

MITSUBISHI ECLIPSE CROSS



The Turning Point

Features, powertrain combinations, trim lines and equipment described refer to European specification models (MME34 area)

They may vary market by market within that area, according to specific model specification

All data subject to final homologation

(Further data to be released at launch time)

- Summary –

- ❖ **The “RED CAR” at a GLANCE**
- ❖ **CORPORATE – The First Enabler**
- ❖ **DESIGN – Vibrant & Defiant**
- ❖ **DRIVING DYNAMICS – Smooth Operator**
- ❖ **PACKAGING – Clever ‘SUV’ Living**
- ❖ **FEATURES – Cool Tech**
- ❖ **SAFETY - Palette**

(All data - MMC's own internal measurement)

- The “RED CAR” at a GLANCE -

I - Timing:

- October 2013: XR-PHEV Concept @ Tokyo Motor Show
- March 2015: XR-PHEV II Concept @ Geneva Motor Show
- March 2017: World premiere @ Geneva Motor Show
- October 2017: Start of Production – EU specification models (see below detail)
- End of CY17: Start of Sales – EU specification models:

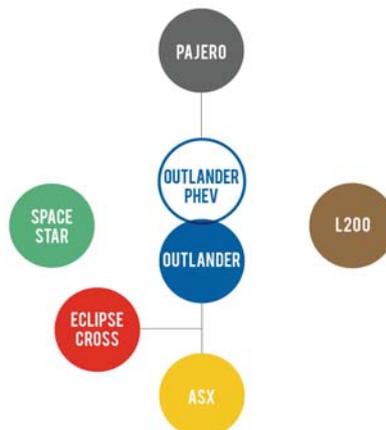
MME34 Markets	LHD 1.5 petrol	RHD petrol	LHD 2.2 DiD	RHD 2.2 DiD
SoP	October 2017	November 2017	TbA	TbA
SoS*	December 2017	January 2018	TbA	TbA

*Actual Start of Sales varying market by market, according to resp. launch plans

- 2018: Sequential roll out in Japan, North America, Russia, Australia/New Zealand and other regions.

II - Positioning:

- First enabler for the next generation of Mitsubishi Motors' automobiles & positioning...
- ... for which it returns to the MMC fundamentals:
 - Authentic SUV Brand (vs. 'marketing' SUVs):
 - 4WD since 1936 / Super-All Wheel Control (S-AWC) system since 1987
 - SUVs: 77% sales in Europe – CY16 (incl. L200 / excl. RU/UA)
 - 4WD: 49% sales in Europe – CY16
 - Driving dynamics, echoing sporting roots:
 - 12 Dakar wins / 5 WRC titles
 - Advanced engineering
 - Mitsubishi pedigree (100 years of Mitsubishi automobiles / 150 years of Mitsubishi group)
 - Japanese craftsmanship
 - Non-mainstream positioning (“Japanese Quality Brand”)
- Complements ASX and Outlander in a new direction, that of Coupe SUV:



- Extends MMC's SUV reach to the nascent Compact Coupe SUV segment (Range Rover Evoque, Toyota C-HR,...)...
- ... yet adds to Mitsubishi Motors' presence in the Compact SUV Segment, next to more mainstream players (VW Tiguan, Peugeot 3008,...).

III - Product overview:

- **Development Directions:**



- Exterior Design – “Vibrant & Defiant”

- o Mature vs. Bling...
- o Sculptured Dynamism
- o 3D-shape, as if carved from solid metal (twin character lines,...)
- o Wedge-shaped beltline w/tapered roof
- o Advanced Dynamic Shield visual identity
- o Split rear backlight
- o Sophisticated LED lighting front & rear
- o All-new sparkling high chromatic painting process using crystallized technology for exclusive New Red paint.
- o Fine aerodynamic balance between design, visibility, roominess and overall aerodynamic performance.

- Interior Design – Japanese Craftsmanship

- o Restrain vs. Riot...
- o Horizontal axis – information above / operation beneath
- o Low dashboard / high console / hugging seats = ‘cockpit’ ambiance
- o High precision, nicely weighted switchgear
- o High quality contrast - silver over black, hard surface over soft surface

