2026 MITSUBISHI OUTLANDER PHEV

Mid-cycle refresh for Mitsubishi Motors' flagship vehicle takes Canada's best-selling plug-in hybrid to another level.

MITSUBISHI MOTORS

Drive your Ambition

NOTE: ALL INFORMATION IS CORRECT AND CURRENT AS OF FEBRUARY 26, 2026.
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VEHICLE HIGHLIGHTS

- Alongside new mild-hybrid 2026 Outlander, all Mitsubishi Outlander models are now electrified, a key tenet of the brand's Momentum 2030 business plan
- New larger-capacity 22.7kWh battery provides 72 km of all-electric range, up from 61 km in 2025
- Total system horsepower increased to 297 hp[1]
- New battery cooling system delivers improved thermal management for longer all-electric range, more EV driving opportunities in more driving scenarios, and greater power output contributing to increased system horsepower
- Extensive updates to interior, addressing customer requests for materials, revised controls, updated cupholders, as debuted on 2025 Outlander ICE model
- Exterior updates highlighted by striking 18" and 20" wheel designs, updated front grille and bumper, revised rear taillights
- Retuned steering, updated suspension tuning highlight drivability and confidence behind the wheel
- Industry-exclusive to North America, two distinct Yamaha® audio systems are class-leading in audio quality and music reproduction
- All Outlander PHEV models feature Mitsubishi Motors' Super-All Wheel Control all-wheel drive system as standard
- Industry leading warranty and included maintenance continue to highlight outstanding value proposition
- Trim levels for the Canadian market are ES, SE, LE, SEL, GT and GT Premium. Additionally, a high-specification NOIR edition adds trim-specific colours, features and black-out of all exterior chrome trim

2026 Outlander PHEV

For 2026, Mitsubishi Motors' flagship Outlander PHEV debuts with updates and improvements throughout the vehicle, with increased all-electric range, an updated interior and exterior, and the critically acclaimed Dynamic Sound Yamaha audio systems so well received in the 2025 Outlander.

For the first time ever, every 2026 Mitsubishi Outlander is now electrified, with the updated 2026 Outlander PHEV debuting in showrooms alongside the new-for-2026 Outlander mild-hybrid model. This is part of Mitsubishi Motors' commitment to delivering new and updated vehicles under the banner of Momentum 2030, the company's North American business plan that affects all aspects of how Mitsubishi Motors goes to market and how our customers interact with the company.

Looking ahead to the future of the brand in Canada, the path to Mitsubishi Motors Momentum 2030 is defined by four key points:

- A path to electrification
- A path to a renewed and expanded product lineup that will strengthen Mitsubishi Motors in Canada
- A path to a modernized retail sales model
- A path to a strengthened partnership with the dealer network and sales growth

Since its debut in Spring 2021, as a 2022 model-year vehicle, this new-generation Outlander has come to define a new generation of Mitsubishi Motors. And since the debut of the new-generation plug-in hybrid variant in 2023, the vehicle has gone on to win both multiple industry awards and the hearts of customers. Outlander – Mitsubishi Motors' flagship nameplate – brought a customer into the company's dealerships who either hadn't ever considered a Mitsubishi vehicle before, or hadn't considered the brand in many years, and that momentum continues to this day. These new customers chose Outlander for its style, engineering, value and industry-leading warranty.

With updates to ride and handling, interior and exterior styling and features, greater all-electric range, improved acceleration, and an industry-leading in-car entertainment system co-developed with the audio experts at Yamaha, the 2026 Outlander PHEV takes its place at the top of Mitsubishi Motors' Canadian lineup. This vehicle incorporates the company's more-than-100-years of engineering experience to deliver quiet and powerful electric motoring combined with loads of range and easy refueling that gasoline offers. It is truly the best of both worlds.

POWERTRAIN

For 2026, a larger 22.7-kWh battery pack – up from 20 kWh in the 2025 model – allows the vehicle to operate in EV mode more often and with increased EV driving range. While the pack is increased in size by 13%, the system's power output is increased by 60%. This contributes to improved all-electric range of 72 km (up from 61 km) and gives Outlander PHEV the ability to operate in electric mode over a far greater range of operation than before.

Total driving range (electric and gasoline combined) increases from 687 to 690 km – a small increase as the fuel tank capacity has been reduced slightly to accommodate the increased size of the battery pack.

The new 22.7 kWh lithium-ion drive battery is fitted under the floor, between the axles, and takes away no interior space. The additional power output from the battery is also made possible by the integration of a new battery cooling system, using A/C refrigerant to monitor and maintain optimum thermal management.

New for 2026 is a two-row battery cooling system, where additional cooling array is mounted below the pack that makes the system more efficient and also limits radiant heat-intrusion into the cabin.

There are two electric motors in the Outlander PHEV, one for the front axle and one for the rear. Rear drive in the Super-All Wheel Control all-wheel-drive system is entirely electric, as there is no mechanical connection between the front and rear wheels., The hybridized operation of the internal combustion engine and the electric motor only happens on the front wheels.

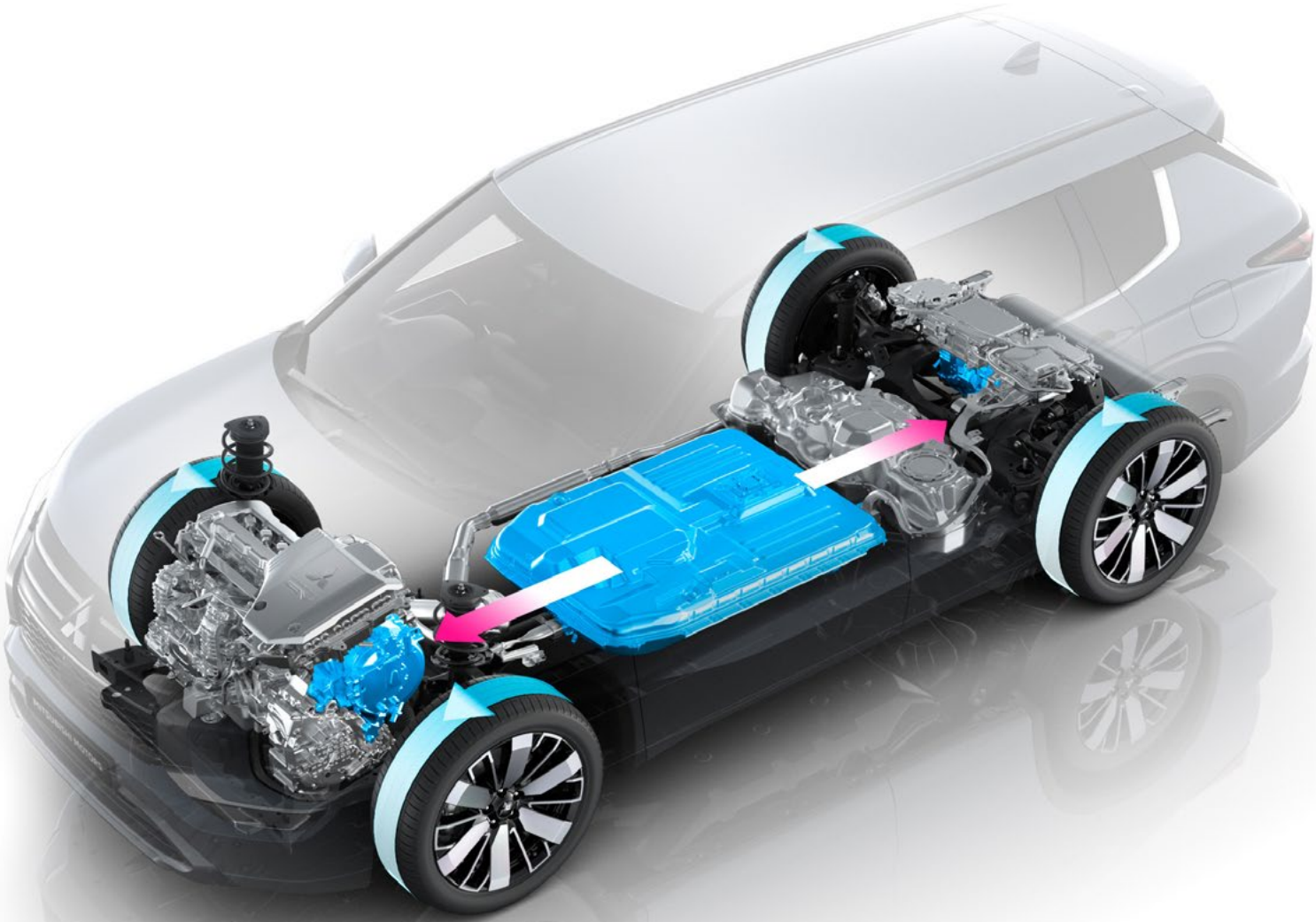
Every Outlander PHEV offers three rows of seats, made possible by unifying the rear motor control unit with the rear motor to secure enough space to allow installation of the third row seat. Positioning the rear motor controller and the motor itself on the outside of the passenger compartment reduces the system's inherent high-frequency noise, resulting in a quieter interior environment.

