center at the press of a button if the vehicle breaks down or is involved in an accident. It also automatically reports when an airbag is deployed to alert emergency responders. The platform also handles a variety of incidents, such as notifying the user when the vehicle theft alarm is triggered.

With smartphone-linked operation, the user can check the range remaining of the drive battery, set charging times and alerts to avoid forgetting to charge, check the charge level and charging completion time, and display the positioning of the parked vehicle on maps to see where it is located. Many convenient functions are provided, such as remote operation that can make the cabin comfortable during cold winters and hot summers by starting the air conditioner or heater before getting in. The smartphone linkage uses telecommunication signals intended for phones, enabling connection with the vehicle even from far away.

The user can also manage driving of the vehicle by friends and family by receiving notices when the vehicle is driven outside of a set time period, above a set speed, or outside a set area.

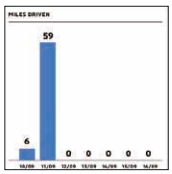


Comfort	Remote Climate Control	• Air conditioning can by scheduled remotely from smartphone app. • Air conditioning can be started remotely from smartphone app.
	Remote Charge	• Charging can be scheduled remotely from smartphone app. • Charging can be started remotely from smartphone app. • User is notified when they forget to plug in the charging plug. • User is notified when charging is complete.
Security		• **SOS Emergency Assistance** By pressing the SOS switch, user can contact the call center, where an agent will assist in the dispatch of emergency services to the vehicle's location. • **Automatic Collision Notification** When the airbag deploys, the system automatically connects to the call center. • **Alarm Notification** User is notified when the factory installed alarm has been triggered. • **Parental Control** User is notified when driving exceeds the set time, area, or speed.
Connect		• **Mileage Tracker** User can check their mileage for the past 7 days from smartphone app. • **Vehicle Status Report** User can check vehicle status (doors open/closed, lights on, etc.) via smartphone app or web portal site. • **Car Finder** User can locate the vehicle's parking location from smartphone app.
Others		• **Voice Control** Remote functions can be controlled by voice using smart speakers. • **Firmware OTA** Automatic software update via data communication. • **Map OTA** Automatic map update via data communication. (USB, SD or DVD are not necessary.) • **Information Assistance** By selecting the button on the Smartphone-link Display Audio (SDA) navigation system, user can contact the call center and ask the operator about the registration procedure for connected services, how to use the smartphone app, etc.

Remote Climate Control

Remote Charge

SOS Emergency Assistance



Mileage Tracker

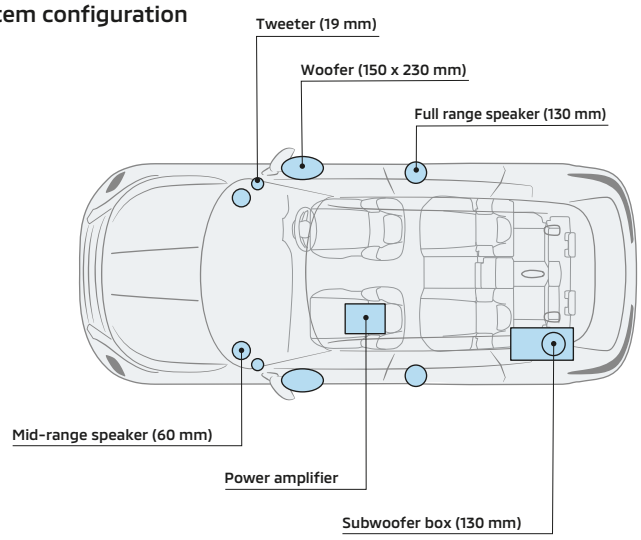
Car Finder

Featuring a Bose premium sound system for overwhelmingly authentic audio

Bose premium sound system delivers authentic sound

The new Outlander is equipped with a sound system consisting of nine speakers born from Bose audio technology. The front three-way system is optimally laid out, including mid-range speakers set at a height close to the ears to reproduce the sound of actually being in front of the artist. The large door woofers are installed in door panels with a damping structure that have been sealed to prevent sound leakage. Combining this with a subwoofer installed on the left side of the luggage space has added powerful bass that delivers high-quality sound that will make all drivers and passengers enjoy their trip.