- Thorough execution – IP unit (carbon fiber-like shell with soft silver surround, under soft upper dash padding),...
 - Controlled harmony - textures, colors and surface treatment
 - Finely crafted assembly, esp. between contrasting elements
- **Driving Dynamics – Sporting Roots**
- High rigidity Body-in-white incl. extensive use of ‘adhesive welding’
 - Finely calibrated chassis – suspension & steering
 - ‘Super-All Wheel Control (S-AWC) integrated vehicle dynamics control system – the Lancer Evolution heritage
- **Packaging – Clever Living**
- Sliding (200 mm range) and reclining (16-32° range) split (40/60) rear seat
 - Easy-entry sill design
 - Low set dashboard
 - Clever (twin bubble) roof design – not available with panoramic sunroof
- **Innovative Features – Cool Tech**
- Touchpad Controller (available with SDA)
 - Smartphone Link Display Audio (SDA)
 - Head Up Display
- **Powertrains**
- All-new MMC 1.5 direct injection turbo-charged 4-cylinder petrol engine:
 - Emphasis on driving performance
 - Maximum torque available from 1,800 rpm to 4,500 rpm (RON95 EU Specs)
 - Instant response (MIVEC valve timing, compact turbocharger with power wastegate actuator,...)
 - Updated MMC 2.2 DiD engine:
 - Extensive reduction of friction between moving parts
 - Substantial improvement in injection system response.
 - Reduced fuel consumption, emissions, mechanical noise and increased torque
 - Smoother acceleration across the full rpm range.
 - Choice of transmissions between
 - 6-speed manual gearbox
 - CVT gearbox with stepped 8 ‘speed’ Sport Mode
 - 8-speed automatic gearbox

- In summary:

MME34 Markets	1.5 2WD	1.5 4WD	2.2 DiD 2WD	2.2 DiD 4WD
6 M/T	x		n/a	
8 CVT	x	x	n/a	
8 A/T			n/a	x

	Output	Torque	0-100 km/h	60 – 80 km/h	Fuel Economy	CO ₂ Emissions
1.5 2WD M/T	163 ps @ 5,500 rpm	250 Nm @ 1,800 to 4,500 rpm	10"3	4"5	6.6 l / 100 km	151 g
1.5 4WD CVT	163 ps @ 5,500 rpm	250 Nm @ 1,800 to 4,500 rpm	9"8	4"0	7.0 l / 100 km	159 g
2.2 DiD 4WD A/T	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*

Preliminary data – to be confirmed after final EU homologation

*To be released at launch time

- **Safety:**

- Forward Collision Mitigation system
- Lane Departure Warning system
- Blind Spot Warning system with Lane Change Assist and Rear Cross Traffic Alert:
- Adaptive Cruise Control system
- Automatic High Beams
- Multi-around Monitor w/ Bird-View Image
- Electric parking brake & Brake Auto Hold

CORPORATE

The First Enabler

The 2017 Geneva Motor Show marked a turning point for Mitsubishi Motors Corporation (MMC) with the world premiere of its all-new Eclipse Cross compact SUV Coupé - the first of a new generation of Mitsubishi Motors cars and the first enabler for gradually re-establishing and re-positioning the Brand as a in Europe back to where it belongs.

In the bigger context of MMC's recent joining the Renault-Nissan Alliance, Eclipse Cross will expand Mitsubishi Motors customer base, next to ASX (today's and tomorrow's) and Outlander (today's and tomorrow's) into a completely new direction for the Brand, building upon three main Product pillars:

- **Sharp Design**
- **Driving Dynamics**
- **CoolTech**

A sharp looking and equally sharp driving SUV Coupé, It will also inaugurate MMC's new design language while bringing a host of innovative new features to the segment.

Eclipse Cross will be shipped first to Europe during the last quarter of 2017 (retail launch towards the back end of 2017/early 2018, depending on markets) and then rolled out in Japan, North America, Australia and other regions.



Fundamentals

Reviving its fundamentals, MMC has embarked into its next Product journey, turning 80 years of 4WD background (since the 1936 PX33 four-wheel-drive torpedo), 35 years of SUV expertise (since the original 1982 Pajero) and nearly 30 years of All-Wheel-Control technology (since the original 1987 Galant VR4 Dynamic Four) into assets for the future:

- ⇒ Authentic SUV Brand (vs. 'marketing' SUVs):
- ⇒ 4WD since 1936 / Super-All Wheel Control (S-AWC) system since 1987
- ⇒ SUVs: 77% sales in Europe – CY16 (incl. L200 / excl. RU/UA)
- ⇒ 4WD: 49% sales in Europe – CY16
- ⇒ Driving dynamics, echoing sporting roots (2 Dakar wins / 5 WRC titles)
- ⇒ Advanced engineering
- ⇒ Mitsubishi pedigree (100 years of Mitsubishi automobiles / 150 years of Mitsubishi group)
- ⇒ Japanese craftsmanship
- ⇒ Non-mainstream positioning ("Japanese Quality Brand")

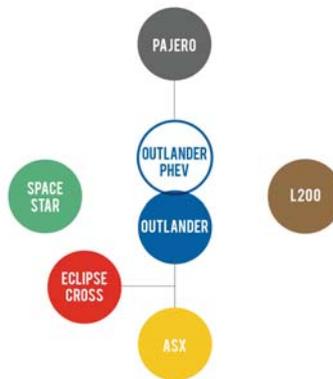
The outcome of that vision is a set of SUVs, of which the 2017 Eclipse Cross is the first sibling – an automobile with two essential missions:

- It will be the first 'enabler' for a more ambitious Quality Brand positioning, esp. in Europe
- It will also confirm MMC's Product strategy as an SUV player – in the various configurations the term may embrace.