POWERTRAIN

The internal combustion engine remains unchanged from the 2025 model, achieving excellent fuel efficiency at lower-revs with a high expansion-ratio cycle, and fuel efficiency at higher-rev/higher-load range is improved.

Outlander PHEV uses a single-speed transaxle – a high gear ratio allows for efficient gasoline-only operation at highway speeds, and the electric motors are used to aid in off-the-line acceleration, providing the torque boost necessary to provide exhilarating performance.

In the transaxle, the strength and durability of the gears and bearings were optimized to accommodate the output of the motors and engine. Engineers structured the power transmission of the engine with dedicated gears for the power generation path to the generator and the drive path to the axles, while also optimizing the gear ratio to achieve a balance of power generation efficiency and fuel economy. The vibration-damping ability of the transaxle has been elevated by equipping it with a peak-torque limiter to damp the torque variation of the engine.



DRIVE MODES

Outlander PHEV can operate as both a series or a parallel hybrid. Series mode uses the gasoline engine to generate power that charges the drive battery, while driving the vehicle with the electric motors. Parallel mode uses the power of the gasoline engine to drive the vehicle, assisted by the electric motors.

Drivers can control how the vehicle operates and in what mode it drives through a number of drive modes.

EV Mode allows the vehicle to drive with the electric motors only, using power from the drive battery. For 2026, EV Mode offers greater range of operation thanks to the larger battery and increased power output. Additionally, new for 2026 is the ability to use the steering-wheel paddles to add regenerative braking while in EV Mode, without the system reverting to "Normal" mode. The internal combustion engine is started when the paddles are used to ramp up regeneration, in order to harvest deceleration energy, and is then stopped when vehicle-slowing is reduced.

Battery Charge Mode charges the battery regardless of whether the car is driving or stationary. In other words, the internal combustion engine can be used as a generator to recharge the battery pack up to approximately 80% of capacity.

Battery Save Mode maintains the current level of remaining battery while driving, prioritizing the internal combustion engine for driving power.

Increasing the output of the drive battery has also made it possible to use EV Priority Mode when using Adaptive Cruise Control, MI-PILOT or EV Mode.

INNOVATIVE PEDAL

Innovative pedal allows near single-pedal operation of the vehicle, similar to a battery EV. This allows increased driver control on winding roads and peace of mind on snowy roads. (Note: The brake pedal must be used when stronger deceleration is required or when bringing the vehicle to a complete stop.) Innovative pedal operation mode can be turned on or off by pressing a switch on the centre console.

BATTERY CHARGING

Outlander PHEV can be externally charged one of three ways:

- Level 1 charging from conventional 120-volt power, using the included charging cable. Charge time from fully depleted is approximately 16.5 hours
- Level 2 charging from a 240-volt outlet using a J-1772 plug. Charge time is approximately 6.5 hours
- When equipped, by Level 3 utilizing DC fast-charge on the CHaDeMo network. Charge time is approximately 29 minutes to 80% state-of-charge

Charging can be controlled by either a smartphone app or the navigation screen can be used to set a specific time for charging to begin. The air conditioner can be used while charging, so the cabin can be pre-conditioned to a comfortable temperature while connected to the grid. An indicator near the charging port shows a white LED indicator that lights up once the charging lid is opened when charging, which changes to a green light once the charging connector is connected and then flashes green while charging is in progress.

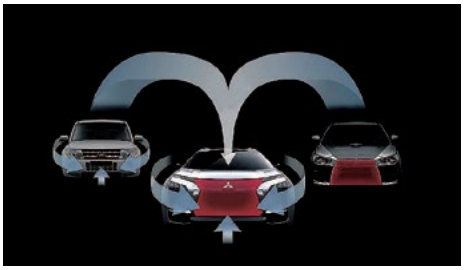
EXTERIOR DESIGN

The Outlander PHEV exterior design was developed under the overarching theme of “I-Fu-Do-Do” (pronounced Ee-Foo-Doh-Doh). I-Fu-Do-Do translates roughly to “majestic and authentic” and it illustrates the mindset of the product planning, design and engineering teams in developing the brand’s flagship vehicle.

EXTERIOR DESIGN

The design concept of the Mitsubishi Outlander is “Bold Stride”.

This unique and Mitsubishi-specific exterior and interior design expresses a powerful and dependable presence, as well as the functionality and high performance backed by the brand’s proven SUV heritage, so that drivers can take a new step forward with confidence.



Bold Stride builds upon the brand’s history and heritage, taking cues from vehicles such as Lancer Evolution and Montero, and the rugged and powerful look associated with Mitsubishi Motors’ dominance in off-highway and off-road motorsport.

Jutta Kleinschmidt wins Dakar 2001

Tommi Makinen wins 1999 WRC championship

This harkens back to Mitsubishi Motors’ history as the most successful manufacturer in the history of the Dakar Rally, with 12 overall wins and seven of them consecutive, and the World Rally Championship, where the company notched four driver’s championships and one manufacturer’s championship.

EXTERIOR DESIGN

Outlander PHEV leads with an exterior style that sets it quite apart from other vehicles on the road. From a bold and confident front face to the taillights, Outlander PHEV cannot be mistaken for just another SUV on the road. That's been proven out by our customers, many of whom tell us that – apart from the brand's quality, dependability, reliability and incredible value-for-money – they choose their Outlander PHEV because it stands out from the crowd.

The front face is daring and distinctive, with the dynamic shield delivering an aesthetic that projects both performance and poise. The overall stance conveys stability with the vehicle's strong shoulders, while the front lighting technology displays a look to the future with standard-equipment LED (light-emitting diode) lamps in all positions and on all models. In fact, all lighting – interior and exterior – is LED for style and efficiency.

The high-positioned DRL (daytime running lamps) feature a sharp look and enhance recognition. The low-positioned headlamps provide strong and clear distant lighting, and their low-mounted position is intended to help minimize light-glare toward oncoming vehicles. Mounted below the headlamps are LED fog lamps, located to provide superior light penetration below fog or cloud, while also helping to minimize glare.

Hood and front fenders are made of steel – from the earlier use of aluminum in these components - enhancing the vehicle's NVH (noise, vibration, harshness) damping characteristics. A key benefit of this material change is the ability to produce tighter production tolerances and more precise fit and finish.

The smooth leading-edge grill portion allows the clamshell-style hood – a feature typically found on luxury vehicles – and the available "Outlander" hood script, to stand out clearly. This grille area is attached to the main grill/bumper area, rather than lifting with the hood, again to ensure tight and consistent clearances and fit-and-finish.

