

New Gen L200 (MY20)

Beyond Tough

Exactly 40 years after its first one-ton pick-up truck was launched and with over 4.7 million cumulated global sales since then –of which 416,000 are still in operation in Europe in 2019 (MME data as of June 2019) – Mitsubishi Motors Corporation (MMC) introduced the 6th generation L200) in November 2018.



Sold in 150 countries, L200 ranks # 2 in MMC's global sales chart, in-between Outlander and ASX, and plays a key role for the Corporation, starting with the strategic ASEAN region ($\pm 30\%$ of the global one-ton pick-up truck market).

Blending dependability, upgraded on- & off-road capabilities (courtesy of its full time Super Select 4WD II transfer case, augmented with new "Off Road Mode" and "Hill Descent Control" systems) and passenger car-like comfort & features, New Gen L200 becomes the most extreme form of 4-Wheel Drive expression – in form & content – offered by Mitsubishi Motors, in the footsteps of legendary Pajero.

Built in Thailand – MMC's largest operation outside of Japan - for global markets, the "Rough & Tough" New Gen L200 will reach European showrooms from September 2019 onwards.

Engineered beyond Tough

“In Indonesia L200 commands a 60% share of the mining pickup truck market. Absolutely essential in mining and other harsh environments is the durability of the body and the after-sales support organization, and this is where Mitsubishi Motors’s strength lies.”

Koichi Namaki

Project Director, PD Office & LCV Business Leader, Product Strategy Div

Indonesia is one of many such markets where L200 has to prove its worth going through most demanding driving and handling conditions – whether heavy loads, high or low temperatures or extreme terrain.

On the other side of the planet, in Chile, L200 has become not only the favorite workhorse for the mining industry but ended up the best-selling vehicle amongst all segments & formats in the country (source: Mitsubishi Motors Chile), for that same exact reason.

In that sense, a constant two-way dialogue between MMC and its global customers has been essential over the last forty years to further develop the overall concept of one-ton pick-up truck at Mitsubishi Motors.

To quote Namiki-san: *“In creating the New Gen L200, we have tried to create a car-building process that leads to improved customer satisfaction.*

This means that in the development process we conduct investigations of the real-life conditions under which the vehicle is used and, also, when improvements are requested we conduct a scramble investigation in that market.

In that sense, every market around the world has become our real-life daily proving ground. On the basis of those results, we introduce remedial measures for the product itself, naturally, but we also scrutinize our testing methods very carefully. Constant repetition of this process sees our 40-year development heritage alive and well in the toughness displayed by this New Gen L200”

In itself, that Mitsubishi Motors engineering logbook, constantly updated since 1978, has turned into a unique product asset with direct benefits for this **New Gen L200**, including:

- **All-new exterior design – tagged “Rock Solid”**
- **Finer perceived quality (inside & outside)**
- **Upgraded 4WD system, incorporating a new “Off Road Mode” and a “Hill Descent Control” system***
- **New 2.2 Diesel engine (Euro 6d temp compliant) for Europe**
- **New 6-speed A/T**
- **Upgraded chassis frame, brakes and suspension**
- **Improved ride comfort**
- **New safety features*:**
 - **Blind Spot Warning system with Lane Change Assist function**
 - **Rear Cross Traffic Alert system**
 - **Forward Collision Mitigation system**
 - **Ultrasonic Misacceleration Mitigation System**
- **New interior features (incl. re-contoured front seats)**
- **Expanded range of accessories**

The development of this 6th generation was major endeavor for the Corporation.

Not only because this core vehicle represents 15% of Mitsubishi Motors global sales, but also because of its continuous halo effect on the Brand since 1978 and MMC’s renown 4WD reputation it strongly contributed to: the right moment to recall that the first Pajero 4WD system in 1982 derived from the one fitted to the original 1978 Mitsubishi one-one pick-up truck.