Challenger

In that sense, Eclipse Cross will be an addition to the existing range, sitting next to ASX and Outlander, but with a different road map: a coupé-like SUV whose sharp design, fine Japanese quality, excellent driving dynamics, clever packaging and innovative features will extend Mitsubishi Motors' market reach to new customers...



... in an ever-expanding global SUV market - about 25% of the global market - of which the 'Compact' category enjoys the most significant growth,

... in the nascent sub-segment of SUV Coupés which Mitsubishi Motors first approached with the 2013 XR PHEV concept car,

... but where the authentic SUV Brands form a small club, of which Mitsubishi Motors is a member.

This new road map is obviously reflected in the chosen name – not a strange acronym but a real name blending with emotion the best of (MMC's) both worlds:

- ECLIPSE: a reference to the beloved Mitsubishi sports car built in the US between 1989 and 2012.
- CROSS: an invitation to go beyond the frontier, as SUVs are meant to do

DESIGN

'Vibrant & Defiant'

Reflecting the end of the 'one-size-fits-all' era with now customers shopping around for pieces that would match their personality - cars, clothing, product design or else - MMC has committed to adding the emotion of Design to its Engineering credentials.



Thereon came over the last three years the complete re-organization of its global Design operations, the formulating of a long term Design strategy, the expression of a consistent, expressive & authentic visual identity ('Dynamic Shield'), etc,... all demonstrated through a string of acclaimed concept cars: the 2015 XR PHEV II Concept, the 2015 eX-Concept and the 2016 GT-PHEV Concept.



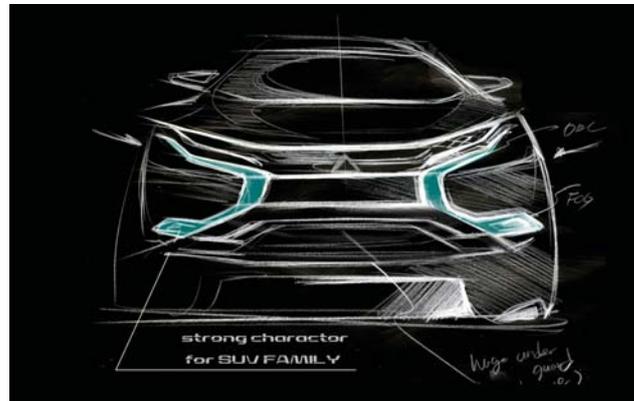
Mitsubishi-ness

Re-defining Mitsubishi Motors' Design identity – the 'Mitsubishi-ness' – was a thorough process in three successive phases:

1 – It was first a case of returning to the roots of the Mitsubishi group, understanding that the fundamental essence of the Mitsubishi name originated in a high corporate pedigree dating back to 1870, with a heavy industry & engineering (shipbuilding, later aerospace,...) background.

2 - In parallel, during the same year of 2014, a dialogue between the MMC Design team and current Mitsubishi Motors customers in various global markets, from Indonesia to Germany, revealed recurring opinions about their vehicles: robust, reliable, tough,...

From these two starting points came the conclusion that the design of Mitsubishi Motors automobile should reflect the robustness of MMC's SUVs on road and off-road, yet echoing the dynamic performance of Lancer Evolution, that other perennial Brand icon, next to Pajero and/or L200.



The initial expression of these conclusions was the Dynamic Shield visual identity, previewed at the 2014 Paris Motors Show.

3 - The third step came about in 2015 with a series of design workshops involving MMC Design staff but also representatives from the global markets to formalize and agree upon a set of values meant to become Mitsubishi Motors' Design guidelines – fruitful brainstorming which identified four fundamental elements:

- Augmented Possibilities,
- Functional Beauty,
- Sculptured Dynamism
- Japanese Craftsmanship.

All in all, this intensive research process revealed a clear visual expression for the Brand as well as a strong sense of authenticity and restraint - a reflection of Mitsubishi's 150 year proud pedigree and as such, a powerful antidote against passing fads and cheap visual thrills...



Concept to Reality

With Eclipse Cross, these strategic directions are now turned into reality with a clear transition from the XR PHEV II Concept to the actual production car, even taking into consideration manufacturing or regulatory constraints.

This take is evident in the car's highly dynamic contours, shaped along the lines of an athlete in the starting blocks...



... The concept car wedge-shaped belt line is preserved to accentuate the sense of motion befitting the coupe format – a sense of dynamism further accentuated by the fast angle of the rear window, the tapered roofline, the long wheelbase/short overhang proportions or the muscular front and rear fenders,

... The deeply sculptured upper and lower side character lines also carried over from XR PHEV II Concept echoing each other with a strong sense of substance, as if carved from solid metal – a feeling applied to the big clamshell bonnet.