EXTERIOR DESIGN

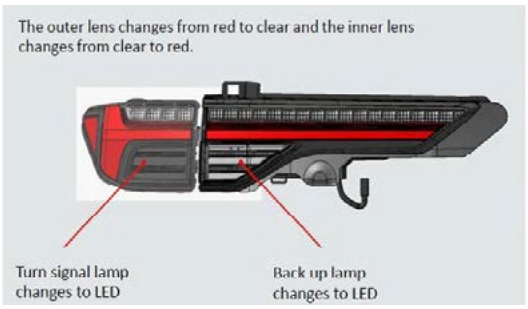
Moving visually to the side, the design reveals a powerful horizontal body structure, with muscular fender flares and a prominent jet tail fin rear pillar, a cue that adds dynamism to the look and gives a floating appearance to the roof line.

Overall, Outlander PHEV's surfaces deliver a perception of sculpted solidity, with distinctive, robust characteristics, as though the vehicle is sculpted from a solid metal block.

The rear identity is defined by a form Mitsubishi Motors' design team termed "hexaguard horizon", expressing stability and driving performance, and instilling confidence. Just as with the front design's character, heritage is at the core of the rear look: the sculpted hexagon motif is inspired by the rear lift-gate of the iconic Montero/Pajero, a vehicle so important it has been inducted into the Japan Automotive Hall of Fame's Historic Car list.

The rear lights incorporate the Grand Horizon design approach, again expressing stability through the T-shaped design. The LED lighting emphasizes width, harmonizing with the horizon.

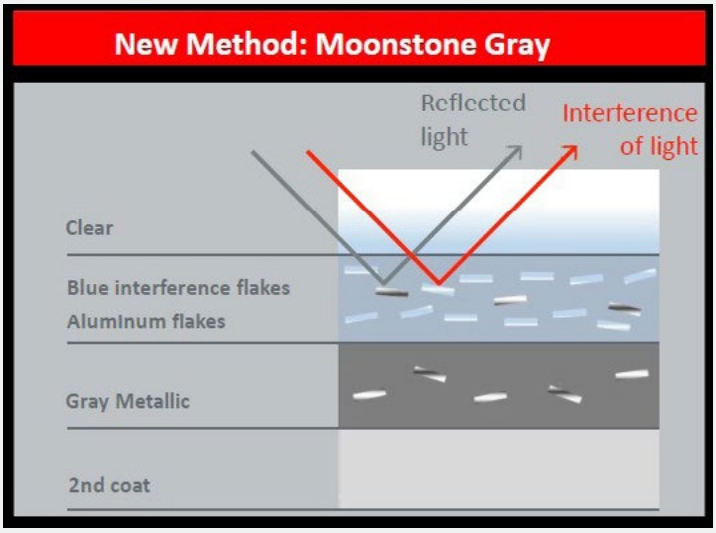
The rear lens is treated with a smoked finish delivering a rich, deep almost three-dimensional look to the lenses. As with so many aspects of the Outlander PHEV's design, this is a look typically only found on luxury vehicles.



EXTERIOR DESIGN

Distinctive colours, including Mitsubishi Motors' unique Diamond series – White Diamond, Red Diamond and Black Diamond – allow owners to make their Outlander PHEV a reflection of their personality. These Diamond colours feature multi-stage paint that, regardless of direct or filtered light, deliver a consistent sheen and reflection. This type of paint is more typically found on luxury vehicles costing far more than Outlander PHEV, but in this application, simply reflect the quality and value delivered by Mitsubishi Motors.

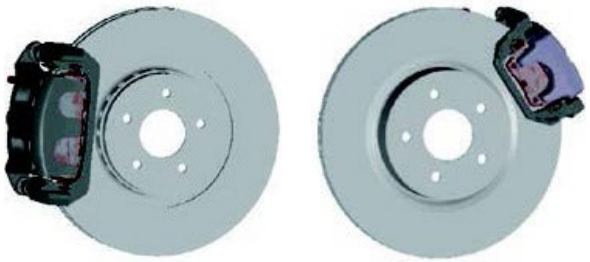
A new Moonstone Grey Metallic is offered for 2026. Its unique hue brings a sharp blue glow to the solid-like grey by combining the interference of light from blue with the reflected light from aluminum. Three separate outer layers of colour deliver a striking blend of colour, depth and distinction.



Rounding out the styling are three separate alloy wheel designs, in both 18" and 20" sizes, fitted based on trim. The ES and SE models are equipped with 18" alloy wheels, the LE model is fitted with 18" two-tone alloy wheels, while the SEL, GT and GT Premium are equipped with wheels up-sized to 20". The NOIR edition gets its own 20" black alloy wheels. Outlander PHEV is the only vehicle in its class to offer wheels in a 20" size. The new wheel designs are striking and powerful, lending another nod to Outlander PHEV's class-above styling and equipment.

18" wheel

20" wheel



Large-diameter ventilated brake discs are used to match the class-leading tire and wheel size. Brakes are 13.8 in. in diameter for the front and 13.0 in. for the rear.

INTERIOR DESIGN

The interior of Outlander was completely refreshed for the 2025 model year, and it is now brought into Outlander PHEV for 2026.

The updated interior, with a new centre console design more focused around ease of use and comfort, new interior colours and seating materials, upgraded features and a significantly upgraded audio systems can be seen on all trim levels. Co-developed by the renowned experts at Yamaha – and the first time that Yamaha has ever developed in-car audio systems for a North American-market vehicle - the audio systems debut Mitsubishi Motors' first application of SiriusXM's available 360L on-demand satellite-streaming entertainment service.

The interior reflects Japanese "omotenashi", a word that can loosely be translated to English as "hospitality", but it is more than that. Omotenashi suggests a level of thoughtfulness that goes beyond to the point of anticipating a guest's needs and wants and always taking the next step to deliver surprise and delight. In the case of the Mitsubishi Outlander PHEV, this surprise and delight is the level of experience that can be delivered in concert with the outstanding quality, dependability, reliability and value the brand has built its reputation on.

Dominating the view forward, a solid horizontal axis runs through the centre of the steering wheel with the 12.3" Digital Driver Display instrument cluster above it, under the floating infotainment display and into the front passenger side, to create a spacious, rich space.

INTERIOR DESIGN

All the physical touch points – the steering wheel, shifter, dials, power window switches and handles – are designed to fall easily to hand, making adjustments and operation seamless. These controls give an accurate response that inspires confidence both in their operation and in the vehicle.

The digital aspects of the interior, including the 12.3" Digital Driver Display instrument cluster, available head-up information display and the standard 12.3" centre-mounted infotainment system with extensively revised graphics, have been created to make them intuitive and visually appealing. Fonts and colours are consistent amongst screens and displays, a detail that is generally only seen on select luxury-class vehicles. On Outlander PHEV, this detail is included as standard.

An aspect of the interior that is in constant use but is rarely mentioned is the rearview mirror. Outlander PHEV offers an available sophisticated frameless digital rearview mirror, matching the cabin's upscale character, that helps to improve overall visibility. The system offers both conventional mirror operation or an available digital image created from a rear-mounted camera. When it's difficult to see out the rear window due to passengers or luggage, or due to environmental conditions such as rain or snow, switching to the rear camera image can help to increase rearward visibility. The camera image is covered by the rear wiper's sweep, to keep vision clear.

The award-winning interior from earlier models is moved to a new level of sophistication for 2026, with materials and colours matched with high quality stitching on the instrument panel and door trim. Well-thought-out storage spaces are designed for convenience, and subtle ambient lighting in the doors helps to deliver a calm, luxurious space for all occupants.

INTERIOR DESIGN

Also carried into the 2026 Outlander PHEV is the interior colour of Brick Brown, and it is the highlight of the line. Since Outlander PHEV's launch, the vehicle has been lauded for its class-above interior, highlighted by semi-aniline leather-appointed seating surfaces, diamond stitching on the seats and door panels, and stitched details on the padded dash area. The Brick Brown colour and diamond stitching bring an even higher level of sophistication, befitting Outlander PHEV's place as the flagship of Mitsubishi Motors' lineup.

Mid-trim vehicles also see a new interior colour, a light gray synthetic leather with suede-like fabric inserts. It is both attractive and durable, and this is the first time a lighter interior colour has been offered in a non-leather appointed Outlander PHEV.

NOIR Edition models will include the semi-aniline leather-appointed seating surfaces, but in black to highlight the colour-keyed items on the exterior.

