

# AUTOCAR

INDIA

EXCLUSIVE DRIVE

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# ECOSPORT

Ford's baby SUV is brilliant to drive

# 13<sup>th</sup>

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It feels like a hatch on steroids

haymarket

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# Heavyweight champions

We know Mitsubishi's new Pajero Sport is a very capable beast. But how does it fare against the ever popular Toyota Fortuner and the value-for-money Ford Endeavour? We pit these two-tonne, 4x4 behemoths against each other.



**M**itsubishi's Pajero brand enjoys a formidable reputation among the legions of SUV enthusiasts all over the world. The Pajero's success in the arduous Paris-Dakar rally is the stuff of legend, and owners who've bought into the brand still swear by their vehicles' reliability and ability to claw through the harshest of terrain. Over the years, this tough-as-nails image has only made the Pajero brand even more aspirational. So it comes as no surprise that the latest addition to Mitsubishi's SUV portfolio, the Pajero Sport, has garnered a lot of interest among buyers. What makes the Pajero Sport all the more interesting is that, unlike the Outlander, it comes with a diesel engine and is a *pukka* off-roader

with a proper four-wheel-drive system. It's also as modern as today, unlike the two-generation-old Pajero, which Mitsubishi has been selling in India until now.

But the Pajero Sport still has some serious obstacles to tackle on its uphill journey to the top of the SUV sales charts. Leaving HM's weak sales and marketing infrastructure aside, for the Pajero Sport to be a success in India, it has to be far better than its chief rival, the Toyota Fortuner, which is not only very well entrenched in the market, but also happens to be a few lakh rupees cheaper. And, while it may no longer be the default choice for large SUV buyers, the Ford Endeavour has plenty of fight left in it to give the

Pajero Sport a hard time. Is the Sport up to the challenge and can it see off its rivals? It took a few days of driving on the road and off it to find out.

## DESIGN & ENGINEERING

In India the size of the car determines who gets right of way. So you can expect just about everything this side of a truck to clear your path, because each of these SUVs is large in every sense of the word. The Endeavour is the oldest SUV here and looks it too. Ford had given it a facelift to soften its boxy looks, with winged headlights, a new bonnet and a different front bumper, but even that update was some years back. That said, it's still

got loads of road presence, which no doubt helped by its sheer length. It's easily the longest in the class, and that's without accounting for the tailgate-mounted spare tyre, which is the easiest to access in case of a puncture.

But even with its luxury-line length, the Endeavour can't quite match the Fortuner's imposing stance. The Toyota is tall, broad-shouldered and, even in normal guise, looks like it's got some serious armour protection. The headlamps and chrome grille that were revised earlier this year make it look like a mini-Land Cruiser, while the slanted, raked C pillars give it a distinctive glasshouse. We just wish Toyota had retained the original Fortuner



## MODEL TESTED

### Mitsubishi Pajero Sport

**PRICE** Rs 24.43 lakh

**ON SALE** Now

**0-100KPH** 12.45sec

**TOP SPEED** 178kph

**KPL (OVERALL)** 11.2

**FOR** Ride and handling

● Smart cabin

**AGAINST** Too expensive

● HM's support a question mark

### Toyota Fortuner 4WD M/T

**PRICE** Rs 22.04 lakh

**ON SALE** Now

**0-100KPH** 12.74sec

**TOP SPEED** 174kph

**KPL (OVERALL)** 11.1

**FOR** Strong engine

● Genuine space for seven

**AGAINST** Lumpy low-speed ride

### Ford Endeavour 3.0L 4x4 A/T

**PRICE** Rs 20.85 lakh

**ON SALE** Now

**0-100KPH** 13.77

**TOP SPEED** 171 kph

**KPL (OVERALL)** 8.8

**FOR** Value ● Convenience of automatic gearbox

**AGAINST** Bumpy ride

● Poor third-row seat



tailights. The new ones look too thing, and we don't mean that in a good way.

That's not something you can say about the Pajero Sport. Sure, with a nose that looks like it's been grafted on from the Pajero Evo rally car, it gets its share of attention, but the rest of the body has a very sophisticated and understated air about it. The lines are simple, detailing is neat and the tail is attractive. Viewed in profile, though, the Sport's stubby bonnet and large wheel-arches don't look cohesive. The large wheel-to-wheel-arch clearance gives the impression that the Sport is trapped on stilts. It doesn't look very aesthetic, but points to the car's off-road potential.