System configuration



Storage designed for ease of use, wireless charging-compatible for smartphones

Storage space and cup holders

The shift selector was designed with a simplified structure to offer large storage space in the center console box. Cup holders are located in the center console, second row seat center armrest, and quarter trim, to ensure that every seat has one. The door pocket bottle holder holds large bottles and is tilted for easy insertion and removal.

Smartphone storage space

Space for storing smartphones is provided in the center console tray, center console side pocket, front seat backrest pocket, and quarter trim pockets. These spaces were shaped for easy removal and to prevent drops, in addition to improving convenience in each seat.
The center console tray also has a wireless phone charging function (15W) that charges compatible smartphones when placed on it.
USB charging ports Types A and C are provided, respectively, on the front and back of the center console. As the ports on the front of the center console are used most frequently, their positions are illuminated so they can be easily found at night.

Each seat has a space to store smartphone.

Front seat

■ Console tray wireless charger

■ Console side

Second-row seat

■ Front seat back pocket

Third-row seat

■ Quarter trim

■ Type-A/C USB ports and wireless charger

Heating that can be used in EV Mode without battery depletion, and other convenient features

Three-zone automatic climate control enables independent temperature setting for each seating area

The all-new Outlander is fitted with a 3-zone automatic climate control system which maintains a comfortable temperature for the driver's seat, passenger seat, and rear seats. The rear-seat air vents are located in the back side of the center console and the temperature can be independently adjusted for each area.

Power panoramic sunroof

The new Outlander is equipped with a large 36.5 x 27.6in power panoramic sunroof. The support pillar was also kept to a minimal width of 5.2 in to maintain the feeling of openness.

Pull-up type sunshade on rear doors

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

Heat pump water heating system can heat the interior without starting the engine

The heat pump water heating system heats the cabin by compressing coolant with an electric compressor while also utilizing exhaust heat from the gasoline engine. It can heat the car and conserve energy at the same time. In addition to enabling use of the heater while driving with the engine stopped in EV mode, it can also run the heater during pre-conditioning (timer setting on the air conditioning) while the vehicle is plugged in and without starting the engine.

1. Super All-Wheel Control (S-AWC) adds Active Yaw Control (AYC) to realize the AWC concept at a very high level. While this Integrated Vehicle Dynamics Control System manages the driving forces and braking forces of the four wheels to help realize vehicle behavior that is faithful to the operation by the driver under a variety of driving conditions, it is not a substitute for careful driving. S-AWC cannot prevent collisions or loss of traction in all conditions. Exercise caution so your full attention is given to vehicle operation in all road conditions.

2. Electric range of up to 38 miles on a full charge and a combined electricity + gasoline range of 420 miles. Combined fuel economy Electricity + Gasoline of 64 MPGe. EPA highway mileage estimate. Actual range and mileage may vary with driving conditions. Use for comparison only.

3. All-Wheel Control (AWC) is an Integrated Vehicle Dynamics Control System that manages the driving forces and braking forces of the four wheels to help realize vehicle behavior that is faithful to the operation by the driver under a variety of driving conditions. AWC is not a substitute for safe and careful driving.

4. MI-PILOT Assist is a driver assistance system only and is not a substitute for safe and careful driving. The driver must remain engaged with the driving task and monitor the environment at all times.

5. Adaptive Cruise Control (ACC) system is not a collision avoidance system or an automatic driving system. It is designed to use only limited braking and is never a substitute for your safe and careful driving. Never rely solely on the Adaptive Cruise Control system.

6. System is a driver aid only and is not substitutes for safe and careful driving. Under certain circumstances, the systems may not detect other vehicles, objects, pedestrians, and/or road signs correctly.

7. Airbags are part of a Supplemental Restraint System (SRS). To decrease the risk of injury from a deploying airbag, always wear your seat belt, keep feet on floorboard, sit upright in the middle of the seat and do not lean against the door. Always place children 12 and under in the rear seat and use appropriate child restraints. Never place a rear-facing infant restraint in the front seat. See your owner's manual and the instructions provided with your child restraint for additional information.

8. Available feature. Apple CarPlay®, Siri®, and Apple Music® are trademarks of Apple Inc., registered in the U.S. and other countries. iPhone is a registered trademark of Apple, Inc. Distracted driving is dangerous. Restrict use of connected devices to safe times and always exercise caution so your full attention is given to vehicle operation.