

More power, safety and capacity for new Triton

Mitsubishi Motors Australia has announced details of its 2010 model year Triton utility line-up.

The new model comes out fighting with class leading power, industry-leading safety standards - including stability control and side and curtain airbags available on diesel dual-cab models - greater towing capacity and an extended



tray.

Robert McEniry, president and ceo of MMAL, says the company had decided to release details of the new vehicle early as strong demand for the current model has seen stocks quickly disappearing from Mitsubishi dealerships in the last few months.

"Triton is one of the mainstays of the Mitsubishi range and has always proved popular as a practical and rugged work vehicle that can take all the hard knocks thrown at it," McEniry says.

"And, more recently, its recognised four-wheel drive capabilities and car-like comforts have seen it used for recreational activities as well.

"The result is that this car is in great demand – so much so that June sales were the highest monthly sales ever recorded for Triton in this country, and now our stocks are running low.

"In light of this, we have decided to release details of the new 2010 Triton early, to let prospective buyers know just what a great vehicle we have in store for them."

Pricing for the new 2010 Triton range is yet to be revealed. However, Mitsubishi has indicated that there will be no "sticker shock" associated with the comprehensive upgrade in features this vehicle represents.

The big news for the 2010 Triton range is the availability of a new, high-powered (HP) turbo diesel engine on four-wheel drive variants, which delivers the highest output in this segment.

This 2.5-litre powerplant generates 131 kW of power at 4000 rpm and 400 Nm of torque at 2000 rpm – up 11% and 17% respectively over the previous 4M41 3.2-litre engine – and delivers combined fuel economy figures of 8.3 litres per 100 km, a 9% improvement, when mated to a manual transmission.

Automatic variants generate a similar amount of power, 350Nm of torque, and achieve a combined fuel economy figure of 9.3 litres per 100 km.

These enhanced figures have been achieved by improving engine performance through changes to the combustion chamber shape, optimized injector specifications, adding a variable geometry turbo charger and increasing turbo charging pressure.

The two-wheel drive 2010 Triton range retains the 2.4-litre petrol engine and 2.5-litre diesel engine from the current line-up.

The petrol engine generates 94kW of power @ 5250 rpm and 194 Nm of torque @ 4000 rpm, offers economical fuel consumption figures of 10.9 litres per 100 km and is coupled with a five-speed manual transmission.

The diesel engine generates 100 kW @ 3800 rpm and 314 Nm @ 2,000 rpm, and returns economy figures of 8.2- (manual) and 8.6- (automatic) litres per 100 kilometres.

Two automatic transmissions are available on HP diesel variants – the four-speed transmission carried over from the previous model sees smooth shifting as an option on all but the top-of-the-range Triton. The GLX-R model receives an electronically controlled five-speed automatic with sports-mode.

Mitsubishi's all terrain technology (MATT) is standard on all GLX-R models, and features the 'super select' four-wheel drive system, which includes active stability & traction control, multi mode ABS, electronic brake force distribution and an optional diff lock.

Given many Mitsubishi Tritons spend their weekdays toiling as an indispensable tool for their hard-working owners – then convert to family transport on weekends - safety was a key priority when designing the new vehicle.

All 2010 Tritons have standard driver and front passenger SRS airbags, front and rear door impact bars, ABS brakes with electronic brakeforce distribution, front seatbelt pretensioners and child restraint points.

Additional safety features available with the 2010 Mitsubishi Triton line-up confirm its position as the class-leader in this segment. Active stability and traction control is available on all HP diesel models and passenger side and curtain airbags are

available on all HP diesel dual-cab models – and standard on GLX-R variants. These features cement the Triton's four star ANCAP rating.

Load carrying and towing are critical factors when choosing a work-and-play utility, and, in response to consumer feedback, Mitsubishi has gone all-out to improve both these important features on the 2010 Triton.

The new, long-bed tray available on dual-cab Tritons offers a total tray length of 1505 mm, and total tray height of 460 mm - an improvement in both directions of 14%, perfect for sliding larger objects smoothly on to the utility bed.

Towing capacities have also been increased, with the maximum towing capacity of the 2010 Triton four-wheel drive range up from 2500 kg to 2700 kg on our dual-cab four-by-fours with long bed and 3000 kg on all other four-wheel drives.