## 'In India where vehicle size determines right of way, these massive SUVs get lots of respect.'

Peel away their skin and you'll find the three SUVs are quite similar underneath. All are based on pick-up trucks from their respective brands, all come with their engines, transmissions and bodies bolted on to rugged ladder frame chassis and all position their engines longitudinally. Independent, double wishbone front suspensions are the norm here, but the Toyota and Mitsubishi use coil springs as

opposed to the Endeavour's torsion-beam setup. Live axles at the rear are common to the three, but the Endeavour uses rudimentary leaf springs while the other two rely on multi-link coil springs.

The three SUVs also come with serious off-road hardware, including low-range transfer cases and lockable central differentials. But where the Fortuner runs a full-time four-wheel-drive system, the Sport

and Endeavour give you the more fuel-economy-friendly option of switching to just rear-wheel drive.

Front ventilated disc brakes and rear drums can be found on all three, as can ABS and EBD. The Fortuner also comes with Vehicle Stability Control, which uses the braking system to keep the vehicle on the desired path. However, the Endeavour is the only SUV to offer a pair of side airbags in addition to the dual front airbags that are standard on this trio.

### INTERIORS

Time hasn't got the better of the Endeavour's cabin, which still looks quite contemporary. It's well thought-out too, with lots of →



...hubs and a large glovebox. Keeping things up to date is the large touchscreen for the entertainment system and reversing camera, which takes pride of place on the neat dashboard. It may not be the best screen around, but it can be specified with a satellite navigation system and there is also a roof-mounted LCD screen for middle and last row passengers to watch DVD movies on. What you will miss, though, is steering-mounted audio controls, mainly because the volume controls near the screen are too small. There's no automatic climate control either and you'll have to make do with manual adjustment for the comfy-enough front seats. Furthermore, the absence of seat height adjustment could make it difficult for shorter drivers to see past the vast bonnet, while the Endeavour seats you quite a bit lower than the other two SUVs.

In that light, the Fortuner's cabin gets the basics right. The supportive, powered seats are easy to adjust, you get a good view out, and the illuminated 'Optitron' dials are always easy to read. As part of its recent update, the Fortuner also received a revised dashboard and it's all the better for it. You also get plenty of goodies to keep you entertained, among which is the new centrally mounted touchscreen. The system is extremely user-friendly, but it doesn't gel with the rest of the dash and looks more like an aftermarket add-on. In terms of overall fit and finish, the Fortuner is the best here, but what makes you feel short-changed is that the dashboard is quite similar to the one in the substantially cheaper Innova.

Save for some inconsistency in panel fit, there's not much to complain about with the Pajero Sport's cabin either. Some of the nice bits include the smartly crafted three-spoke steering wheel, chunky on-off knobs and expensive-looking doorpads, and the multiple textures on the dashboard add a touch of class. The dashboard also looks very car-like, which again is a good thing. Unlike the Toyota and Ford, though, the Mitsubishi makes do without a screen-based entertainment system (and hence no reversing camera). You do get a useful information readout on the centre console that displays elevation, pressure, temperature, a compass and a very accurate real-time fuel economy meter. What's also nice is that the powered driver's seat lets you adjust not only its height but also the seat



Pajero Sport feels best as a highway cruiser; dashboard is very car-like and the ergonomics are very good.



Fortuner's dash now features a touchscreen, and fit and finish are the best here; flexible engine pulls well at all speeds.



Endeavour is too bumpy on all but the smoothest surfaces; minimalistic dash is well laid out and quality is decent.



base angle.

The three SUVs here come with seven seats and feature dual ACs with dedicated vents for the middle and last row passengers. But it's the Fortuner that makes the strongest case for itself as a comfortable seven-seater. Its middle row is wide enough to seat three, legroom is good and the seat also offers decent thigh support.

Like on the Fortuner, you can slide the Pajero's middle row back

to increase the legroom. Sadly, the cabin's insufficient width makes sitting three abreast a squeeze, and headroom isn't all that great either.

The combination of a high floor and low seat seriously marks down the Endeavour on middle row comfort. It gets worse in the third row. Access is decent but with the seats literally on the floor, the seating position is awkward and suitable for kids, at best. There are no headrests here either.

The Pajero has the better third row, but only marginally so. In comparison, two adults can sit in acceptable comfort in the Fortuner's last row, but small windows do make it feel rather claustrophobic.

With all seats up, the Toyota has the most boot space, though all three models give you the option to increase luggage capacity by folding the last and middle rows. You can also remove the Endeavour's last row altogether for added flexibility.