Designed beyond Tough

“The story of our design for New Gen L200 began with a survey of our pick-up customers in Thailand and around the world – from professionals to families. We asked them what they wanted in a pick-up truck. Their answer was: rough, rugged, stable and dynamic.

That was a clear mandate for us which we translated into a design concept we called “Rock Solid”, consistent with what we feel is the essence of our “Mitsubishi-ness”, that is robust and dynamic.”

Tsunehiro Kuminoto

Corporate Vice President – Design

In the long forty years history of Mitsubishi one-ton pick-up trucks, design has always played an important role to drive customers into its showrooms around the world. They've always been capable, but handsomely capable.

Each of the first four generations was up-to-the minute, each with distinctive & creative design features, all the way to the capsule cabin of the 4th generation in 2005 for instance:



However, in that fast changing segment driven by a wave of bold new players, L200's clean design was no longer deemed sufficient. As a result, the 5th generation L200 started to drift away from customers' expectation around the world: *"rough, rugged, stable and dynamic"* and also became somehow at odd with its inner strength and great 4WD abilities.

Now enters the "Rock Solid" 6th generation and its radical new look...

All-new sheet metal

Squared-jawed and wide-shouldered, New Gen L200 will be a very "in-your-face" proposition when it will reach the European shores after the summer, completely in line with the latest and foreseeable market trends in that segment.

Much more than just a simple face-lift, it features complete new sheet metal fore and aft the cabin, yet retaining proper Mitsubishi traits such as the sweeping belt line, the curved split between cabin and bed or the strong horizontal character lines, the latter underlining the carved solidity of the overall body:



Aerodynamics

Solid look notwithstanding, lots of efforts were made to improve L200's aerodynamics, with examples such as:

- An air dam has been added to the area between the cabin and the bed in order to help with air flow management and wind noise (Club Cab models).
- New door mirrors have been developed

Advanced “Dynamic Shield” visual identity

However, the starting point of that new design dynamics, the defining factor, is at the front where New Gen L200 sports the latest evolution of MMC's “Dynamic Shield” visual identity.

More than being merely a grille design, it actually defines the whole front design in 3D, from grille to hood and fenders for an overall consistent look & feel.

While bringing L200 in line with the already Dynamic-Shielded ASX, Eclipse Cross, and Outlander, amongst other MMC vehicles, this dramatic evolution was also meant to give it a much stronger look while improving on functionality.



New front design features

- Higher (by 40 mm) hood with raised center panel for a machine-like clamshell effect.
- Narrower and higher grille with thick dual bars (the upper one extending inside the slim headlamp unit) to give an impression of broadness – as opposed to the inner-slanted slim vertical bars of the previous L200.
- Higher, squarer, more open lower air intake, framed by the boomerang-shaped Dynamic Shield chromed whiskers on either side.

- Secondary lamp units moved from the center of the lower air intake to large square vertical housings (either side of the whiskers), themselves defining the wide-shoulder look of the front fenders, continuing on with the sharp wheel arches design and their “sliced from solid” appearance.
- That new positioning of the front fog lamps also improves visibility on either side of the vehicle.
- The fine detailing of the twin headlamp washer jets adds to the feeling of fine engineering craftsmanship.
- Sharper and more substantial lower bumper element, yet still allowing for a 30° approach angle.
- Full LED new lighting system (main beam, day-running-lights (DRL) and position)* - a reflection of Mitsubishi’s renown precision engineering, just as the integration of the DRL within the grille design adds to the bold identity of the front mask.

Their high position also helps when driving over flooded areas (where legal and required) while offering a better protection against damage to the units themselves.

New rear design features

While the bed has been completely redesigned with a squarer more solid look, the tail lamp layout almost reaches the top of the tailgate and wraps around the rear fenders for a wider, deeper and more stable effect.

The signature design of the LED* tail and stop lights gives L200 a sharper visual identity from the rear too while improving on visibility.

Below, the more substantial and better integrated rear bumper* offers better protection without detracting from the departure angle (still 22° as before).