... The upper character line itself wrapping the tail of the car with a starting block effect below the signature split rear window, also transferred from the concept car,

... The full width light bar combining the LED brake light with the high-mounted LED stop designed for better visibility to other road users and more stable stance,

... The attention to details marrying form and function, whether the rear wiper- hidden beneath the roof lip spoiler not to interfere with rearward visibility – like the fully retractable rear headrests - or spoil the styling, the rear door handles – ergonomic chunky items in perfect visual synch with the concept of SUVs, the twin bubble roof (not available with the panoramic sunroof) – a classic reference to motor sports but also a stylish way to increase headroom and help with aerodynamics, etc,...

... The next evolution of the powerfully expressive 'Dynamic Shield' visual identity concept where the fog lamps & turn signal are set lower within bolder receptacles while the LED headlamp and the daytime running lamp units are now located higher – fine detailing such as the mesh upper grille adds to the sporty character of the car.

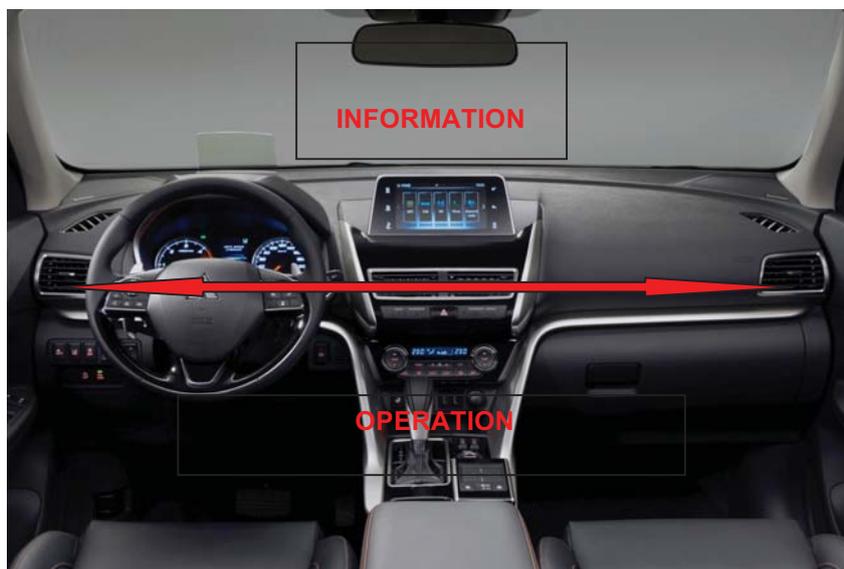
Away from baroque thrills, a very substantial & very opinionated design, yet very mature...



Horizontal Axis

Another first for Eclipse Cross will be the implementation of MMC Design's new dashboard architecture whereby the organization is defined by a horizontal axis, splitting functions between 'Information' (above the axis) and 'Operation' (beneath the axis).

While visually widening the interior of the car, this rational layout also helps with assessing the attitude of the car while driving, a functionality further supported by the excellent forward vision provided through the low-set dashboard, the combined optimization of the engine hood height, windshield shape & rake and commanding seating position.



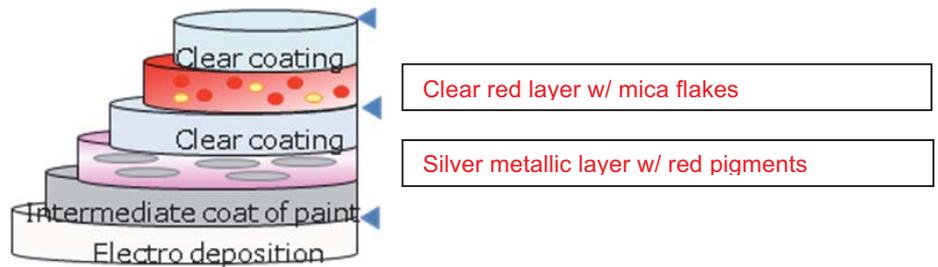
Further down, the high center console echoes the dynamic look, feel and abilities of Eclipse Cross, ensconcing the driver in a cockpit-like environment.



J-Craftsmanship

To better support Mitsubishi Motors' 'Quality Brand' positioning, MMC Design also decided to significantly improve the level of perceived quality of all future products. Starting with Eclipse Cross the choice of materials, textures, colors, trim, etc,... will be more consistent with the concept of Japanese craftsmanship, appropriate for a century-old Japanese Quality Brand name.

Outside the car, the best evidence can be found with the all-new sparkling high chromatic painting process using crystallized technology developed for Eclipse Cross' exclusive New Red paint with – amongst others steps - a semi-transparent red coating rich of mica flakes applied over several other layers before being itself covered by a final clear coating.



This rather fastidious innovative process involves a succession of two baking stages while specially-developed programs are meant to control the even thickness of the coating(s) and ensure an overall high quality finish.

Inside the car, large areas such as the dashboard or the door panels are trimmed with a soft, dimpled leather-like material - contrasting in touch & feel with the hard surface silver trim - while the high quality leather upholstery (availability according to markets & models) features tangy orange stitching.

