

OZ ROAMER



**MITSUBISHI PAJERO EXCEED
WINNER OF THE OZROAMER
2013 7 SEAT 4WD OVER \$60,000 AWARD**

OZROAMER 2013 AWARDS

by Rob Fraser



Going back some ten or so years ago Mitsubishi revolutionised the 4WD market with a large 4WD that actually had road manners. Time has moved on and the latest model of the Pajero is now getting long in the tooth but still remains an very competent 4WD with good handling, dynamics and excellent value.

The external shape remains stylish and the Exceed has some features that enhance that style such as ten spoke 18-inch alloys, front fog lamps, roof rails, rear spoiler, high intensity dusk sensing headlights etc.

Step inside the Exceed and the first thing you notice is that the interior is quite spacious. The electrically adjustable heated drivers seat is comfortable and the leather and wood grain steering wheel is both reach and height adjustable to allow you to find that perfect driving position. There is enough seat travel even for my lanky frame and the overall visibility is excellent. The steering wheel is surprisingly comfortable in the hands.



In front of the driver is the illuminated sports dash with dual dials and multi information display in-between. The steering wheel houses the usual controls and the thick rim feels great in your hands. The dash is very easy to read.

The centre console houses Mitsubishi's Multi Communication System (MMCS) with Navigation Voice Command Steering Wheel Controls, an 850-watt Rockford Acoustic Design 12 Speaker Premium Audio System and reversing camera with reversing sensors. The sound from this entertainment system is simply awesome. Above the MMCS is a carryover from the previous models with the push button information system.

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Rear seat passengers are spoilt with plenty of leg, head and shoulder room. The Pajero probably has the most rear room in this segment and even the taller passengers are comfortable. The Exceed also comes with a rear entertainment system as an option and it's worth it to keep the rear passengers occupied.

The third row of seats folds neatly into its own hub to give a large luggage area but are definitely in the small child short trip category though. There is no leg room or knee room for anything but the smallest passengers. One particular design advantage is the fact that the rear seats can be totally removed and in their place is a handy large storage well. This is great for extended touring holidays etc when the rear seats aren't needed.

The Pajero Exceed Edition offers first-class occupant and driver safety with 5 star ANCAP safety rating. • Features include front, side and curtain airbags, ASC, ATC, EBAC, Super Select 4WD II, Multi-mode, ABS, EBD, ISOFIX child restraints, reversing camera, rear parking sensors, Mitsubishi Body Optimised Suspension (MBOS) and MATT (Mitsubishi's All Terrain Technology).

MATT incorporates a number of systems including Active Stability and Traction Control, ABS braking system with EBD and Super Select II 4WD. Super Select let's you alternate between 2WD and 4WD modes changing between modes at speeds of up to 100 kilometres per hour on any surface. The Pajero also now comes with a very handy rear diff lock for superior off road performance.

Powered by a 3.2 litre Common Rail turbo-charged diesel the Pajero pumps out 147kW of power at 3,800 rpm and 441 Nm of torque at 2,000 rpm. At 110 kmh on the freeway the Pajero will be turning over a relatively lazy 2100 rpm. The engine is mated to the INVE CS II 'Smart Logic' 5-speed automatic transmission with Sports mode.

This combination works well but the engine is a little noisy by today's standards and is outclassed by the Jeep Grand Cherokee. however is still better than the Prado. While not a rocket it has enough power for all driving situations and sips fuel at a rate of 9.0L/100Km.