Same goes with the rear fenders whose rearmost overhang portion covers some of the clearance of the previous design for a more, once again, solid look.

The journey from “sleek” to “solid” also continues with the alloy wheel design, moving away from the current twelve thin spoke design to new six chunky dual spoke 18”wheels* .

Style and real-life off-road functionality also meet with off-road performance – break-over angle of 24° - and wider side steps for better accessibility.

Style & Practicability

As a finishing touch, four new colors have also been developed:

- Graphite Gray
- Sunflare Orange
- Red Solid
- White Diamond – similar in paint technology than Eclipse Cross’ Red Diamond, it combines pearl luster and metallic depth to create a lacquer-like effect where the color seems to change depending on the light, highlighting the sculptured form of the L200 body.

Last but not least the 6th generation L200 remains within the “5 meter class” (5,225 mm for the Double Cab – w/o rear bumper vs. vs 5,205 mm for the outgoing car), helping with parking, manoeuvring (with still the tightest turning radius in its class – 5.9 m) as well as weight (1,895 to 2,035 kg).

The latter is a key factor for good fuel economy and therefore low CO₂ emissions, all translating into low running costs for professional users.

However, within these dimensions, MMC engineers managed quite well with a bed length (1,520 mm – same as before) equal to 29% of the overall length, with the added benefit of the tightest turning radius in that segment (5.9 m).

Driven beyond Tough

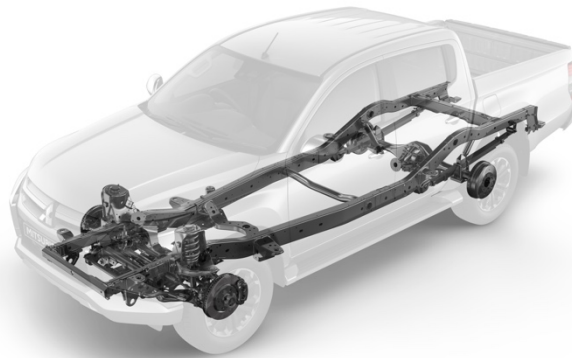
“Off-road performance is one of Mitsubishi Motors’s defining strengths and the New Gen L200 takes another evolutionary leap forward in being offered with a new Off-Road Mode and with Hill Descent Control.

We have customers who drive their TRITON/L200 off-road in their leisure time and also customers who drive several tens of kilometers in harsh off-road conditions in the course of their everyday work. The new L200 off-road performance proves it to be a dependable “buddy” fully capable of undertaking these roles.”

Yoshiki Masuda

Chief Product Specialist, Product Strategy Division

Now duly equipped with a look consistent with its real-life abilities, the New Gen L200 can continue moving one-ton pick-up truck dynamics to a higher plane.



4-Wheel Drive system

The fore-runner of Mitsubishi Motors modern time 4WD era in the early 80's, L200 has retained an edge over competition over five successive generations, esp. with the introduction of the first Super Select transfer case in 1991 – the only such unit in the market offering both full-time on-road 4WD AND full-time off-road (reduced) low gear 4WD in the same unit.

Originally developed for Pajero/Montero/Shogun, MMC's Super Select system* (now “Super Select 4WD-II”) allows the driver to choose the most appropriate transfer case setting, according to terrain and driving conditions. It can be shifted from 2WD to 4WD without stopping the car and that below 100 km/h (except for the extreme 4WD Low / Lock position), no matter the road surface.

In the specific case of a pickup truck like L200, Super Select 4WD-II adds significant grip when the car is driven with an empty bed. It features a center differential lock that delivers

outstanding off-road performance, but also controls torque distribution to the front and rear in 4H mode for superior handling and easy operation on a broad range of surfaces, from paved roads to slippery trails.



As opposed to some of its competitors, Super Select 4WD-II is also equipped with a range of low gears (“4LLc”) for extreme off-roading (where legal) where electronics eventually show their limits.

An optional rear differential locking system is also available for maximum traction on loose surface.

