

Mitsubishi Motors Corporation (MMC) unveiled the new, fourth-generation PAJERO – the flagship model of Mitsubishi’s sport utility vehicle (SUV) – at the Paris Motor Show in September 2006 and launched it in Japan on 4 October 2006.

1. Targets

In developing the new PAJERO, MMC sought to refine and enhance the reliability, durability, and all-round SUV driving performance that have been inherited by successive PAJERO generations. With the interior, MMC sought to create a refined interior design reflecting a shift from a main focus on functionality to the combination of functionality with refinement. And with a view to meeting the needs of customers around the world, MMC maintained the choice of two body types: 5-door and 3-door models.

2. Features

2.1 Exterior design

An exterior design inherited from that of earlier PAJERO generations makes the new model instantly recognizable. The headlights have a cat’s-eye shape with a wildcat motif. At the rear, the PAJERO identity is expressed by an externally mounted spare-wheel (a hallmark feature of all PAJERO models) that has a simple, tough-looking, functional design.

On the 5-door model, a handsome, simple contour running from the rear door to the rear quarter window on each side conveys a sense of refinement. The three-way, two-tone body colors available on certain grades of 5-door model are also an important design cues.

On the 3-door model, the rear wheel arches have a dynamic design that gives a sense of sportiness.

2.2 Interior design

The interior design reflects a shift from the functional, tough image of earlier PAJERO models to a focus on creating an environment that combines functionality with refinement. MMC carefully scrutinized every interior component beginning with the materials, selecting shapes that reflect attention to craftsmanship and quality but have a simple look that users will find consistently appealing over time. For example, the instrument panel, door trim, and center console are made using a new IMD (In-mold decoration) technique; aluminum-look panels in the cabin are finished with aluminum evaporated film; and gravure printing is used to create



New PAJERO – 5-door model



New PAJERO – 3-door model

hairlines in a way that yields a better texture than is possible with earlier techniques.

The meter cluster contains two circular diver’s-watch-motif meters that have high-contrast dials for superior legibility and sequential lightup and indirect illumination for a look of refinement.

There are two available interior color schemes: a beige one (available with the 5-door model version only) that helps to make the cabin look light and spacious, and a sportier black one.

2.3 Packaging

The new PAJERO inherits its predecessors’ highly praised all-round-SUV packaging, which gives drivers a superior field of vision and enables them to easily ascertain the surrounding road conditions. Short front and rear overhangs put the new PAJERO on a par with the third-generation model in terms of the large approach angle, departure angle, and ramp breakover angle that are crucial for off-road driving. For further convenience, the third-row seat is a bench type that can be folded completely into the floor.



Beige interior for 5-door model



Black interior for 5-door and 3-door models

2.4 Performance

2.4.1 Engines

As with the third-generation PAJERO, there are two engine choices: 3.8 L and 3.0 L.

The 3.8 L engine incorporates MIVEC (Mitsubishi Innovative Valve timing Electronic Control system) technology and detail improvements that contribute to maximum output of 185 kW (252 PS) with the 5-door model and 183 kW (249 PS) with the 3-door model for class-topping performance. Further, its torque and power levels are high across the rev range for excellent drivability.

The 3.0 L engine is based on that of the third-generation PAJERO but incorporates extensive improvements that yield better fuel economy and emissions

performance. In terms of exhaust emissions, it has a Japanese 3☆ rating, which requires emission levels 50 % lower than those permitted by 2005 regulations.

On automatic-transmission vehicles with either engine, an automatic transmission fluid (ATF) warmer further enhances fuel economy.

2.4.2 Handling stability and ride comfort

In line with the AWC (all wheel control) concept, MMC enhanced the off-road performance that's essential in a true all-round SUV while increasing high-speed handling stability and ride comfort to meet the expectations of today's users.

An increased number of spot welds contributes to enhanced body rigidity, and the suspension springs and shock absorbers have newly optimized designs that keep body roll significantly smaller than that of the third-generation PAJERO. Handling stability and ride comfort at high speeds are concomitantly superior.

For off-road driving, the new PAJERO has the Super Select 4WD II four-wheel driveline, which was highly praised in the third-generation model. Also, the driver can freely select ASTC (Active Stability & Traction Control) or a rear-differential lock for greatly enhanced performance in sand and mud.

2.5 Premium sound system

The new PAJERO (5-door model only) has a premium sound system by Rockford Acoustic Design™, a new brand from top US car-audio manufacturer Rockford Corporation which produced the highly praised system in the OUTLANDER. The new system was jointly developed by Rockford Acoustic Design and MMC with a focus on premium sound for jazz and classical music to satisfy 'grown-up' PAJERO users. It incorporates 12 optimally positioned speakers and an 860 W amplifier for a distortion-free, high-quality listening environment.

Also, the sound system in vehicles equipped with the MMCS (Mitsubishi Multi Communication System) is the first from MMC to have 5.1-channel Dolby Digital/DTS surround audio functionality, which creates a soundstage with powerful bass and a rich presence.