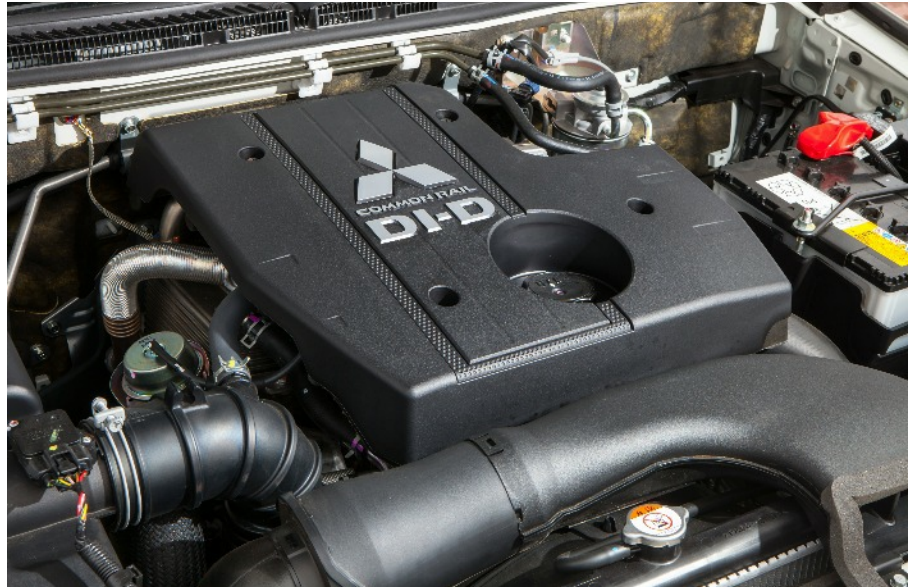
The Pajero remains one of the better handling 4WD's in its class. On highways and back roads the Pajero drives like any sedan. When the road turns to dirt and corrugations the Pajero remains composed providing an engaging drive.

Off road the Pajero is an excellent performer. The MATT system combined with the rear diff lock means that you can go almost anywhere you want with some reason. As a standard 4WD it will provide endless kilometres of comfortable outback touring.



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| Model | Pajero Exceed DiD |
| Model Price | \$80,890 RDAP |
| Engine | 3.2L DiD 4 Cyl |
| Drivetrain | 4WD 5 speed Auto |
| Power | 147 Kw @ 3,800 rpm |
| Torque | 441 Nm @ 2,000 rpm |
| Safety | 5 Star ANCAP |
| CO2 Emissions | 239 g/km |
| GVR | 2 ½ Star |
| Economy | 9.0L/100km (ADR comb) |
| Tow Capacity | Max 3000 kg |
| Tow Ball Rating | 250 kg |
| Servicing | \$2,040 3yrs/60,000k |
| Warranty | 5 yr/ 130,000 km with full roadside assist |



The Pajero will tow 3000kg with a tow ball weight of up to 250kg and makes a pretty dam good tow vehicle. Over the years I have towed caravans, off road caravans, bike trailers, off road camper trailers, boats etc with the Pajero. It handled everything I towed with ease.

Personally I would keep it to 2500kg with the balance on the tow ball of 250kg, especially if you are venturing into the rough stuff. Fuel usage will increase while owing as the motor does work a little harder.

The main competitor in this segment is the Prado which was basically copied from the Pajero. With the disappearance of the Pathfinder from the 4WD ranks (now an AWD) the Pajero is in a stronger position.

However a new model can't be far away and hopefully it will be as advanced as the original was a decade ago. The good thing is that there are a plethora of aftermarket accessories to upgrade the Pajero for an even better off road tourer.

As I mentioned before the current Pajero is long in its design cycle and there are areas where the market has caught up and passed it. It's strength isn't in doing anything exceptionally well (except on road handling) but rather everything competently however it remains a value plus, roomy, very competent 4WD vehicle that will transport the family and all their gear to wherever you may wish to go. As a family 4WD that provides something for all drivers the Pajero is easy to live with.

For the second year in a row the Mitsubishi Pajero Exceed DiD is a worthy winner of the 2013 OzRoamer 7 Seat 4WD over \$60,000 Award.



What's Good:

- Internal space
- 4WD Stability system
- Rear diff lock

What's Not:

- Third row seats leg room
- Tow ball rating
- Engine power

Overall OzRoamer Rating: 90/100

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| Behind the Wheel | 9 | Practicality | 9 |
| Comfort | 9 | Fit for Purpose | 9 |
| Equipment | 9 | Towing Ability | 8 |
| Performance | 8 | Off Road Ability | 10 |
| Ride & Handling | 10 | Value for Money | 9 |