This electromagnetic rear locking differential will add to the overall off-road performance of the vehicle permitted by the new body design.

An upgraded Easy Select part-time 4WD system is also available*. A 2WD variant is also available – only in Double Cab High Rider form*.

With the 6th generation, L200 brings two new active safety features which will improve its off-road abilities:

1 - New Off Road Mode*

Operated via a switch next to the 4WD dial selector and available with both M/T and A/T (4WD models), the new Off-road Mode offers the choice of specific GRAVEL, MUD/SNOW, SAND and ROCK (only in 4LLc) drive modes to be chosen depending on driving conditions.

Using integrated control of engine power, automatic transmission and braking depends on

Active Stability Control and Traction Control, the system regulates the amount of wheel slip to maximize all-terrain performance and self-extraction capability from poor road conditions:

⇒ GRAVEL

This mode combines optimum acceleration and stability over unpaved roads where small stones or dirt can cause wheel slip.

⇒ MUD/SNOW

This mode regulates wheel slip to avoid getting stuck and to maintain directional stability when moving off.

Once the vehicle is moving steadily, the system allows some slip and reduces the degree of traction control to reduce any sense of stalling. If the system detects that the vehicle is getting stuck in mud or snow, it weakens engine power control to improve its self-extraction capability.

⇒ SAND

In this mode, when the vehicle moves off the system reduces wheel slip to avoid getting stuck and, by initiating a limited slip differential effect, improves its self-extraction capability. Once the vehicle is moving steadily, the system allows some slip and reduces the degree of Active Stability Control and Traction Control system control to reduce any feeling of stalling.

On A/T models, the transmission switches to shift timing best-suited to SAND mode and maintains high torque feed by selecting the appropriate gear.

⇒ ROCK

When the system detects that diagonally opposite wheels do not have sufficient contact with the ground, or to improve traction and stability when going uphill, the system reduces any loss of drive by suppressing wheel slip and acting as a limited slip differential.

On A/T models, the transmission switches to shift timing best-suited to ROCK mode and maintains high drive torque feed by selecting the appropriate gear.

Beyond:

- The GRAVEL mode is the default setting
- Each mode corresponds to set 4WD positions with the Super Select 4WD-II
- The rear Differential lock has priority over the Off Road Modes.
- The Modes are no longer available once the rear diff. lock is switched on.

2 – Hill Descent Control (HDC)*

Also operated via a switch next to the 4WD dial selector and also available with M/T and A/T (4WD models), HDC maintains a constant vehicle speed when descending a gradient and where engine braking alone is not enough.

The system can keep the vehicle speed constant at 2 to 20km/h (3 to 20 km/h for M/T models) when driving downhill. The set speed is decided by the driver and controlled by the Active Stability Control and Traction Control system-ECU hydraulic unit applying brake pressure.

Beyond:

- For A/T vehicles any Drive Mode can be selected while for M/T vehicles 4LLc must be selected
- When HDC automatic braking is active the brake lights will be lit.
- If needed, once the Hill Descent Control is active the set speed can be increased by pressing the accelerator pedal. In this situation once the accelerator is pressed the brake pressure is gradually reduced so the vehicle speed will increase. The new HDC set speed is fixed as soon as the accelerator pedal has been released.

Upgraded chassis

In addition to the new Off Road Modes and Hill Descent Control system, the 6th generation L200 improves on its predecessor in numerous areas meant to offer a higher level of active safety, ride comfort and durability:

1- Stronger chassis

To handle the harsh conditions in which pick-up trucks must operate, L200 has made extensive use of high-tensile strength panels in the cabin and cargo bed for many years to reduce weight and increase rigidity.

For the New Gen:L200, the overall robustness and drivability have been increased

through the effective use of reinforcements to increase torsional rigidity in the engine compartment structure and in the chassis frame, cabin and cargo bed joins.

As before, the strategic placement of sound-proofing, noise-and vibration absorbing materials, together with the higher rigidity chassis frame, cab and cargo bed, improves cabin quietness and comfort.