#### ENGINE, GEARBOX & PERFORMANCE

First things first. The 4x4 Endeavour is only available with a five-speed automatic gearbox, as opposed to the five-speed manual transmissions its rivals come with. While purists may scoff at the idea of an automatic gearbox for an off-roader, you can't →

**'The Pajero Sport is clearly the most dynamically accomplished SUV in this trio.'**



...with its convenience in... The Ford's torque-... may not be cutting-... but it works well with the... 156bhp 3.0-litre... turbo-diesel engine... nicely to light throttle... and is programmed to... when you lift off... While this helps fuel... to some extent, it also... feel slow-witted... when you get back on the gas... for its part, feels quite... and with 38.7kgm... it's got loads of pulling...

In terms of specifications, the... engine is similar to... It's a 3.0-litre, ...-valve, direct-injection, ...-geometry-turbo diesel... DOHC for its four-valves... arrangement. Its... output is marginally higher... but it's this engine's... linear power delivery... that sets it apart here. There's also... spread of torque, credit for... goes to the engine's ability to... its 35kgm from an easily... 1400rpm. Moreover, the... ratios minimise the... to constantly shift gears to... momentum, be it in the... or out on the highway. The... does have long throws,... it is quite precise and is allied... clutch.

Drive the Pajero Sport after a... in the Fortuner and you can't... the 2.5-litre turbo-diesel's... lag under the 1800rpm mark,... is most evident in slow-... traffic. Adding to its slightly... feel is its weight (it is →

|   | MITSUBISHI<br>PAJERO SPORT | TOYOTA<br>FORTUNER       | FORD<br>ENDEAVOUR        |
|---|----------------------------|--------------------------|--------------------------|
| <b>PERFORMANCE</b>                      |                            |                          |                          |
| <b>OUR CHOICE</b>                       |                            |                          |                          |
| Max speed (kph)/rpm                     |                            |                          |                          |
| 5th                                     | 167/3600                   | 174/3700                 | 171/3300                 |
| 4th                                     | 174/4800                   | 170/4300                 | 119/3300                 |
| 3rd                                     | 121/4800                   | 123/4500                 | 97/4100                  |
| 2nd                                     | 76/4800                    | 77/4500                  | 65/4100                  |
| 1st                                     | 41/4900                    | 41/4500                  | 47/4200                  |
| <b>ACCELERATION FROM REST (SEC)</b>     |                            |                          |                          |
| 0-10kph                                 | 0.57                       | 0.37                     | 0.45                     |
| 0-20kph                                 | 1.64                       | 1.08                     | 0.93                     |
| 0-30kph                                 | 2.53                       | 1.88                     | 1.56                     |
| 0-40kph                                 | 3.46                       | 2.79                     | 2.55                     |
| 0-50kph                                 | 4.61                       | 4.20                     | 3.76                     |
| 0-60kph                                 | 5.63                       | 5.32                     | 5.54                     |
| 0-70kph                                 | 7.01                       | 6.71                     | 7.05                     |
| 0-80kph                                 | 8.84                       | 8.69                     | 9.17                     |
| 0-90kph                                 | 10.55                      | 10.58                    | 11.36                    |
| 0-100kph                                | 12.45                      | 12.74                    | 13.77                    |
| 0-110kph                                | 14.93                      | 15.44                    | 17.05                    |
| 0-120kph                                | 18.04                      | 18.94                    | 21.90                    |
| 0-130kph                                | 21.24                      | 22.44                    | 27.33                    |
| 0-140kph                                | 25.06                      | 26.84                    | 33.36                    |
| <b>ACCELERATION THROUGH GEARS (SEC)</b> |                            |                          |                          |
| 20-80kph (in third gear)                | 12.56                      | 12.43                    | 9.27*                    |
| 40-100kph (in fourth gear)              | 16.04                      | 16.17                    | 12.17*                   |
| <b>BRAKING</b>                          |                            |                          |                          |
| 80-0kph                                 | 25.71m                     | 28.56m                   | 32.60m                   |
| <b>FUEL ECONOMY</b>                     |                            |                          |                          |
| City (kpl)                              | 9.5                        | 9.3                      | 7.0                      |
| Highway (kpl)                           | 13                         | 12.9                     | 10.6                     |
| <b>HANDLING</b>                         |                            |                          |                          |
| Grip                                    | poor/fair/good/excellent   | poor/fair/good/excellent | poor/fair/good/excellent |
| Steering feel                           | poor/fair/good/excellent   | poor/fair/good/excellent | poor/fair/good/excellent |
| Body control                            | poor/fair/good/excellent   | poor/fair/good/excellent | poor/fair/good/excellent |
| Cabin noise                             | poor/fair/good/excellent   | poor/fair/good/excellent | poor/fair/good/excellent |
| <b>SPEEDO ERROR</b>                     |                            |                          |                          |
| Speedo kph                              | True kph                   | True kph                 | True kph                 |
| 100                                     | 94                         | 97                       | 95                       |
| 120                                     | 114                        | 116                      | 114                      |

