Mitsubishi Outlander PHEV Diamond – Road Test

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A lot of new brands and models are coming into the UK market and what nearly all of them lack is experience, writes Robin Roberts (and WheelsWithinWales).

That might be knowledge of British buyers, selling to them, looking after them, supplying what they really want and setting prices which are really attractive and represent value-for-

money.

So imagine if you could introduce a brand and model which meets all of these requirements and comes with respect, familiarity and the all-important experience.

Enter the 2026 Mitsubishi Outlander.

It’s not a case of history repeating itself but actually a new model with a familiar name, which has improved over the last generation 4.

Following a gap of just two years after Mitsubishi decided to contract in Europe, the famous three-diamonds are glinting again on the very latest version brought in by the team behind Subaru, Isuzu and a few Chinese brands, International Motors Group.

For them and a grateful number of former Mitsubishi owners, there had been a hand-holding arrangement since 2024, when an extensive parts supply was maintained through the network to assist about 55,000 models sold in the series.


BP26 EUB





That has enabled Outlander Gen5 sales to kick-off with scores of dealers strategically placed throughout the country to serve existing and new customers. It was a win-win window of opportunity International Motors could not ignore when the latest Outlanders were created after Gen4.

The newcomer is more powerful, refined and comfortable than the last series and it is also better equipped for meeting the more demanding expectations of the new-money drivers and up to seven people in total.

The automatic powertrain is more refined and simpler to utilise in any situation with seven possible driving modes, greater passenger comfort features including heated seats infront and back in our Diamond level model.

For the driver, a suite of safety aids and packages are at fingertips and all enjoy a better on and offroad riding with the benefit of permanent four wheel drive, low and high range using a big petrol engine and twin electric motors.

There are two versions from £46,995 for the seven seat Nativa and £49,995 for the five-seat Diamond trim with options for the needs of a diverse range of drivers.

The new Outlander uses sophisticated plug-in hybrid tech with A/C and D/C charging points to boost performance and range so it can do 53 miles on electric alone, quickly recharging to minimise down-time.

The 2.3 lltre engine produces 299 PS, good for a 0 – 62 mph time of 7.9 seconds and potential range of 400 miles combined. We saw between 32 mpg and 38 mpg recorded.


PLUG-IN HYBRID
EV

They also have eight-year comprehensive warranties.

The powertrain is common to both models and the switch from electric to petrol power was seamless.

It was quick from a standing start, pulled very strongly mid range and effortlessly cruised two long motorway trips.

Feeling through the heated steering wheel was very communicative and it was not at all twitchy or affected by mid-corner potholes while the big brakes were both strong and sensitive.

The single-reduction gear automatic meant ultra smooth performance all the time with the added ability to use paddles to improve retardation or acceleration.

Minor controls were grouped on the steering wheel, column or lower edges of the fascia, not always in direct line of sight but only a short distance away.

The heating and ventilation system with the front and rear screen demisting permitted fresh or recirculating air conditioning with big facial vents in the dash, powered windows and glass sunroof.

Instruments infront of the driver also included a head-up display in the Diamond spec and all were big, clear and what you wanted to see could be picked from a simple menu to minimise distractions.

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It was annoying to get on-screen constant reminders to look ahead, so checking door mirrors or approaching traffic through the side windows was inevitably frowned upon by the system.

Noise levels were really modest, mostly confined to the big wheels and tyres smoothing out potholes or tarmac ridges.

Visibility was generally very good ahead with big wipers and long-range bright headlights, a number of cameras and sensors working when parking so it could be precisely eased into spaces barely bigger than the Outlander.

It is when parking that you realise the Outlander does not have a particularly tight turning circle and needs a few swings to get into some spots, do a U-turn on a typical street or negotiate some multi-storey car parks.

Off-road it meant some woodland tracks would need a couple of attempts to take on.

Living with the Outlander would be easy thanks to the wide opening big doors, full width high-lift tailgate with waist-high flat, wide and long bootfloor.



The five-seats in our test model were very comfortable with deep cushions, wrap around backs and good location through fast bends.



There is a lot of head, leg and shoulder room as well with points to plug in accessories in the rear as well as infront and everyone is well served by console trays with cup recesses, big and deep door bins, cubby boxes and slip pockets. It’s a family car in every sense of the words.

The Yamaha sound system was excellent throughout and the first time I had experienced this manufacturer’s auto audio equipment.

VERDICT

Apart from that annoying turning circle the Mitsubishi Outlander was effortless to manoeuvre, travel in or enjoy on winding country roads. You could do a long journey of

hundreds of miles and not really feel tired.

It also has a towing capacity for those who need to move around their money, be that cattle, bikes, boats, vehicles, fences or furniture up to 1,500 kg (3,307 lb). That's a good bit down on the ICE models of Generation4, however.

It is worth highlighting the excellent eight years warranty as well, which is more than most rivals in this class.

Welcome back Outlander.

For: Roomy, refined, comfortable, economical, strong warranty, highly equipped.

Against: Big turning circle, some road rumbles, annoying alerts, average towing capacity.



FAST FACTS

Model: Mitsubishi Outlander PHEV Diamond

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Price: £49,995

Mechanical: 299 PS 4cyl 2.3 litre petrol-hybrid 4WD, Auto

Max Speed: 106 mph

0 – 62 mph: 7.9 secs

Combined MPG: 38

Insurance Group: 47

C02 emissions: 20 g/km

Bik rating: 7%, £115FY, £640SRx5

Warranty: 8 years/ 100,000 miles

Size: L 4.72 m (15.49 ft), W 1.90 m (6.23 ft), H 1.76 m (5.77 ft)

Bootspace: 362 to 1,832 litres (12.78 to 64.70 cu.ft)

Kerbweight: 2,209 kg (4,870 lb)

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