Adding to the crafted effect, carbon and piano black accents are used for the instrument panel, steering wheel, center console and door panels while high finish silver trim frames the lower dashboard, the center console blades, the hockey stick front door armrests, the air vents, etc...

Also, of particular importance in terms of perceived quality are the careful joining & controlled harmony of elements of different nature, color, surface or material (like the silver blade and the upper dashboard padding) or the complex composition such as the instrument pod where the outer skin is trimmed with a carbon-fiber material, contrasting with the soft padding of the cover and the carefully designed and crafted silver trim surround.

From Eclipse Cross onwards, newly developed high quality – substantially weighted in operation - switchgear will also be deployed, either for traditional functions (gear lever, vents,...) or for new features (Touchpad Controller,...), all-new new front seats with hugging side bolsters, optimized foam density and thicker cushions.

Overall, the desired effect is that of mature restraint, matching the Brand's pedigree...

... An authentic design approach also tailored to Mitsubishi Motors' equally authentic take at SUVs, where substance take precedence over fads, the choice of solid substantial rear door handles instead of the concealed little black flaps seen elsewhere being one of many such examples.

DRIVING DYNAMICS

Smooth Operator

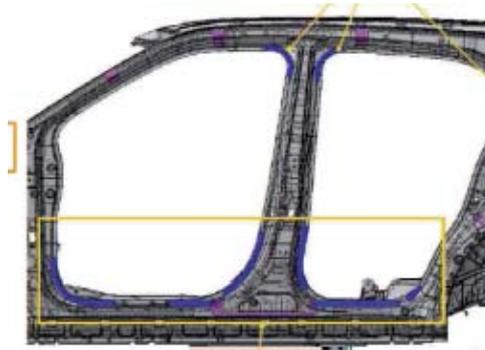
If form follows function, function in turn cannot be forgotten for the sake of mere appearance: with Eclipse Cross, MMC Engineering aimed to fulfil the SUV Coupé brief to the full with driving dynamics matching the ‘coupé’ tag, reacquainting the Brand with its sporting roots.



High rigidity bodyshell

A fundamental starting point for any self-proclaimed driver’s car, Eclipse Cross is graced with a very rigid body shell, yet designed with weight saving in mind (55+% of high tensile strength steel, ...)

Amongst many structural devices, a 3-point strut tower bar has been incorporated and will be fitted to all models as standard equipment, as well as specific reinforcements to the cowl top, spring housing, rear roof upper corner rails, etc,... This set up gives a more direct steering feel on the road and improves straight line stability at higher speeds.



Structural “adhesive” bonding has also been used extensively in the door openings, rear tailgate opening and rear wheel housing. This increases torsional rigidity, providing for a more direct feel to the steering and increasing ride quality by reducing vibration.



Finely calibrated suspension

Eclipse Cross’ suspension system (MacPherson struts at the front – Multi-link set-up set up at the rear) was developed targeting precision, cornering abilities, a good balance between comfort & handling as well as limited body roll and NVH.

In this respect, the calibration was carefully fine-tuned – amongst others:

- Front and rear dampers use fast-response check valves to improved damping performance, and a rebound spring design that effectively contributes to sprung stability.
- The use of thinner front strut spring pads and their slanted layout make for more linear loading changes under compression. This improves straight line stability and gives the steering a more direct feel.
- With its new design cross-member, the rear suspension features uses insert bushings for the upper and lower control arms and toe control arm. Their low rigidity allows them to absorb more surface shocks during wheel bounce and significantly reduce unpleasant vibration in straight-line driving.
- This rear multi-link set-up has been given greater rigidity against lateral forces, making for a more accurate and direct steering feel as well as better vehicle stability.

A key contributor to Eclipse Cross sharp dynamics, the electric power steering system brings new motor components (less noise and better road feel), a higher gear ratio compared to Outlander (better road feel as well), etc,...

The braking system (vented discs / discs) has also been developed with performance in mind, incl. the adoption of 17" front discs, etc,...



Super-All Wheel Control ('S-AWC') dynamics control system

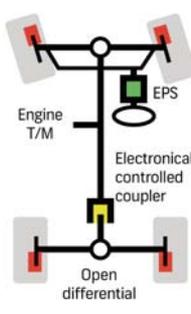
Mitsubishi Motors' proprietary S-AWC system* can be understood as an umbrella technology covering different interpretations of the same principle according to each vehicle's technical layout. Whatever the car, it is always meant to manage the driving forces and braking forces of the four wheels, in particular through the regulation of torque split between the left and right wheels.

As a starting point, the 4WD system feeds the optimum torque to the rear wheels as required by the throttle opening, vehicle speed and driving conditions.

