

Delivering Products which Help Prevent Traffic Accidents



Medium- to Long-Term Vision for Material Issues

	Risks	Opportunities	Direction of Responses
Long Term	<ul style="list-style-type: none"> An increase in serious accidents as society ages A rise in accidents due to a surge in automobile ownership in emerging markets 	<ul style="list-style-type: none"> Maintain the brand and expand sales by introducing advanced technologies 	<ul style="list-style-type: none"> ● MITSUBISHI MOTORS' uniqueness: Environment x safety, security and comfort

	External Environment	Stakeholders' Needs and Expectations	Medium-Term Targets
Medium Term	<ul style="list-style-type: none"> Laws and regulations related to traffic accidents, heightened government safety targets Increasingly stringent standards for information disclosure testing and assessment, such as NCAP 	<ul style="list-style-type: none"> ● Customers: Growing expectations for active safety technologies ● Local communities: Providing a safe means of mobility for all people 	<ul style="list-style-type: none"> ● Provide customers with safe, secure and comfortable means of mobility with the environment at the core

FY2020 Materiality Targets and Results

○: As planned △: Delayed

Details of Main Initiatives	FY2020 Targets	Indicators	FY2020 Results	Self-Evaluation
Delivering products which help prevent traffic accidents	Formulate basic policies for individual safety technologies as planned	Formulation of policies	Formulated as planned	○

Basic Approach

MITSUBISHI MOTORS is aware of its responsibility towards traffic safety as an automaker, and we have set "Delivering products which help prevent traffic accidents" as a key part of our sustainability activities.

Approximately 1.35 million people are lost in traffic accidents worldwide every year* As vehicle ownership increases in emerging countries in particular, traffic accident fatalities are also on the rise. Reducing the number of traffic accidents is an urgent matter glob-

ally. A new target was adopted for Target 3.6 of the Sustainable Development Goals (SDGs) at the 74th UN General Assembly in 2020. This target calls for halving the number of global deaths and injuries from road traffic accidents between 2021 and 2030.

We are upholding the safety philosophy towards a car society with zero traffic accidents. To this end, we are taking action from two perspectives: developing safety technologies and promoting traffic safety education.

*2018 World Health Organization (WHO) survey

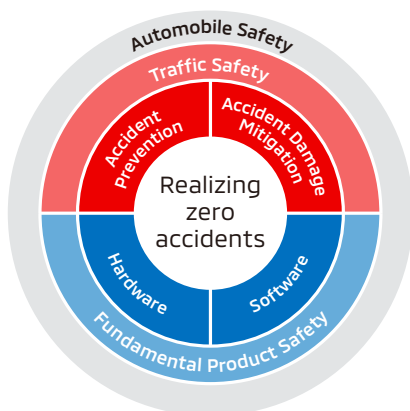


Management Structure

With regard to product development, the product safety committee has established guidelines and a strategy for safe development based on the MITSUBISHI MOTORS' safety philosophy. The committee also formulated an automobile safety framework as our approach to safety technology. We are conducting initiatives based on three points: 1. technology to help prevent traffic accidents (active safety), 2. technology to mitigate damage from traffic accidents (passive safety) and 3. Avoidance of dangers, both in hardware and software, assumed as industrial products (fundamental product safety).

We are also working to enhance the management structure by educating R&D personnel, promoting awareness of the safety philosophy and automobile safety framework.

Automobile Safety Framework



Development of Safety Technology

By reflecting a variety of safety technologies in our products, we aim to ensure our customers can drive in safety, security and comfort.

Active Safety Technology to Avoid Crashes

We are working to develop and install various active safety technologies to help to eliminate traffic accidents preemptively.

Active Safety Technologies

Using millimeter-wave radar and cameras, these technologies help to detect the risk of accidents and help prevent, avoid or mitigate damage.

Active safety functions

Function	Description
Forward Collision Mitigation Brake System	Detects vehicles and pedestrians ahead. If there is a risk of collision, the system alerts the driver or applies the brakes to help avoid a collision or mitigate collision damage.
Forward Collision Prediction Warning	Monitors two vehicles in front of the traveler. It detects a change in the situation ahead which is difficult to see from the driver, and alerts the driver with an alarm and a display.
Lane Departure Warning System and Lane Departure Prevention Function	The warning system monitors the lane markers ahead of the vehicle and provides alarms and displays to alert the driver if the vehicle appears likely to drive out of the lane. In addition, the Lane Departure Prevention Function takes control of the brakes for a short period of time, helping to keep the vehicle in its lane.
Adaptive Cruise Control System	This system automatically follows the vehicle ahead by accelerating, decelerating or stopping. By helping to maintain a set distance between vehicles, the system reduces the burden on the driver.
Ultrasonic Misacceleration Mitigation System	When the driver drives forward or in reverse, the system helps to prevent acceleration caused by misoperation of the gear shift or accelerator pedal.
Automatic High Beam	Automatically switches between low beams and high beams by detecting whether there is an approaching vehicle or vehicle ahead, the ambient lighting conditions, and other factors, helping safer nighttime driving.