\*In lockdown





## WHAT IT COSTS

| Model tested | Mitsubishi Pajero Sport              | Toyota Fortuner 4WD M/T               | Ford Endeavour 3.0L 4x4 A/T           |
|--------------|--------------------------------------|---------------------------------------|---------------------------------------|
| Price        | Rs 24.43lakh<br>(Ex-showroom, Delhi) | Rs 22.04 lakh<br>(Ex-showroom, Delhi) | Rs 20.85 lakh<br>(Ex-showroom, Delhi) |
| Warranty     | 12 months/20,000 km                  | 36 months/1,00,000km                  | 24 months/1,00,000km                  |

## EQUIPMENT CHECK LIST

|                                 |    |    |     |
|---------------------------------|----|----|-----|
| Steering-mounted audio controls | ■  | ■  | NA  |
| USB/AUX-in                      | ■  | ■  | AUX |
| DVD player                      | NA | ■  | ■   |
| Automatic climate control       | ■  | ■  | NA  |
| Electric 4x4 controller         | NA | NA | ■   |
| Powered driver seat             | ■  | ■  | NA  |
| Touch-screen interface          | NA | ■  | ■   |
| Reverse camera                  | NA | ■  | ■   |
| Airbags                         | 2  | 2  | 4   |

■ = Standard on models compared, NA= Not Available

## RANGE AT A GLANCE

|                 |                  |                                |                                      |
|-----------------|------------------|--------------------------------|--------------------------------------|
| Price           | Rs 24.43 lakh    | Rs 20.89-21.72 lakh            | Rs 17.90-20.85lakh                   |
| Engine variants | Diesel 2.5-litre | Diesel 3.0-litre               | Diesel 2.5-litre<br>Diesel 3.0-litre |
| Transmission    | 5-speed manual   | 5-speed manual<br>6-speed auto | 5-speed auto<br>5-speed manual       |

← 110kg heavier than the Fortuner) and heavier clutch. However, the gearshifts are slick and the smart gearing helps mask some of the initial hesitation.

Beyond 2000rpm, the Pajero Sport's engine comes alive and delivers considerable punch right up to 4500rpm. In fact, the Pajero is the quickest of the lot when it comes to raw acceleration. It sprints to 100kph from a standstill in 12.45 seconds, which is a whisker quicker than the Fortuner. And if you press on to 140kph, the gap widens, the Pajero arriving in 25.06 seconds which is more than a second ahead of the Toyota. The Endeavour, while it can comfortably hold three-digit speeds, is distinctly slower than the other two, the automatic gearbox blunting performance to some extent.

The Pajero engine's strength is in its mid-range. Keep the revs in the meat of the powerband and you'll seldom need a downshift to

## 'Fortuner makes the strongest case as a genuine seven-seater.'

overtake other vehicles. Its cruising ability is really good, though the engine sounds a bit louder than the Fortuner's at similar speeds.

### RIDE & HANDLING

The three SUVs are likely to spend more time in the urban jungle than they are in a dense rainforest, so the reality is that owners will value on-road dynamics more than off-road ability. Let's start with the Ford Endeavour. Smooth surfaces and low speeds bring out the best in the Endeavour's suspension, and it feels nice and pliant. Increase the pace, though, and the Ford's ride quality will disappoint. There's lots of vertical movement at the front, and the constant bobbing and pitching is enough to make you feel you are

captaining a boat. The rudimentary rear leaf springs also give a sharp kick on bumps and this gets really uncomfortable for rear passengers.

Likewise, there's a certain lumpiness to the Fortuner's ride and, on rough surfaces like Mumbai streets, the Toyota feels quite bumpy; though you don't get tossed around like you would in the Endeavour. It's at higher speeds that the Toyota feels markedly better than the Ford. The suspension and big tyres absorb just about everything, and even the odd deep crater will fail to deflect the Fortuner from its path.