Then, in the Eclipse Cross application, the S-AWC incorporates a brake-activated Active Yaw Control ('AYC') system to this 4WD layout. So fitted, S-AWC accurately determines driver inputs and vehicle behavior using sensor information on steering input, yaw rate, drive torque, brake force and wheel speed. As required by the yaw rate feedback control, it directs yaw moment to the relevant system components to assist the vehicle in faithfully following the driver's steering intent.

*Originally introduced in a very early form ('AWC') in the highly sophisticated 1987 Galant VR4, it was further developed along the ten iterations of Lancer Evolution, before the introduction of a new take with Outlander PHEV in 2012 and its unique Twin (electric) Motor 4WD configuration

S-AWC improves handling through corners, vehicle stability when driving straight or changing lane, and over low-friction surfaces with a standard 80/20% front/rear torque split that can be instantly and continuously adjusted to a maximum of 55/45% in AUTO mode.

S-AWC	Eclipse Cross
System configuration	
F/R torque split system	Electronically-controlled 4WD
L/R torque split system	AYC (Active Yaw Control)
Control system	Electric Power Steering (EPS) Brake
Drive Mode	AUTO / SNOW / GRAVEL

Furthermore, Eclipse Cross' S-AWC provides three drive modes, engaged through the drive mode selector located on the center console:

- Under normal circumstances, the 4WD system uses **AUTO** mode to manage torque feed and return the best fuel economy; if it encounters a low-friction surface or similar conditions it automatically apportions more torque to the rear wheels for better vehicle stability
- The **SNOW** mode is for snow-covered and other slippery surfaces.
- The **GRAVEL** mode delivers full 4WD performance for difficult terrain, poor roads or to extract the vehicle when stuck in mud or snow.

While a front-wheel drive-biased system, Eclipse Cross' S-AWC torque split can significantly – and automatically - vary according to driving conditions, all the way to a rear-wheel drive bias in SNOW or GRAVEL drive modes:

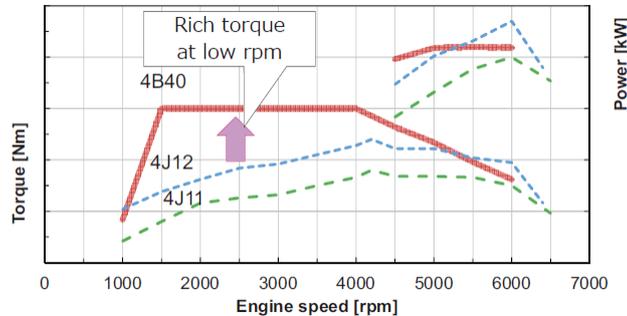
	Front / Rear Torque Split
AUTO	From 80/20% to 55/45%
SNOW	From 80/20% to 45/55%
GRAVEL	From 70/30% to 40/60%

Depending on markets and models, Eclipse Cross will also be available in 2WD (front-wheel drive) form.



All new 1.5 Direct Injection Turbo-charged petrol engine

For Eclipse Cross, Mitsubishi Motors has developed an all-new 4 cylinder petrol engine with a clear priority put on driving performance and smoothness of operation.



Of particular importance, this new 4B40 engine presents a very flat torque curve from 1,800 rpm to 4,500 rpm (RON95 Europe Spec) – a guarantee for smoothness of operation and instant response.

Indeed, this 1.5 L engine responds instantly to driver throttle input thanks – amongst others - to its cylinder heads integrated with the exhaust manifold, exhaust and intake 'MIVEC' variable valve timing valvetrains (for both intake and exhaust), compact turbocharger with power wastegate actuator, etc,... all the way to hallowed exhaust valves filled with natrium (sodium) similar to the ones fitted to the Lancer Evolution Final Edition.

Specifically developed for Direct Injection application, the Auto Stop & Go system fitted to Eclipse Cross adds to the smoothness of operation while allowing for a faster actuation.

Also, in order to improve the overall performance of the car, this compact all-aluminum unit was also designed with weight reduction in mind, from the cylinder heads integrated with the exhaust manifold to the resin intake manifold (20% lighter than an equivalent aluminum component and 50+% maximum reduction of air temperature).



Updated 2.2 Diesel engine

A development of MMC's current 4N14 engine, this new application developed for Eclipse Cross 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, reduced mechanical noise and increased torque (400 Nm vs. 360 Nm previously – data subject to final homologation)

Furthermore, reduction of weight for the pistons, conrods and crankshaft contributes to smoother and long-legged acceleration across the full revolution range, supported by the introduction of the new 8-speed multi-stage automatic gearbox.



CVT gearbox with stepped 8 ‘speed’ Sport Mode

Available with the 1.5 petrol engine, this new gearbox incorporates a Sport Mode manual override. With its eight gears, the Sport Mode provides close ratio gearing that covers a wide gear ratio bring maximum potential of the engine.

The CVT control uses a new ‘Step-up’ shifting control system to reduce the hesitation feeling common to CVTs as engine speed seems to get ahead of the continuous gearing. Step-up shifting logic helps delivering a powerful sense of acceleration using a subtle momentary change in driving force to create the sensation that the CVT is shifting gears like a traditional automatic transmission.