INTERIOR DESIGN

Select trims of Outlander PHEV are available with heated and ventilated seats, the addition of seat ventilating being new for the 2026 PHEV. Second-row seats are available with heating as well.

Top-line GT Premium and NOIR models are also fitted with a trim-exclusive massage feature with selectable massage styles for the two front seats.

Interior lights are LED, making them both bright and focused. This helps to reduce the dazzle that could be experienced by a driver at night if interior lights are turned on.

In the second-row seats, high-quality ride comfort was achieved by optimizing the firmness, shape, and thickness of the urethane pads as well as the arrangement of the support wires. The seat back length is designed to disperse the pressure applied to the back, as well as to support the shoulders.

The second-row seats have a folding mechanism so they can be folded up with one action. Furthermore, a lever on the quarter trim provides remote operation from the luggage space, eliminating the need to open the rear door to fold down the seats. A 40:20:40 split is used for the second-row seats so that long items can be loaded in, while still leaving room for two adult passengers.

INTERIOR DESIGN

Listening to the voice of the customer was key in developing three key interior features: the size of the armrest storage area, the location of the cupholders and the design of the wireless mobile-phone charging pad.

The armrest storage is now increased by 45%. Cupholders were moved forward, from immediately in front of this storage area in the centre console, to a location next to the gear shift, where they are more easily reached.

The cupholders themselves are intended to accommodate two 1.3-litre (44-oz) cups, and each holder is molded to a slightly different angle – the front one sits at 93 degrees, the rear at 87 degrees, instead of sitting squarely at 90 degrees – so that the caps of two identical cups clear each other. The magic is in the details.

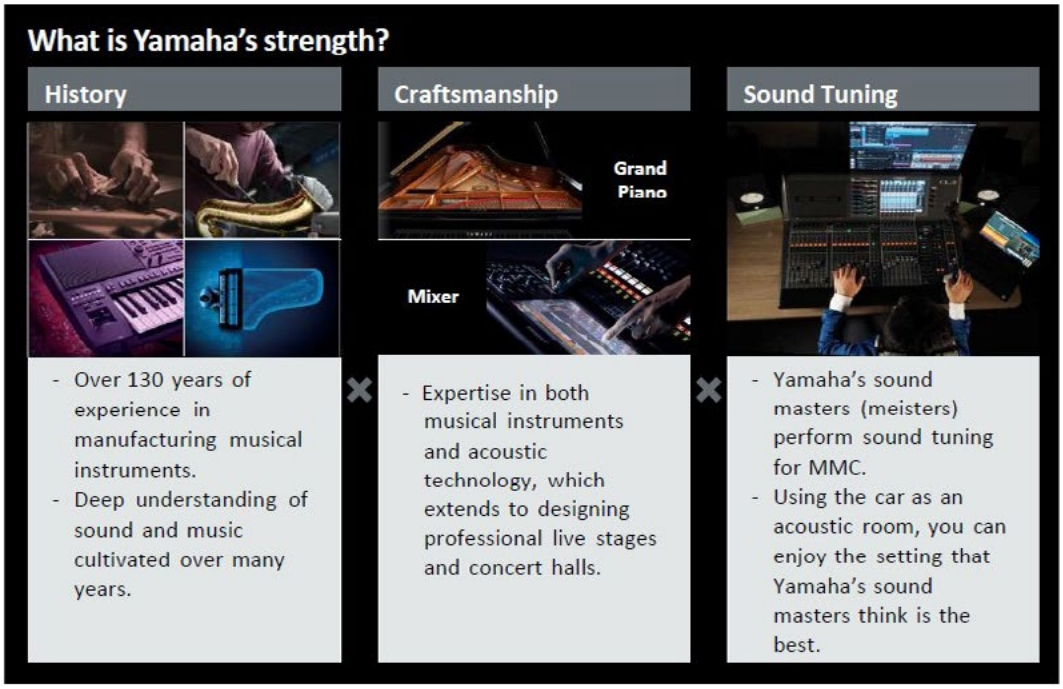
To address the need to keep different sizes and models of phones in a constant location to ensure consistent charging, designers determined the perfect angle and shape of the charging pad. In today's technology-heavy world – and in a vehicle with standard-equipment wireless connectivity for Apple CarPlay and Android Auto – reliable and consistent charging is critical.

An available heated steering wheel also helps to ward off the cold. A broad cross-section steering wheel is key to maximizing the driving experience, and Mitsubishi's designers and engineers worked in concert to develop a leather-wrapped wheel that enhances every aspect of driving. After all, regardless of where you're driving or the road you're driving on, it's the steering wheel that you're holding onto whenever you're in the vehicle.

YOUR PRIVATE CONCERT HALL – DYNAMIC SOUND YAMAHA® AUDIO SYSTEMS

Working in collaboration with celebrated audio and musical instrument manufacturer Yamaha Corporation, Mitsubishi Motors has developed in-car sound systems that rival systems costing thousands of dollars more, including those in vehicles from luxury nameplate brands. This Yamaha-branded in-car audio system debuted on the 2025 Outlander, as is the first to be sold in the North American market. These systems have immediately placed themselves at the pinnacle of in-car audio.

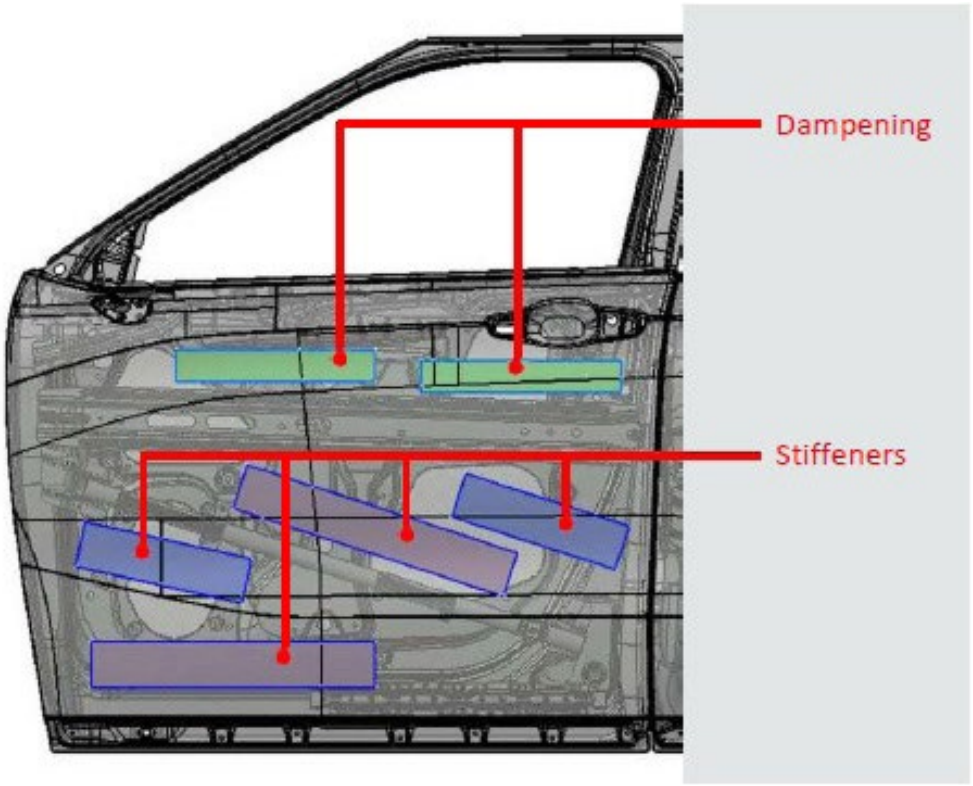
Yamaha is a world-leader in the development and construction of musical instruments and speakers, all with a goal of reproducing sound in the most clean, crisp and pure form. With over 130 years of experience, Yamaha has accumulated a deep understanding into how to reproduce sound so that it comes through as if it were being played live. In the same way that Mitsubishi's philosophy is to deliver a vehicle that operates as the driver intends it, Yamaha's philosophy is to deliver a music experience as the artist intends it.