But if the Fortuner is good at highway speeds, the Pajero Sport is better still. Straight-line stability is really good, road noise is well



Pajero rear seats comfy but not very spacious.



Great space in Fortuner's middle row.



Ford's rear seats too low, floor too high.

contained and the suspension lets little filter through to the cabin. The Pajero also feels more solidly put together than either the Toyota or the Ford, a trait which comes shining through on poor surfaces. It feels the most rigid and doesn't judder and shake as much as its rivals. The Pajero's low-speed ride does feel a bit stiff-kneed as well, but never to the point of being uncomfortable.

Tall, hulking and heavy as they are, it would be unfair to expect any of these three brutes to give the pursuit to a lighter, monocoque-bodied SUV like the Honda CR-V on a twisty road. But there's still some fun to be had behind the wheel of the Pajero Sport. Its steering is well weighted (if a tad heavy at parking speeds) and it's quite direct too. Body control is not bad considering its towering height, and the brakes do a good job of shedding speed too.

Earlier Fortuners were notorious for their weak brakes, and though



Pajero shows its rally genes in the way it impeccably handles broken surfaces.



Fortuner feels relaxed over rough stuff and the linear power delivery helps too.





Fortuner's last-row seats best for kids.



Enough room for two adults in the Toyota.



Fortuner's third row is simply uncomfortable.



Decent space in the Mitsubishi's boot.



Fortuner has the biggest boot here.



Endeavour's last row can be removed.

the larger (and thicker) front discs have improved things, the pedal still feels a bit mushy and, under heavy braking, doesn't inspire as much confidence as the Pajero. The Fortuner has good grip, especially in four-wheel-drive guise, but it rolls more in corners and the steering too doesn't feel as precise as in the Pajero, which is clearly the most dynamically accomplished vehicle in this trio.

On the other hand, the sudden torque build-up from its automatic transmission has the Endeavour break traction on loose surfaces in two-wheel-drive mode, and this can catch you unawares. Dynamics are so-so and its steering isn't feelsome either, with plenty of slack at the centre position. The steering is easy to twirl at low speeds, which is not as well because the Ford has a massive turning circle.

On the rough stuff, the Endeavour equips itself with electric 4WD controls, while the other two come

with separate levers for their low-range ratios. However, you can't accurately modulate the engine speed as there is no clutch, and the big Ford feels too long on tight tracks. The Pajero and Fortuner, with their manual transmissions, feel more at home in the wild, but the Pajero's turbo lag does get in the way of effortless progress on slushy inclines.

### FUEL ECONOMY

Delivering 9.5kpl in the city and 13kpl on the highway, the Pajero Sport stretches each litre of diesel a vital few metres more than the Fortuner. As expected, the Endeavour with its efficiency-sapping auto 'box is the thirstiest SUV here, delivering 7kpl in the city and 10.6kpl on the highway.

All three SUVs come with large enough fuel tanks, but it's the Fortuner's 80-litre tank that offers most peace of mind while driving off the beaten track where fuel stations are few and far between.



Endeavour's ride very choppy off road and gets quite unsettled on bumps as well.