8 speed automatic gearbox

In line with market trends, the 2.2 Diesel engine is available with a new 8-speed gearbox, allowing for a wider range of close ratios, delivering better performance, higher efficiency and more refinement.

In addition, the use of a solenoid oil pump allows to secure the necessary oil pressure for the clutch in even when the engine is stopped, This provides a smooth take off from engine stop, supporting the Auto Stop & Go function, which in turns contributes to better fuel consumption.

For better driveability, this water-cooled A/T also features Uphill control, Downhill control, Throttle release control and Rapid kick-down control systems.

Depending on markets and models, Eclipse Cross 1.5 petrol will also be available with a 6-speed manual gearbox.

	1.5 2WD	1.5 4WD	2.2 DiD 2WD	2.2 DiD 4WD
6 M/T	x			
8 CVT	x	x	n/a	
8 A/T				x

In summary:

	Output	Torque	0-100 km/h	60 – 80 km/h	Fuel Economy	CO₂ Emissions
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2.2 DiD 4WD A/T	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*

Preliminary data – to be confirmed after final EU homologation

*To be released at launch time

PACKAGING

Clever 'SUV' Living

Within its compact (and stylish) dimensions, Eclipse Cross provides its occupants with an airy and spacious environment.

A function of its 2,670 mm wheelbase and 1,805 mm overall width vs. an overall length of 4,405 mm, these accommodating quarters benefit from a different arrangement resulting amongst others from a low-set dashboard and an adjustable rear seat.



Space optimization

Maximizing luggage space utility without spoiling Eclipse Cross' SUV Coupé look, this 60:40 split (heated) rear seat uses with slide-and-recline adjustment.

As well as providing rear occupants with plenty of legroom (200 mm sliding range), this also allows them to adopt their favorite seating posture (through a 16-32° range and 9 reclining steps) and enjoy long trips with ample headroom, despite a silhouette that slopes down toward the rear, with no sense of claustrophobia.

Adding to the overall roominess, the clever twin bubble roof design also allows for comfortable headroom – a benefit shared with the available panoramic glass roof (w/ power-operated shade and outer opening panel) configuration, itself a window to the sky.



Easy living

Despite its sporting profile, Eclipse Cross features numerous clever solutions to simplify daily life on board, such as:

- Staggered sills are completely covered behind the lower door panels, providing passengers with easy ingress & egress and also without any risk of soiling their legs either in case of inclement weather:



- Wide opening rear doors (75°) do help in the process too.
- Ample storage is provided, including a large double compartment glovebox or large center console box w/ sunglass tray.
- Compartmented under-floor cargo box featuring a receptacle to store the rear cargo cover as well as a hook & strap system to keep it open while loading the box.
- New “SYNC” function for the A/C to synchronize left and right temperature, etc,...



Quiet environment

Contributing to the overall sense of quality aboard, Eclipse Cross will prove a quiet automobile:

- Engine noise is kept low with the use of an engine cover and the strategic deployment of sound deadening material in the compartment as well as with the use of large soundproofing covers.
- Road noise transmission to the body is reduced through the use of rear suspension cross members featuring a noise-damping design.
- Extensive sound insulation within the body panels as well as the use of soundproof glazing or application of a floor silencer material completes an NVH design optimized for all stages from the origin of the noise to its transmission and radiation to deliver an interior quietness of the highest quality.

FEATURES

Cool Tech

Extending the convenience of today's familiar connected mobile devices, Eclipse Cross will feature a set of cool tech solutions (availability according to market and models) – the first of MMC models to be so equipped.



Touchpad Controller*

A first for Mitsubishi Motors and still quite rare in the market, this new man/machine interface allows for a more intuitive operation than the usual rotating knobs. For instance, audio volume can be adjusted using two fingers to swipe the controller screen either up or down. The Touchpad Controller can operate audio functions like radio and iPod, as well as the Apple CarPlay.

*available with SDA (see below)



Smartphone Link Display Audio (SDA)

Further up, in the upper part of the dashboard, Eclipse Cross features MMC's "Smartphone Link Display Audio". Accessible through a thin panel 7-inch touch screen display it allows the driver to see connected information and data safely and with minimal eye movement.



Eclipse Cross' Smartphone Link Display Audio supports Apple CarPlay^{*1}, the smarter, safer way to use an iPhone^{*1} in the car.

The driver can use Siri^{*1} or the SDA's touch screen to get directions optimized for traffic conditions, make and receive calls, access text messages, and listen to music, all in a way that allows them to stay focused on the road. SDA also supports the Android Auto^{TM*2} which provides voice controlled operation of Google MapsTM,^{*2} Google Play^{TM*2} music and other apps.

Placing the Touchpad Controller in the center console allows the driver to operate the SDA easily and without having to change position.

1... Apple CarPlay, iPhone, and Siri are trademarks of Apple Inc. registered in the United States and other countries.