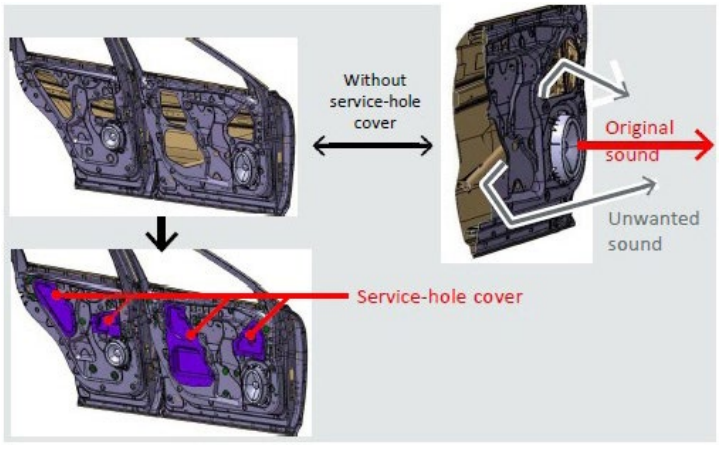


YOUR PRIVATE CONCERT HALL – YAMAHA® AUDIO SYSTEM

There are two distinct Yamaha-developed systems in the Outlander PHEV: Dynamic Sound Yamaha Premium and Dynamic Sound Yamaha Ultimate. Both transform the vehicle into a listening room on wheels, creating a unique sound experience and a private concert hall in the cabin.

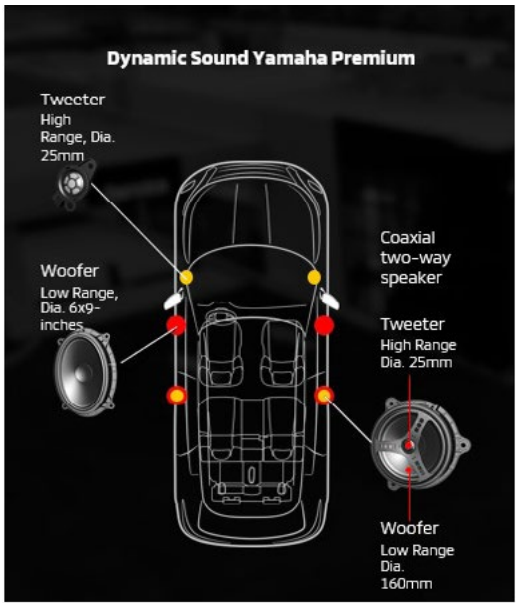
The aural capability of the system is aided by the addition of significant sound deadening and engineering, which maximizes speaker performance while minimizing buzz, rattles and holes in the vehicle structure, all of which would negatively impact what the listener hears. No detail was overlooked, even going so far as to develop an entirely new inner door-skin that is completely sealed, which eliminates road noise and allows the entire door cavity to be used as a speaker enclosure. This was only possible because Mitsubishi Motors and Yamaha engineers worked alongside each other, neither willing to compromise, and they jointly developed a world-class system.



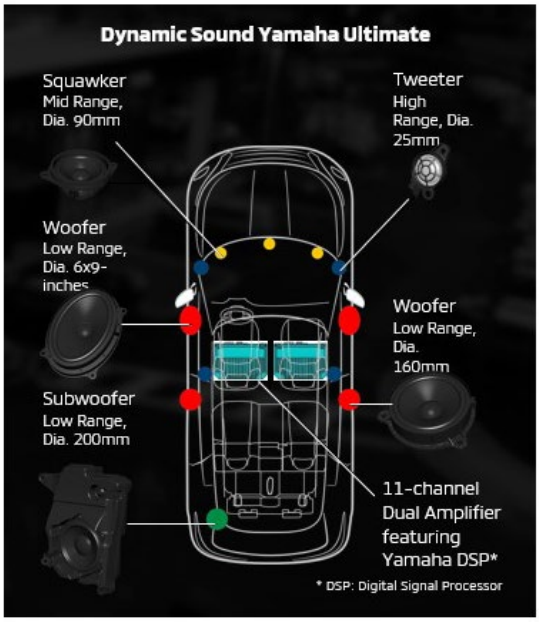


YOUR PRIVATE CONCERT HALL – YAMAHA® AUDIO SYSTEM

Dynamic Sound Yamaha Premium combines the power of eight Yamaha speakers,

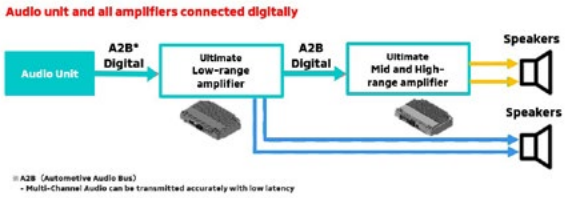


while Dynamic Sound Yamaha Ultimate incorporates 12 speakers, including a sub-woofer and 1,650-watts of power.



Yamaha NS-5000 speakers

The woofer and mid-range speakers of the Dynamic Sound Yamaha Ultimate system were developed based on Yamaha's flagship consumer electronics NS-5000 speaker and its ZYLON diaphragm, and also incorporating dual amplifiers with Yamaha's DSP (Digital Signal Processor).



The two amplifiers allow a dedicated amplifier for a specific sound range, one for low frequencies and one for mid- and high frequencies. Yamaha's DSP keeps the power flowing cleanly. Even the diameter of the wiring chosen for the system more closely mimics a high-performance aftermarket or in-home system than an OE system, as thick wires and high-power fuses underpin the entire system.

YOUR PRIVATE CONCERT HALL – YAMAHA® AUDIO SYSTEM

A DSP tuning tool optimized and specialized for automotive audio, dubbed Finite Impulse Response, was developed from Yamaha's professional sound-mixing consoles for the system's optimization. One of the main challenges for automotive audio systems is that the sound stage tends to collapse due to the limited space inside the vehicle cabin and the horizontally asymmetry distance to the speakers. Yamaha's sound meisters fully utilized "Phitune" technology to overcome this difficulty by thoroughly manipulating the sound that reaches listeners' ears.

Through experience, Yamaha has developed "sound stage creation" technology, which is known as "Cinema DSP", and Yamaha used this technology to develop these two systems for Mitsubishi Motors. The Spacious Sound 3D realizes a surround effect optimized for human's hearing characteristics, providing a spacious feeling with depth and direction. It is supported by the experience Yamaha has attained through concert hall designing experiences.

Tuned by Yamaha's sound meisters to complement the interior space of the Outlander, the acoustic settings can be modified based on the driver's or occupants' preferences and driving scenario. There are four types of sound modes and a two-step surround setting crafted to suit your taste and mood, and to fit whatever style of music you're listening to.

Lively:
Provides articulated bass, energetic and variated vocals

Signature:
Provides a natural tone to instruments, balanced luster on vocals, produces a sound that reproduces the artist's thoughts

Powerful:
Powerful and heavy bass, overall an energetic and powerful sound

Relaxing:
Calm balance that doesn't become tiring, music is unobtrusive and peaceful

YOUR PRIVATE CONCERT HALL – YAMAHA® AUDIO SYSTEM

Additionally, there are five types of listening positions that allow users to create the perfect sound environment based on the seating position of the passengers: driver, passenger, front, rear, all.

The system also can adapt to conditions with volume compensation for vehicle speed (Premium and Ultimate), rain and even the speed of the ventilation fan (Ultimate), meaning the crispness of the sound is never inhibited.

Speed compensated volume adjustment is not unusual in vehicles, but these systems also boost low-frequency sounds at the same time, as these are the sounds that typically get lost in a moving car. There are five separate levels of compensation, the two top levels generally being reserved for off-road use.

Rain compensated volume adjusts both the volume as well as the mid- and high-range frequencies, as these are the sounds typically lost in the sound of rain on the windshield or splashing under the car. The system is tied to wiper speed and offers two driver-selected levels of sensitivity.