Also, in order to ensure the New Gen L200 will withstand the harsh conditions of use it will experience as a pickup truck in different regions and situations around the world, age-related deterioration has been further reduced through the use of corrosion-resistant steel in the cab and cargo bed and with the effective use of sealants.

2- Re-tuned suspension

Retaining the layout of the previous 5th generation (coil springs @ front / leaf springs @ rear) to offer a suitable real-life combination of comfort and high bed load, the new 6th generation L200 has nonetheless seen its performance improved through:

@ front: increased spring rate + increased size of the shock absorbers

@ rear: increased spring rate + higher number of leaves (from 5 before to 6 now) + optimized damping force of the shock absorbers

3 – Stronger brakes:

On models equipped with 18" wheels the front discs have grown from 294 mm to 320 mm and are also fitted with two-pot pistons (2 x 45 mm instead of the previous one-pot 60 mm system).

The material used for the brake pad is also of higher performance.

4 – New 2.2 Diesel engine (EU spec vehicles)

This powerplant is a development of MMC's "4N1" all-aluminum, double overhead camshaft, 16v 4-cylinder common rail, direct injection low compression Diesel engine family – which used to be the world's first Diesel engine ever fitted with variable valve timing.

This new application specifically developed for L200 includes an extensive reduction of friction between moving parts and a substantial improvement in injection system response. These have reduced fuel consumption, cleaned up emission gases and

lowered mechanical noise.

Furthermore, the reduction of weight for the pistons, conrods and crankshaft now contributes to smoother and long-legged acceleration across the full revolution range.

Driven with the need to meet stringer EU emission regulations within the WLTP framework, this downsizing allows the 6th generation L200 to comply with Euro 6d temp requirements.

In particular, an exhaust gas purification system (SCR) using AdBlue injection is now fitted to reduce the level of NOx emissions.

AdBlue is a registered trademark of the Verband der Automobilindustrie e.V. (VDA)

In effect, this smaller, lighter unit offers performance similar to the previous “Normal Power” 2.5 unit, yet complying with the far more demanding WLTP protocol, enjoying the benefits of L200 contained weight vs. competition:

	MY19 HP	MY19 NP	MY20
Max Power	181 ps @ 3,500 rpm	154 ps @ 3,500 rpm	150 @ 3,500 rpm
Max Torque	430 @ 2,500 rpm	380 Nm @ 1,500 - 2,500 rpm	400 Nm @ 1,750 – 2,250 rpm

5- New 6 speed A/T

Consistent with the choice of the 4N14 2.2 Diesel engine, MMC engineers have replaced the previous 5 speed A/T gearbox (coming from Pajero) with a higher performance, lower emission, 6 speed automatic gearbox.

Quieter at high speed (where legal), it also bring improvements in terms of efficiency and weight saving through the use of an electromagnetic oil pump with a simpler mechanism to operate the Auto Stop & Go (AS&G) system.

Comfortable beyond Tough

As MMC's Head of Design Tsunehiro Kunimoto stated: *"Inside, the design evolution continues with enhanced robustness and functionality."*



For a vehicle which is used daily in demanding (and more than often extreme in the remotest areas of the world) conditions, the cocooning of a carefully crafted interior is of paramount importance.

Building on the assets of its predecessor, the 6th generation L200 improved in several key areas – quoting Kunimoto-san: *"Bold framing of the winged center panel and air vent trim, and the metallic square shift panel garnish make the dynamic cockpit even more modern and robust."*

He added: *"In the soft pad trim and stitch detail of the floor console, arm rests and parking brake, you can feel Mitsubishi comfort, quality and attention to detail."* such as:

- Substantial framing of the center console with a complete integration of the vertical and horizontal elements for a consistent solid look & feel.
- Better integration of the switchgear.



- Contrasting soft padding on center console knee pads, front center armrest, door trim panel inserts and parking lever dress up.
- Improved storage for smaller items such as front & rear smartphone trays (as well as new USB ports front & rear)



- More sophisticated design for the new high contrast meters, with more elaborate graphics, LCD center display,...