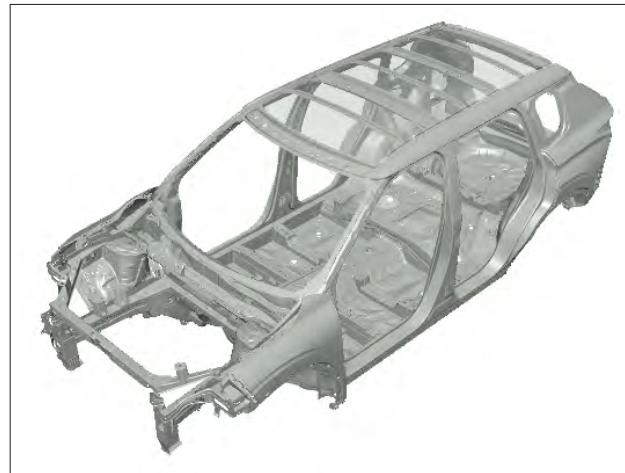
Body Structures that Protect People

In the event of a collision, it is crucial to have a vehicle body structure that mitigates the impact on passengers and provides adequate space. MITSUBISHI MOTORS has adopted the Reinforced Impact Safety Evolution (RISE) body, and enhance collision safety performance in all directions: front, rear, and sides.

For example, the new OUTLANDER, which launched in North America in April 2021, uses a front-to-rear straight frame structure that can efficiently absorb collision energy. The vehicle interior (cabin) uses high-strength steel plates, as in the past. In addition, hot-stamped ultra-high-tensile-strength steel is used to achieve enhanced passenger safety while reducing weight.

We are also pursuing safety with regard to pedestrians, as well as drivers and passengers. For example, we have adopted energy-absorbing structures in the hood, cowl top, windshield wipers and other parts to

mitigate injury to pedestrians' heads. Energy-absorbing structures that help to protect pedestrians' legs are used in bumper faces and headlights, for example.



RISE Body used in the new OUTLANDER

Avoidance of Dangers Assumed as Industrial Products

On the hardware (physical) side, we use flame-retardant materials, employ isolation structures on high-voltage components and use other technologies to enhance safety and security.

On the software side, we use firewalls on vehicle networks and employ encrypted communications to reduce the risk of cyber threats via electrical equipment mounted in vehicles.

Results of Major Third-Party Safety Evaluations

Region	Third-Party Evaluation	Model	Rating
United States	NCAP*	OUTLANDER PHEV ECLIPSE CROSS	Overall 5★
ASEAN	ASEAN NCAP*	OUTLANDER	5★
Australia	NCAP*	ECLIPSE CROSS PHEV	5★

Period: May 2020 to June 2021

* Abbreviation of New Car Assessment Program. An automobile safety testing and assessment program implemented by a third-party organization in each country or region.



Scope of Support Cars Expanded

Safety support cars are vehicles equipped with advanced technologies that support safe driving. It is a new automotive safety concept, as an effort to help prevent traffic accidents among senior drivers, being promoted in Japan through collaboration between the government and private sectors. Vehicles are classified into the following categories: "Safety Support Cars" or and "Safety Support Cars S" (Basic, Basic +, and Wide) depending on the features in each vehicle. MITSUBISHI MOTORS is expanding its lineup of safety support cars.

Safety Support Car Models (as of June 2021)

Safety Support Car S Wide Models	
ECLIPSE CROSS	OUTLANDER PHEV
DELICA D:5	DELICA D:5 URBAN GEAR
RVR	
eK WAGON	eK CROSS
eK SPACE	eK CROSS SPACE
DELICA D:2	DELICA D:2 CUSTOM
MIRAGE	TOWN BOX
MINICAB	MINICAB TRUCK

In addition, our forward collision mitigation braking system and pedal misapplication prevention device have been certified as achieving a certain degree of performance under the Ministry of Land, Infrastructure, Transport and Tourism's "Advanced Safety Technology Performance Evaluation Certification System."

Certified Models (As of June 2021)

(Forward Vehicles) Forward Collision Mitigation Braking System (Pedestrians) Forward Collision Mitigation Braking System	
ECLIPSE CROSS	DELICA D:5
eK WAGON	eK CROSS
eK SPACE	eK CROSS SPACE
DELICA D:2	TOWN BOX
MINICAB	MINICAB TRUCK

Pedal Misapplication Prevention Device	
ECLIPSE CROSS	DELICA D:5
eK WAGON	eK CROSS
eK SPACE	eK CROSS SPACE
DELICA D:2	TOWN BOX
MINICAB	MINICAB TRUCK

Vehicles That Pedal Misapplication Prevention Device can be retrofitted
eK WAGON (2013–2019)
eK CUSTOM (2013–2019)
eK SPACE (2014–2020)
eK SPACE CUSTOM (2014–2020)
MIRAGE (from June 2012)
DELICA D:5 (from January 2007)

Traffic Safety Education and Promotion

The Company seeks to reduce the number of traffic accidents by conducting traffic safety education and promoting awareness. In these ways, we are working to raise safety awareness throughout society.

Dissemination of Traffic Safety Information

Automobile Safety Facts Guide Website

We disseminate information on the proper use of equipment and other topics that require drivers' special attention so that drivers will use automobiles more safely.



Automobile Safety Facts Guide
 (WEB) <https://www.mitsubishi-motors.co.jp/support/safety/popup/index.html>
 (This site is only available in Japanese.)