Lastly, air conditioner-compensated volume also adjusts both total volume and the mid- and high-frequencies to overcome the noise of the ventilation fan and even which mode the system is in, and which vents air is being directed through.

Even the speaker grilles of the Dynamic Sound Ultimate system were designed to fit the esthetic and performance of the system, with a press-punched metal grille decorated in traditional Japanese geometric patterns that never impedes sound spread throughout the cabin. The Yamaha logo screened onto the grilles in gold, while the Dynamic Sound Yamaha Premium system has a silver Yamaha logo.

YOUR PRIVATE CONCERT HALL – YAMAHA® AUDIO SYSTEM

Extending digitalization and connectivity, all of this is controlled through a 12.3" Smartphone-link Display. The high-resolution 1280x720 display with touch panel and its enhanced interactive graphical interface offer an appealing and luxurious experience.

Occupants can bring their personalized digital world into the Outlander's cabin with wireless Apple CarPlay and Android Auto. Wireless CarPlay was available from the launch of the new-generation Outlander in 2021, but the addition of wireless Android Auto was new for 2025.

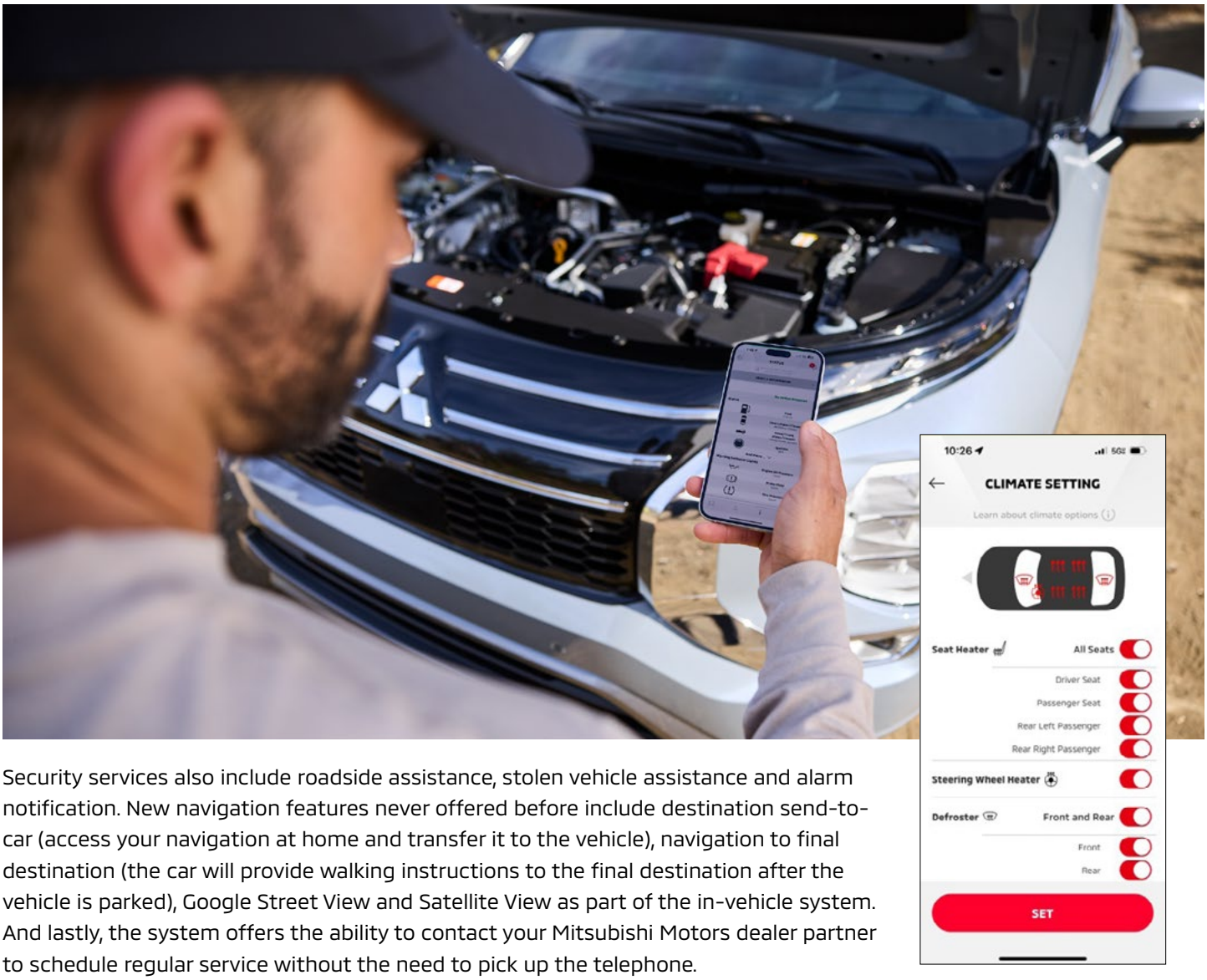
MITSUBISHI CONNECT

Today's customers expect their car to be more than simple transportation – it is a decompression chamber, a mobile karaoke studio, a respite from the outside world, and even a personal fashion statement. Because of this, customers also expect to be able to connect with their car, to have access to features such as remote start, remote door locking/unlocking, the ability to turn on and off seat and steering wheel heaters, to set speed and geofence alerts, and even to receive a notification if their vehicle is towed.

Starting in 2025, all Mitsubishi Outlanders received one year included access to a suite of remote services from the date of first-purchase, and five years of access to security, navigation and dealer services.

The Remote Trial package services included for one year of ownership to the initial buyer are remote door lock/unlock, remote horn, remote lights, remote vehicle finder, remote climate control adjustment, remote climate control scheduler, speed alert, curfew alert, geofence alert and tow alert. At the end of the initial year of ownership for the first buyer, additional years of access to these features may be purchased through a subscription.

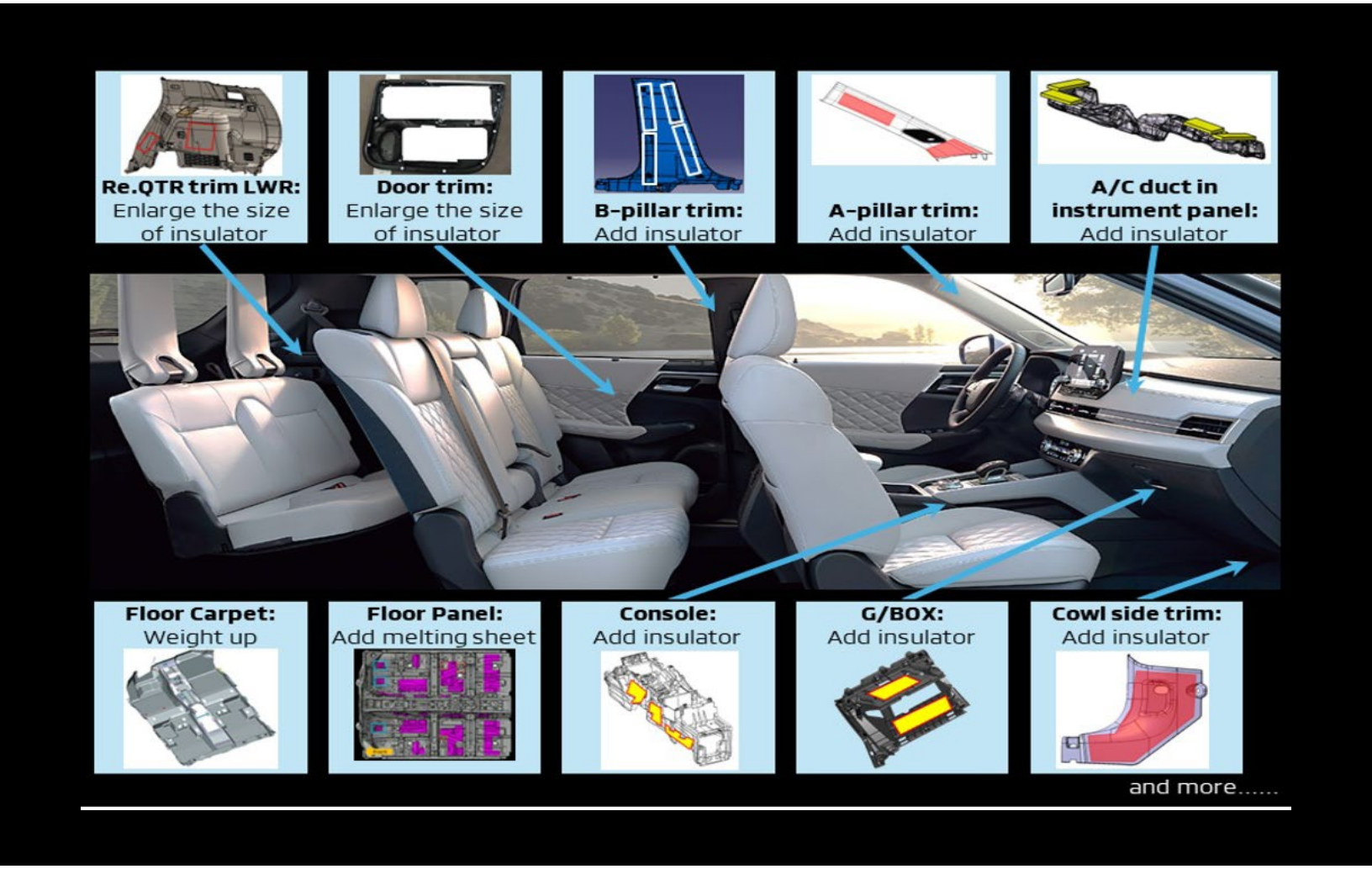
The full suite of services, part of the Safeguard Package, includes remote services such as automatic collision notification, remote charge start, remote charge scheduler, SOS emergency assistance, vehicle status and vehicle health report.