Safe(r) beyond Tough

Safer off-road through the new HDC and Off-Road Modes, the tough New Gen L200 also proves safer on road, both inside and outside.

In that case, safety starts with the better visibility offered by the new front design with the higher hood (to better estimate the outer limits of the vehicle) and the lower wipers (for uncluttered forward view).

Notwithstanding, that new front design does not affect pedestrian safety.

Beyond, the 6th generation L200 introduces several new key safety features, many of them still unique in this segment and price range:

- **Multi-around Monitor*:**
 - This feature uses four cameras located at the front and rear and in the door mirrors to monitor the area around the vehicle and generates a bird's eye view image of any obstacles on the display.

In particular, the system lets the driver check blind spots in the front, back and right/left front sides.

When the driver selects reverse, the monitor imposes a grid overlay with guidelines on the rearview image to provide further assistance.

- **Forward Collision Mitigation (FCM)*:**

- FCM uses camera and laser radar systems to detect a vehicle or pedestrian ahead and so supports safer driving.

When the system determines there is risk of a collision, it sounds an audible alert and activates FCM braking to avoid a collision or mitigate collision damage

- **Blind Spot Warning system w/Lane Change Assist function (BSW with LCA)*:**

- BSW w/LCA uses a microwave radar unit located inside the rear bumper to detect vehicles coming up behind or at the rear quarter, which tends to be in a blind spot for the driver.

When the system detects a vehicle it alerts the driver of its presence by flashing a signal in their door mirror. If the driver indicates to move in the direction of a vehicle at the rear quarter, the system makes them aware of the situation by flashing the door mirror indicator and sounding a buzzer.

- **Rear Cross Traffic Alert (RCTA)*:**

- RCTA uses a microwave radar unit located inside the rear bumper to detect vehicles approaching from the rear quarter, which tends to be a blind spot for the driver, or crossing behind the vehicle.

When reversing out of the garage, or making other tight maneuvers, it alerts the driver to the presence of a vehicle behind or approaching from behind, by flashing the door mirror indicator repeater, sounding a buzzer and flashing a message in the instrument cluster.

- **Ultrasonic Misacceleration mitigation System (UMS)*:**

- UMS is meant to mitigate collision damage by decelerating when moving off or reversing. Using ultrasonic sensors located in the front and rear bumpers,

when the system detects an obstacle in the direction of movement it sounds an alert and reduces engine power if the driver should mistakenly press the accelerator too quickly or too hard.

UMS operates within a range of 4 meters front & rear of the vehicle.

These new safety features come in addition to the ones already fitted to the previous EU specs. L200, i.e.:

- Brake override system
- Brake Assist
- Emergency Stop Signal (ESS) function
- Lane Departure Warning (LDW) system
- Active Stability & Traction Control (ASTC)
- Hill Start Assist (HAS)
- Trailer Stability Assist (TSA)

***availability according to market and model**

About MITSUBISHI MOTORS

Mitsubishi Motors Corporation is a global automobile company based in Tokyo, Japan, which has a competitive edge in SUVs and pickup trucks, electric and plug-in hybrid electric vehicles. Since the Mitsubishi group produced its first car more than a century ago, we have demonstrated an ambitious and often disruptive approach, developing new vehicle genres and pioneering cutting-edge technologies.□Deeply rooted in Mitsubishi Motors' DNA, our brand strategy will appeal to ambitious drivers, willing to challenge conventional wisdom and ready to embrace change. Consistent with this mindset, Mitsubishi Motors introduced its new brand strategy in 2017, expressed in its "Drive your Ambition" tagline – a combination of personal drive and forward attitude, and a reflection of the constant dialogue between the brand and its customers. Today Mitsubishi Motors is committed to continuous investment in innovative new technologies, attractive design and product development, bringing exciting and authentic new vehicles to customers around the world.