Rockford Acoustic Design Premium Sound System

2.6 Safety and environmental performance

A RISE (Reinforced Impact Safety Evolution) body structure is complemented by newly adopted safety features including side and curtain airbags and pedals whose structure limits their rearward movement in a frontal impact, so the new PAJERO offers occupant protection (as determined in MMC tests) equivalent to a maximum, 6☆ JNCAP (Japan New Car Assessment Program) crashability rating. Also, the new PAJERO incorporates compatibility features that help prevent it from riding up onto the other vehicle in the event of a vehicle-to-vehicle collision.

The paints and solvents used on components of the new PAJERO contain reduced quantities of toluene, aldehydes, and other VOC (volatile organic compounds)

that are believed to cause sick house syndrome. Also, the air filter in the automatic air conditioner and the liner on the roof have an odor-removing function that enables them to adsorb VOC together with odors to help realize a comfortable interior environment. The new PAJERO achieves early compliance with the JAMA (Japan Automobile Manufacturers Association) Voluntary Vehicle Interior VOC Reduction Initiative.

3. Major specifications

Major specifications of the new PAJERO (for Japan) are shown in the following table.

Specifications		Model		5-door model				
				Mitsubishi CBA-V93W			Mitsubishi CBA-V97W	
				Super Select 4WD II				
				ZR		ZR-S		EXCEED
		LNUV	LRUV	LNUV1	LRUV1	LRHV	LYHY	LYXY
Dimensions and weight	Overall length (mm)	4,900						
	Overall width (mm)	1,845		1,875				
	Overall height (mm)	1,870						
	Wheelbase (mm)	2,780						
	Tread (mm)	Front (mm)	1,560				1,570	
		Rear (mm)	1,560				1,570	
	Minimum ground clearance (mm)	225						
	Interior length (mm)	2,535						
	Interior width (mm)	1,525						
	Interior height (mm)	1,235						
Vehicle weight (kg)	2,060		2,070		2,140	2,190	2,210	
Seating capacity (persons)	7							
Performance	Minimum turning radius (m)	5.7						
	10-15-mode fuel economy (km/L) (as verified by Ministry of Land, Infrastructure and Transport)	8.6	8.3	8.6	8.3		7.6	
	Major fuel economy enhancing measure	–	ATF warmer	–	ATF warmer		Valve timing electronic control system and ATF warmer	
Engine	Model	6G72 (ECI-MULTI)				6G75 (MIVEC)		
	Valve mechanism and number of cylinders	SOHC, 24-valve, V6						
	Maximum output (net) {kW (PS)/min ⁻¹ }	131 (178)/5,250				185 (252)/6,000		
	Maximum torque (net) {N·m (kgf·m)/min ⁻¹ }	261 (26.6)/4,000				338 (34.5)/2,750		
Transmission	Transmission type		5 M/T	INVECS-II Sports Mode 4 A/T	5 M/T	INVECS-II Sports Mode 4 A/T	INVECS-II Sports Mode 5 A/T	
Chassis	Steering		Rack and pinion (with power assistance)					
	Suspension	Front	Independent (double wishbones and coil springs)					
		Rear	Independent (multilink; double wishbones and coil springs)					
	Brakes	Front	16-inch ventilated discs (2-pot)				17-inch ventilated discs (4-opposed-pot)	
		Rear	16-inch ventilated discs (1-pot)				17-inch ventilated discs (1-pot)	
Tires		265/70R16			265/65R17	265/60R18		

NEW PRODUCTS

Specifications		Model	3-door model		
			Mitsubishi CBA-V83W		Mitsubishi CBA-V87W
			Super Select 4WD II		
			VR-I		VR-II
		MNUV	MRUV	MYXY	
Dimensions and weight	Overall length (mm)	4,385			
	Overall width (mm)	1,845		1,875	
	Overall height (mm)	1,850			
	Wheelbase (mm)	2,545			
	Tread	Front (mm)	1,560		
		Rear (mm)	1,560		
	Minimum ground clearance (mm)	225			
	Interior length (mm)	1,830			
	Interior width (mm)	1,525			
	Interior height (mm)	1,225			
	Vehicle weight (kg)	1,900		2,010	
Seating capacity (persons)	5				
Performance	Minimum turning radius (m)	5.3			
	10-15-mode fuel economy (km/L) (as verified by Ministry of Land, Infrastructure and Transport)	8.9	8.6	7.9	
	Major fuel economy enhancing measure	–	ATF warmer	Valve timing electronic control system and ATF warmer	
Engine	Model	6G72 (ECI-MULTI)		6G75 (MIVEC)	
	Valve mechanism and number of cylinders	SOHC, 24-valve, V6			
	Maximum output (net) {kW (PS)/min ⁻¹ }	131 (178)/5,250		183 (249)/6,000	
	Maximum torque (net) {N·m (kgf·m)/min ⁻¹ }	261 (26.6)/4,000		338 (34.5)/2,750	
Transmission	Transmission type	5 M/T	INVECS-II Sports Mode 4 A/T	INVECS-II Sports Mode 5 A/T	
Chassis	Steering	Rack and pinion (with power assistance)			
	Suspension	Front	Independent (double wishbones and coil springs)		
		Rear	Independent (multilink; double wishbones and coil springs)		
	Brakes	Front	16-inch ventilated discs (2-pot)		
		Rear	16-inch ventilated discs (1-pot)		
	Tires	265/70R16		265/60R18	

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