## GOOD BITS BAD BITS PAJERO SPORT 4X4



**NICE** Screen with built in compass comes in handy off-road.



**NOT SO NICE** Fuel filler release is oddly positioned under steering column.



**NICE** Front seat-base angle can be adjusted. Good for thigh support.



**NOT SO NICE** Rear seat slide adjustment lever is difficult to use.

## GOOD BITS BAD BITS FORTUNER 4X4



**NICE** Touchscreen is very easy to scroll through and the unit works really well.



**NOT SO NICE** Tail-light cluster looks aftermarket and out of place.



**NICE** Illuminated dials look brilliant and the big font is very easy to read.



**NOT SO NICE** Brakes still not upto the mark. Pedal feels mushy too.

## GOOD BITS BAD BITS ENDEAVOUR 4X4



**NICE** Tail-mounted spare wheel more appropriate on an off-roader.



**NOT SO NICE** No projector headlights like on the other two SUVs here.



**NICE** The only SUV with a convenient electric 4WD operation switch.

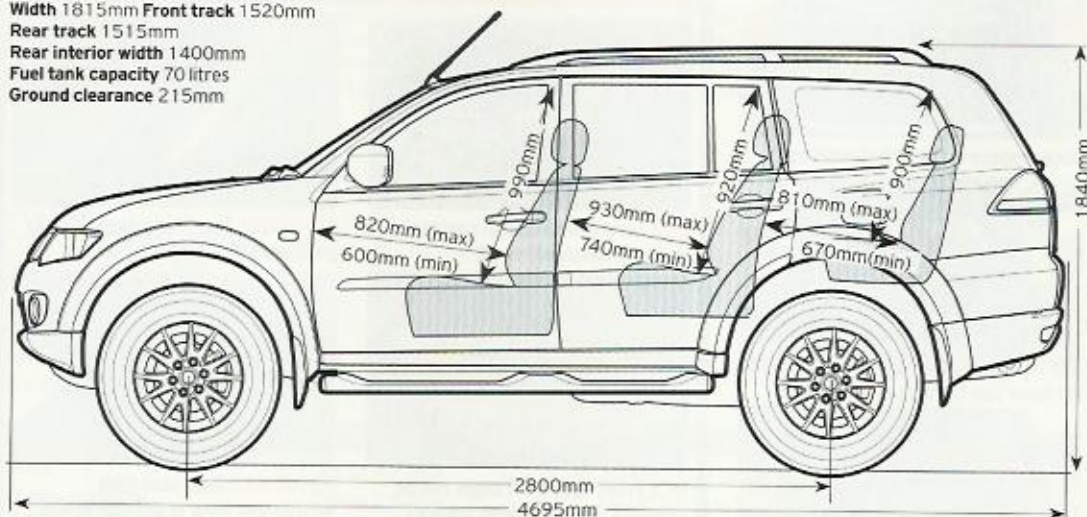


**NOT SO NICE** Pull-type handbrake feels old-school and is fiddly to use.



## MITSUBISHI PAJERO SPORT

Width 1815mm Front track 1520mm  
Rear track 1515mm  
Rear interior width 1400mm  
Fuel tank capacity 70 litres  
Ground clearance 215mm



### ENGINE

**Fuel type** Diesel  
**Layout** 4-cyls, 2477cc, common-rail, turbo diesel

**Installation** Front, longitudinal  
**Maximum power** 176bhp at 4000rpm  
**Maximum torque** 40.78kgm at 2000-2500rpm

**Power to weight** 85.23bhp per tonne  
**Bore/stroke** 91.1/95.0mm  
**Compression ratio** 16.5:1  
**Valve gear** 4 valves per cyl, DOHC

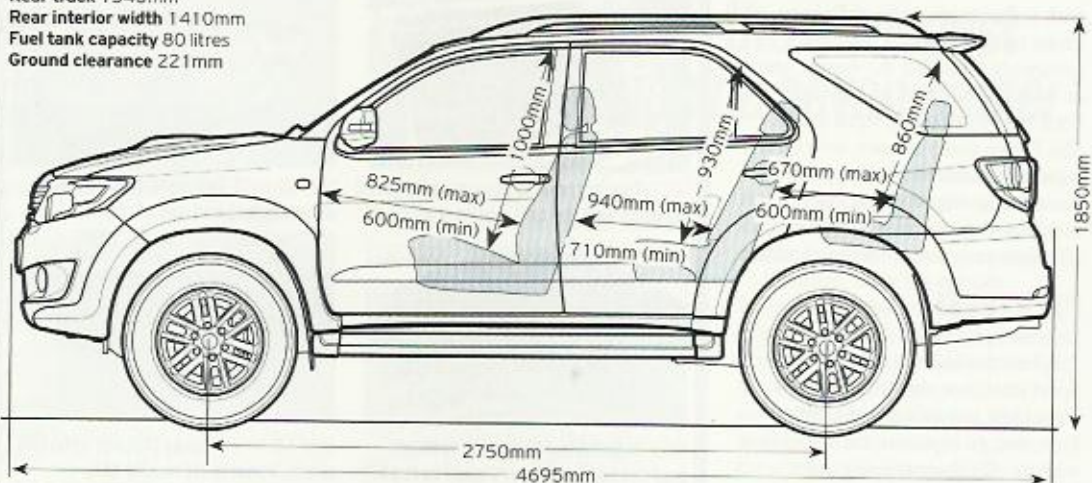
### TRANSMISSION

**Type** Rear/All-wheel drive  
**Gearbox** 5-speed manual

**Ratios/kph per 1000rpm**  
1st 4.313/8.39 2nd 2.303/15.73  
3rd 1.436/25.22 4th 1/36.22  
5th 0.788/45.97  
**Final drive ratio** 3.917:1