Security services also include roadside assistance, stolen vehicle assistance and alarm notification. New navigation features never offered before include destination send-to-car (access your navigation at home and transfer it to the vehicle), navigation to final destination (the car will provide walking instructions to the final destination after the vehicle is parked), Google Street View and Satellite View as part of the in-vehicle system. And lastly, the system offers the ability to contact your Mitsubishi Motors dealer partner to schedule regular service without the need to pick up the telephone.

UNIBODY AND VEHICLE STRUCTURE

Priority for Outlander PHEV has always been a rigid chassis to support NVH (noise, vibration, harshness) control throughout the body. As such, sound insulation and sound deadening material was applied in 18 separate areas throughout the vehicle. The result of this work is a reduction of more than 0.5dB in road noise and nearly 6dB in overall sound isolation compared to earlier Outlander PHEVs. This also benefits performance of the vehicle's industry-leading Yamaha sound system.



Among other areas, key sound deadening was added:

Rear quarter trim: the sound isolator area was increased and shape changed.

Door panel: sound isolator size was increased and shape changed

B-pillar trim: a new isolator was added

A-pillar trim: a new isolator was added, which also reduces wind noise

A/C duct: a new isolator was added around ductwork

Carpet: new carpet is both heavier and thicker, reducing sound coming through the floor

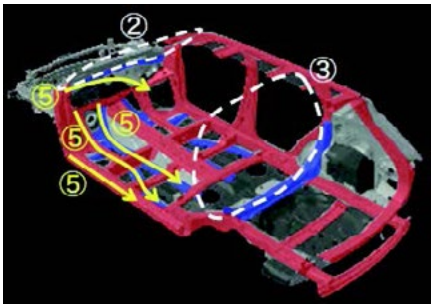
Centre console: a new isolator was added to all console areas

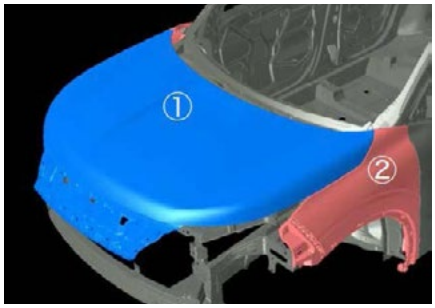
Transmission tunnel: a new isolator was added

Cowl side trim: a new isolator was added

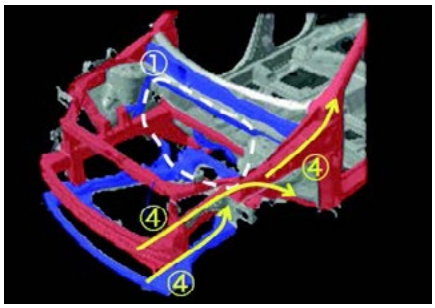
UNIBODY AND VEHICLE STRUCTURE

Since its debut, Outlander PHEV has incorporated Mitsubishi Motors' RISE (Reinforced Impact Safety Evolution) unibody design, which disperses energy loads during side and rear crashes and controls distortion, enhancing occupant protection. The design utilizes ultra-high tensile-strength steel sheet with hot stamping, which is stronger than regular steel sheet, around the cabin to create a cabin structure that is highly resistant to deformation while also saving considerable weight compared to conventional steel sheet.





To achieve a high energy-absorbing structure for the front area, the suspension member cross section is reinforced to give the suspension the required strength while driving. The six floor members under the body are designed to disperse the impact during a collision. Optimizing the arrangement suppresses floor vibration and contributes to greater ride comfort.



The 2026 Outlander PHEV is also fitted with a Front Centre Airbag, which deploys between the driver's seat and front passenger seat during a side collision to minimize the chance of occupants contacting each other.

SUPER-ALL WHEEL CONTROL

Super-All Wheel Control is Mitsubishi Motors' legendary all-wheel-drive system. Honed on the rally roads of the World Rally Championship and on the world's deserts in Dakar Rally competition, S-AWC takes years of motorsport learnings and brings them together in a seamless system that works to maximize driver confidence and the comfort of passengers.

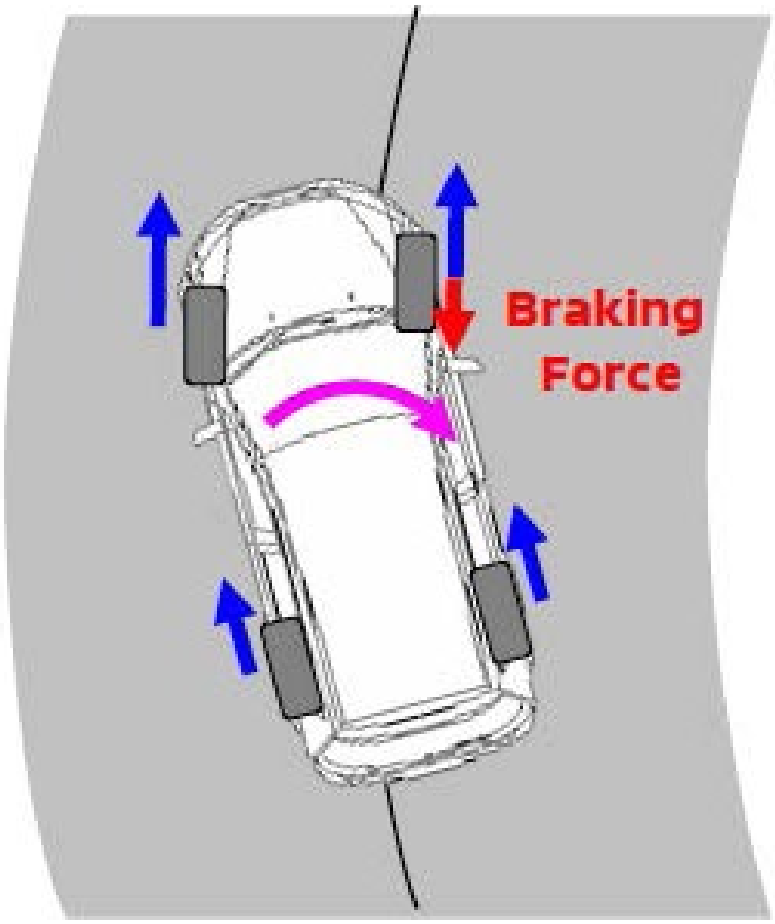
In S-AWC, electronically-controlled AWD and AYC (Active Yaw Control) with brake control and 4-wheel brake control with ASC (Active Stability Control system) and ABS (Anti-lock Braking system) are integrally controlled. S-AWC uses sensors to detect the steering angle, yaw rate, driving torque, brake pressure, wheel speed, and other factors to continuously and correctly identify driver operation and vehicle status. Based on them, it balances and maximizes the capability of all four tires to deliver precise handling and superior stability.