2... Android Auto and Google Maps are trademarks or registered trademarks of Google Inc.



Head Up Display

Last of the three new cool tech features to be introduced with Eclipse Cross and still extremely rare in the segment is the **Head Up Display** or 'HUD'.



HUD presents into the driver's field of view a transparent display of the information required to operate the vehicle such as:

- Speed
- Adaptive Cruise Control (ACC)
- Forward Collision Mitigation (FCM)
- Adjustable Speed Limitation (ASL)
- Lane Departure Warning (LDW)
- Cruise Control
- Shift indicator (w/ paddle shifting)
- Seat belt reminder
- Door ajar indicator
- Navigation turn arrows (turn by turn – available within MMC's functionalities)

The virtual full color crystal display is calibrated to minimize the distance between its focal point and the driver's field of view, thereby minimizing necessary eye movement and allowing the driver to read the information presented faster and more safely.

The fold-out HUD unit is located on top of the instrument binnacle and opens or closes with the ignition switch, or manually. The display angle can be adjusted for individual driving positions while brightness can also be adjusted to match the surrounding light level (both automatically and manually).

SAFETY

Palette

Matching market demands, Eclipse Cross comes fully equipped with the latest in MMC clever safety technology (availability according to market & models). Based on the approach of using multiple types of sensor to monitor the full perimeter of the car, these systems predict situations that can lead to an accident and assist the driver in avoiding them – they include:



Forward Collision Mitigation (FCM)

This first system uses a camera and a short range laser located behind the windshield (+ a millimeter-wave radar located behind the front bumper for higher speed detection – available when combined with Adaptive Cruise Control) to detect vehicles or pedestrians ahead. If FCM determines a risk of collision it audibly warns the driver and assists the driver in mitigating collision damage or, depending on the situation, in avoiding a collision by automatically applying the brakes (from 5 km/h).



Lane Departure Warning (LDW)

This next system alerts the driver when it senses that the car is about to drift out of its lane. LDW operates above 65 km/h.



Blind Spot Warning system (BSW) with Lane Change Assist and Rear Cross Traffic Alert

Here, using the two radio wave radars located behind the rear bumper, the system warns the driver of vehicles approaching from the rear and side and assist him/her during lane change and reversing maneuvers.

BSW operates within a range of 70 m from behind (and 3 m from either side of the car) and a speed of 10 km/h (18 km/h for the Rear Cross Traffic Alert).

These combined functions detect vehicles present in the (rear side) blind spot zone of the subject vehicle by using the radio wave radars mounted inside rear bumper. They can reduce careless accidents as auxiliary function that supports a driver on the lane change or backward leaving by means of door mirror indicators and buzzer sounds.



Adaptive Cruise Control (ACC)

Using the 77 GHz millimeter-wave radar mentioned above, this fourth device controls the distance with the preceding vehicle, slowing Eclipse Cross to match the pace of the other vehicle ahead. At a dab of the accelerator pedal or flick of a switch can proceed again when the vehicle ahead moves off or increases its speed (within legal limits).

Of particular note, Eclipse Cross' ACC adds further functions:

- Low speed (like slow traffic) function
- Extended reach of operation along winding roads (and early detection of cutting in vehicle) thanks to the wide azimuth angular range radar.
- ACC can now keep the car at a standstill after stopping and then, allow for the cruise control function to be resumed after the car has proceeded again, pressing the accelerator or using the ACC switch
- This standstill function is also compatible with the Auto Stop & Go system



Automatic High Beam (AHB)

The 'AHB' monitors the headlights and foglights on incoming vehicles as well as street lighting and ambient light levels and automatically switches between high and low beam accordingly. The change of state is monitored through a driver assistance camera located behind the windshield.

High beams are automatically activated above 40 km/h when no other vehicle (preceding or in-coming) is present and in a dark environment (no street lighting,...).



Multi-around Monitor w/ Bird-View Image

Four cameras are positioned around the vehicle showing five different views: front, rear, side (right & left), and from above as well for a 360° overhead image, helping when parking in tight spots, further supplemented by parking guiding lines shown on the screen following actual steering wheel movements.

This clever electronic parking aid is further complemented by a set of corner ultrasonic sensors, four at the front and four at the rear, alerting the driver of the presence of objects close to the car (under 15 km/h).



Electric parking brake & Brake Auto Hold

When this function (available for CVT and A/T equipped models) is activated, the car will remain stationary after the brake pedal is released. It will be disengaged automatically when the driver presses the accelerator pedal.

All these systems will add to Eclipse Cross' extensive passive safety palette, including Mitsubishi Motors' proprietary RISE* structure, a set of 7 airbags, thorough development regarding pedestrian protection, etc,...

****Reinforced Impact Safety Evolution**": An MMC system that brings dramatic advances in multi-directional impact safety performance with dispersing energy loads during side and rear crashes and controlling distortion, to enhance occupant protection.