## TOYOTA FORTUNER

Width 1840mm Front track 1540mm  
Rear track 1540mm  
Rear interior width 1410mm  
Fuel tank capacity 80 litres  
Ground clearance 221mm



### ENGINE

**Fuel type** Diesel  
**Layout** 4-cyls, 2982cc, common-rail, turbo diesel

**Installation** Front, longitudinal  
**Maximum power** 168bhp at 3600rpm  
**Maximum torque** 35kgm at 1400-3400rpm

**Power to weight** 85.93bhp per tonne  
**Bore/stroke** 96.0/103.0mm  
**Compression ratio** 17.9:1  
**Valve gear** 4 valves per cyl, DOHC

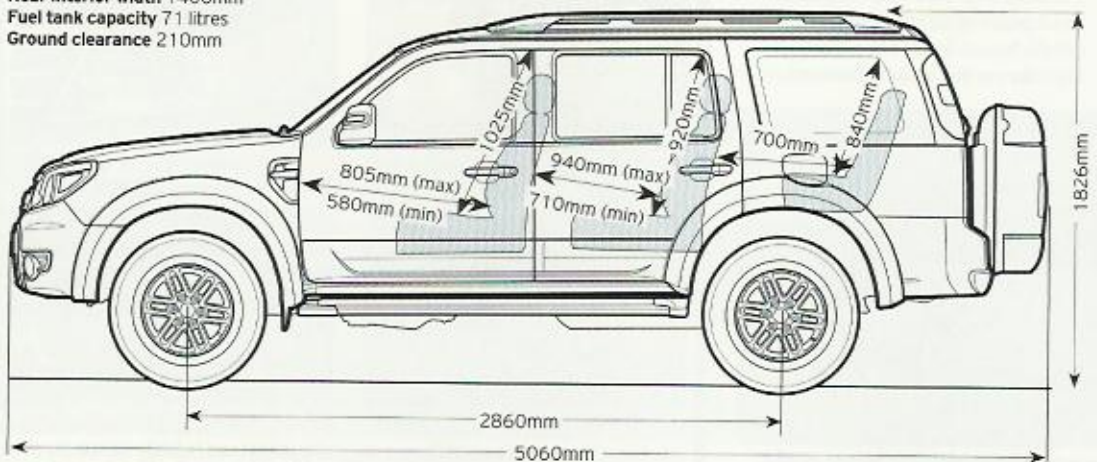
### TRANSMISSION

**Type** All-wheel drive  
**Gearbox** 5-speed manual

**Ratios/kph per 1000rpm**  
1st 4.313/9.19 2nd 2.33/17.01  
3rd 1.436/27.61 4th 1.00/39.65  
5th 0.838/47.31  
**Final drive ratio** 3.583:1

## FORD ENDEAVOUR

Width 1788mm Front track 1475mm  
Rear track 1470mm  
Rear interior width 1400mm  
Fuel tank capacity 71 litres  
Ground clearance 210mm



### ENGINE

**Fuel type** Diesel  
**Layout** 4-cyls, 2953cc, common-rail, turbo diesel

**Installation** Front, longitudinal  
**Maximum power** 156bhp at 3200rpm  
**Maximum torque** 38.7kgm at 2500rpm

**Power to weight** 77.45bhp per tonne  
**Bore/stroke** 96/102mm  
**Compression ratio** 18.0:1  
**Valve gear** 4 valves per cyl, DOHC

### TRANSMISSION

**Type** Rear/All-wheel drive  
**Gearbox** 5-speed automatic

**Ratios/kph per 1000rpm**  
1st 3.22/11.31 2nd 2.29/15.90  
3rd 1.55/23.49 4th 1.00/36.41  
5th 0.71/51.29  
**Final drive ratio** 3.73:1



**CHASSIS & BODY**

Body on ladder frame, five-door SUV  
 2065kg  
 265/65 R17, tubeless Bridgestone Dueler H/T Full-size

**SPRINGS**

Independent, double coil springs  
 Rear-independent, 3-link with coil

**STEERING**

Power-assisted rack and pinion  
 Power assist Hydraulic  
 Steering wheel 11.2m

**WHEELS**

17mm ventilated discs  
 17mm ventilated drum-in-discs  
 Anti-lock Yes

SAFETY 2 airbags, ABS, EBD

**CHASSIS & BODY**

Body on ladder frame, five-door SUV  
 1955kg  
 265/65 R17, tubeless Dunlop Grandtrek AT20 Full size