Because the Outlander PHEV uses electric drive exclusively for the rear axle, it can precisely distribute driving torque between the front and rear tires without delay. This system minimizes wheel slip, generates power under severe conditions such as starting off uphill on frozen roads, and helps add to the driver's sense of confidence.

AYC applies braking force not only to the front tires but also to the rear tires to generate a yawing moment and to balance cornering force for enhancing handling performance in any road conditions.

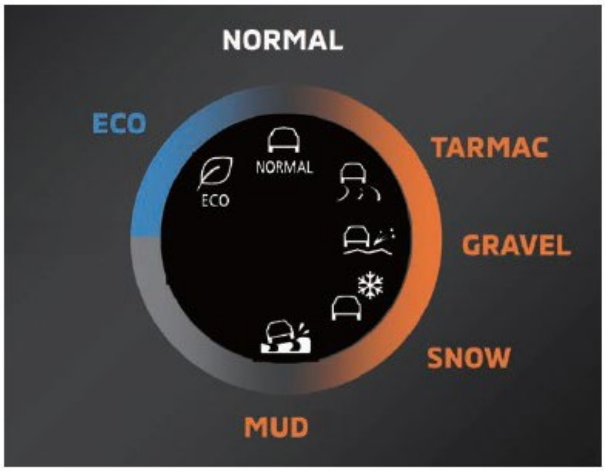
Moreover, four-wheel brake control improves traction performance by applying braking force to the slipping tire, delivering an effect similar to the function of a differential lock in situations such as when two diagonal wheels are off the ground.

Outlander PHEV is equipped with seven drive modes that allow the driver to select the vehicle driving characteristics that are optimal for a variety of operation styles and driving situations.



SUPER-ALL WHEEL CONTROL

Drive mode



ECO

For environmentally-friendly, fuel-efficient driving

This mode sets engine and 4WD efficiency and supports fuel-efficient driving.

NORMAL

For normal driving

This mode balances driving performance with fuel efficiency for a variety of road conditions and driving styles.

TARMAC

For dry pavement

This mode provides rapid acceleration response and increases cornering performance on mountain and other winding roads.

GRAVEL

For unpaved and wet roads

This mode improves traction performance and stability on gravel and other unpaved roads.

SNOW

For slippery roads

This mode increases control for snowy and other slippery roads to minimize wheel slip.

MUD

For muddy roads and deep snow

This mode optimizes the tire slip ratio for improved performance in particularly low-traction situations.

Each drive mode is tuned according to various road surfaces so that the optimum mode can be found immediately. The set modes are:

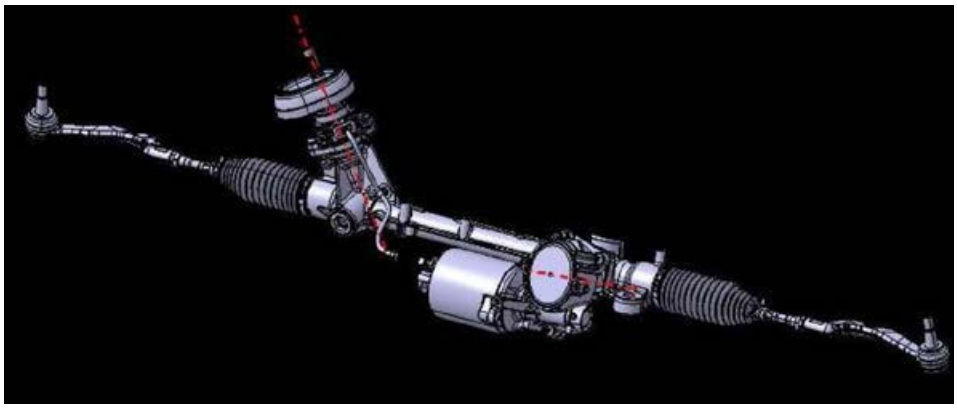
- **ECO for improved efficiency of the gasoline engine and S-AWC system**
- **Normal for everyday driving**
- **Tarmac for driving on paved roads, where vehicle dynamics are highlighted**
- **Gravel for high traction, performance and stability on unpaved roads**
- **Snow for snowy and other slippery roads, with an emphasis on directional control**
- **Mud for increasing road handling ability on muddy roads, in deep snow, and similar conditions**
- **Power for maximum acceleration performance to enhance responsiveness during situations were more torque is required, such as passing on a highway**

STEERING/SUSPENSION

Dual-pinion type power steering with the electric motors placed close to the wheel-ends is the system used in the Outlander PHEV. This choice provides linear responsiveness with minimal slack or lag for more responsive steering and minimized driver fatigue during long drives. It also provides consistent feedback on rough roads and aids driver confidence.

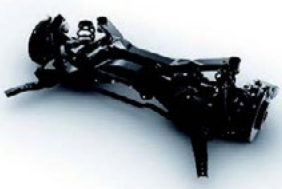
A tight turning radius is a highlight of Outlander PHEV, and one of the items customers often comment on when praising their vehicle.

The electric power steering system has been retuned for more weight on-centre, bringing more confidence to all driving scenarios. Choosing the Tarmac mode brings further weight to the wheel too, as well as enhanced steering feel.



For the suspension, aluminum is used for the front and rear knuckles. Both light weight and high rigidity were achieved by using forged aluminum for the front lower arms and rear upper arms. Hollow stabilizer bars were also employed for the front and rear to reduce weight while also helping to enhance roll rigidity.

Changes developed by Mitsubishi Motors engineers for the refreshed 2025 internal combustion Outlander also carry over into the 2026 Outlander PHEV, all to deliver greater driver confidence and passenger comfort. The suspension was tuned as a complete system working in concert to balance ride, handling, driver confidence and road feel. To help reduce initial bump impact, springs and shock absorbers front and rear were retuned, with attention paid to both shock compression and rebound, and the diameter of the front stabilizer bar was reduced from 25mm to 23.5mm.



Along with the retuned suspension, a new tire specification also was developed. Tire choice – tread pattern, wear characteristics, road sound, sidewall compliance, rolling efficiency, etc – has a huge impact on driving enjoyment and confidence.

FINAL THOUGHTS

The 2026 Mitsubishi Outlander PHEV takes a known, award-winning formula, addresses customer requests for an updated interior and exterior, adds in increased all-electric range and power, and comes up with a class-leading combination of styling, drivability, technology and value. Additionally, every Outlander PHEV includes a standard-equipment third row seat – and the best aftersales support in the industry in the form of a 10 year/160,000 km powertrain limited warranty, 10 year/160,000 km lithium-ion battery limited warranty, five year/100,000 km new vehicle limited warranty and five year/unlimited km roadside assistance.

ABOUT MITSUBISHI MOTOR SALES OF CANADA, INC.

Mitsubishi Motor Sales of Canada (MMSCAN) is the sales, service, parts and marketing arm for Japan's Mitsubishi Motors. The 2026 product range includes the RVR subcompact crossover, Eclipse Cross compact sport utility, Outlander compact sport utility, and the Outlander PHEV, Canada's best-selling plug-in hybrid vehicle. MMSCAN supports its 97 dealerships with a head office team and parts distribution centre, both located in Mississauga, Ontario. Established in 2002, MMSCAN and its dealerships employ more than 2,100 people in communities large and small.

For more information on Mitsubishi vehicles in Canada, please visit mitsubishi-motors-pr.ca

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[1] Calculated by MMC internally in accordance with UN GTR No.21.