**SPRINGS**

Independent, double wishbone, coil springs  
 Rear-independent, 4-link with coil

**STEERING**

Power-assisted rack and pinion  
 Power assist Hydraulic  
 Steering wheel 11.8m

**WHEELS**

17mm ventilated discs  
 Anti-lock Yes

SAFETY 2 airbags, EBD, ESP

**CHASSIS & BODY**

Body on ladder frame, five-door SUV  
 2014kg  
 245/70 R16, tubeless MRF ZVRL Full size

**SPRINGS**

Independent, double wishbones, coil spring and stabiliser bar  
 Rear-independent, leaf springs

**STEERING**

Power-assisted ball and nut  
 Power assist Hydraulic  
 Steering wheel 12.2m

**WHEELS**

16mm ventilated discs  
 16mm drums  
 Anti-lock Yes

SAFETY 2 airbags, EBD

**AUTOCAR COMPARISON TEST**

# Verdict

**Mitsubishi Pajero Sport** ★★★★★☆☆☆☆

**Toyota Fortuner** ★★★★★☆☆☆☆

**Ford Endeavour** ★★★★★☆☆☆☆



**P**riced at Rs 20.85 lakh, the Endeavour is the cheapest SUV here and offers good value considering it comes with an automatic transmission. Also in the Endeavour's favour is a strong engine and decent cabin.

However, its bumpy ride and awkward middle and last row seating seriously mark the big Ford down on comfort. And it's beginning to look a bit dated too.

The Pajero Sport, on the other hand, looks contemporary both inside and out and is also quite comfortable. It's got the best ride, it's reasonably fun to drive, and it's quite adept off road too. The engine may lack cubic centimetres compared to its rivals, but the performance

is just as good. However, despite having so much going for it, the Pajero Sport isn't our winner. It's a good SUV, no doubt, but it's just not good enough to justify the hefty Rs 24.43 lakh price tag. Things

**TESTERS' NOTES**

Pajero Sport's audio system has the best sound.

Fortuner headlights work brilliantly.

Endeavour does without rear towing eye. Odd for an SUV.

could change when Mitsubishi starts assembling the Sport in India though.

But, till that time, the Fortuner easily remains our pick of this lot. It

looks great, comes with a powerful, flexible engine and offers decent enough dynamics. Factor in its lengthy features list, spacious cabin and ability to transport seven passengers in genuine comfort, and you can understand why the Fortuner is the king of the SUV hill today. As it stands, Toyota has little to be worried about. **A**

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## TEST SCORECARD

**COMFORT**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆  
 Toyota Fortuner ★★★★★☆☆☆☆  
 Ford Endeavour ★★★★★☆☆☆☆  
 Fortuner has most space, Pajero rear seat narrow, Ford's seating not ideal.

**PERFORMANCE**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆  
 Toyota Fortuner ★★★★★☆☆☆☆  
 Ford Endeavour ★★★★★☆☆☆☆  
 Fortuner feels effortless, but Pajero matches its pace. Ford good for an auto.

**REFINEMENT**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆  
 Toyota Fortuner ★★★★★☆☆☆☆  
 Ford Endeavour ★★★★★☆☆☆☆  
 None of them is very quiet. Ford sounds thrashy when revved hard.

**VALUE**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆  
 Toyota Fortuner ★★★★★☆☆☆☆  
 Ford Endeavour ★★★★★☆☆☆☆  
 Fortuner and Endeavour are good value, Pajero is expensive.

**SAFETY**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆  
 Toyota Fortuner ★★★★★☆☆☆☆  
 Ford Endeavour ★★★★★☆☆☆☆  
 All feature airbags and ABS. Fortuner has added security of full-time AWD.

**RIDE**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆  
 Toyota Fortuner ★★★★★☆☆☆☆  
 Ford Endeavour ★★★★★☆☆☆☆  
 Pajero has the best ride. Fortuner not far behind, Endeavour is bumpy.

**HANDLING**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆  
 Toyota Fortuner ★★★★★☆☆☆☆  
 Ford Endeavour ★★★★★☆☆☆☆  
 Pajero handles well. Endy and Fortuner handle like traditional off-roaders.

**BUILD STRENGTH & QUALITY**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆  
 Toyota Fortuner ★★★★★☆☆☆☆  
 Ford Endeavour ★★★★★☆☆☆☆  
 Toyota has best plastics, Pajero feels best put together.