

AUTOCAR

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EXCLUSIVE DRIVE

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ECOSPORT

Ford's baby SUV is brilliant to drive

13th

ANNIVERSARY

MASSIVE 500-PAGE COLLECTOR'S EDITION

EXCLUSIVES

- » Sachin Tendulkar and his love for cars
- » Ratan Tata on life at Tata Motors and beyond
- » Narain in this year's 11 best driver's cars
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It feels like a hatch on steroids

haymarket

SCALA



Sunny with a Renault badge

EXCLUSIVE TEST

Merc B-class

The most affordable Benz in India



SUV COMPARISON SPECIAL



Koleos vs Captiva vs Santa Fe

Pajero vs Fortuner vs Endeavour

DRIVEN

- » Nissan Evalia
- » New Camry
- » Audi S4
- » Audi A8 4.2 TDI
- » Mahindra Verito

We crown India's best Young Driver p246



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.



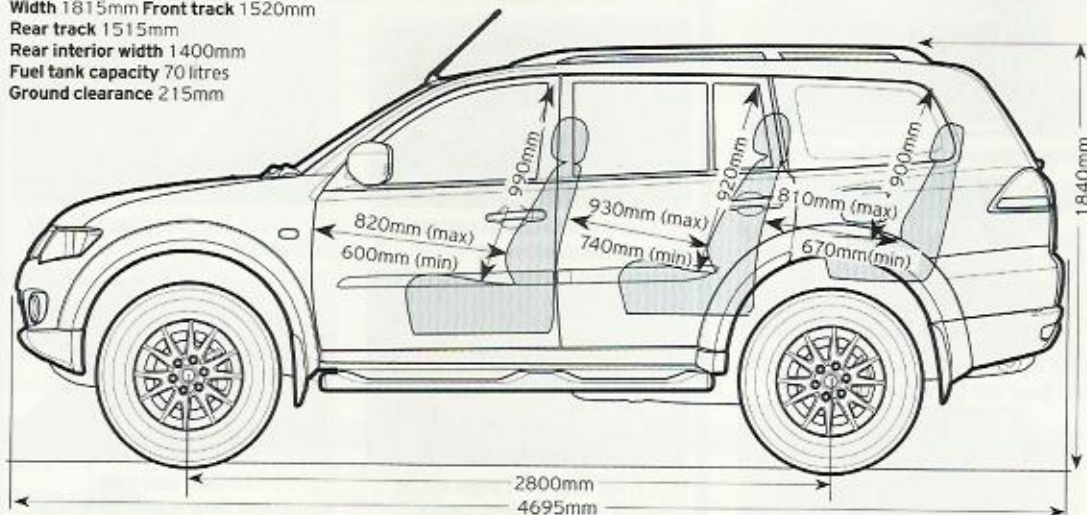
NICE The only SUV with a convenient electric 4WD operation switch.



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

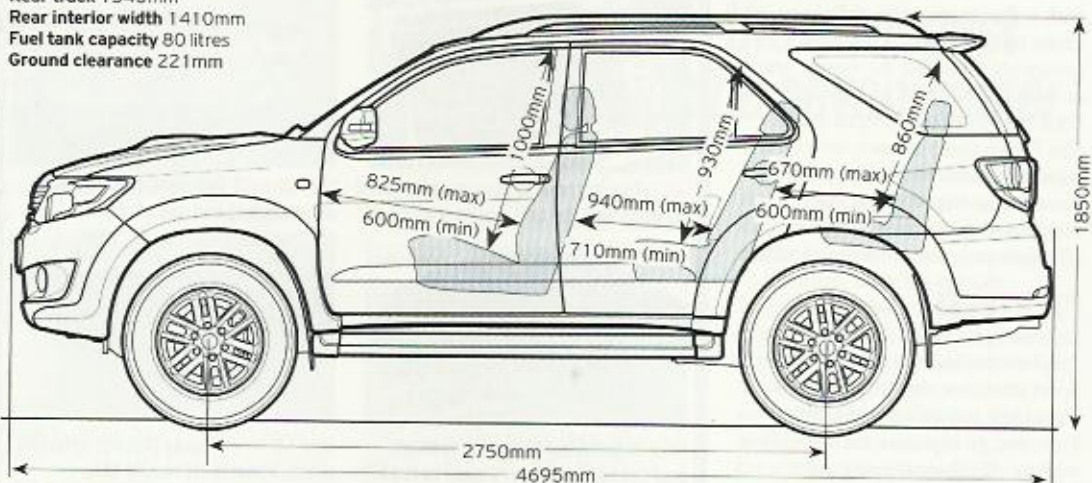
Fuel type Diesel
Layout 4-cyls, 2477cc, common-rail, turbo diesel
Installation Front, longitudinal
Maximum power 176bhp at 4000rpm
Maximum torque 40.78kgm at 2000-2500rpm
Power to weight 85.23bhp per tonne
Bore/stroke 91.1/95.0mm
Compression ratio 16.5:1
Valve gear 4 valves per cyl, DOHC

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

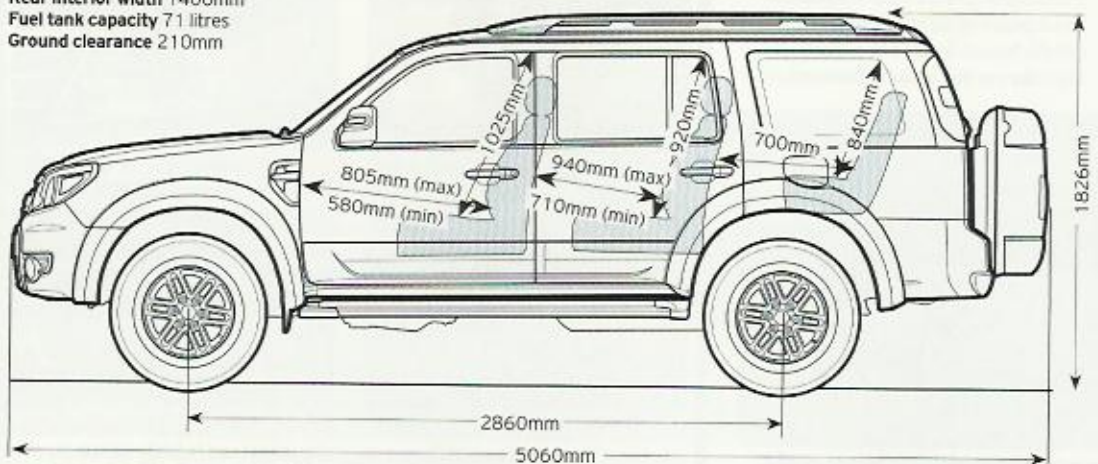
Fuel type Diesel
Layout 4-cyls, 2982cc, common-rail, turbo diesel
Installation Front, longitudinal
Maximum power 168bhp at 3600rpm
Maximum torque 35kgm at 1400-3400rpm
Power to weight 85.93bhp per tonne
Bore/stroke 96.0/103.0mm
Compression ratio 17.9:1
Valve gear 4 valves per cyl, DOHC

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, ABS, EBD, ESP

CHASSIS & BODY

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

SPRINGS

Independent, double wishbones, torsion bar 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, ABS, EBD

AUTOCAR COMPARISON TEST**Verdict**

Mitsubishi Pajero Sport ★★★★★☆☆☆☆

Toyota Fortuner ★★★★★☆☆☆☆

Ford Endeavour ★★★★★☆☆☆☆



Priced 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**

No 732

TEST SCORECARD**COMFORT**

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

PERFORMANCE

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

REFINEMENT

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

VALUE

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

SAFETY

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

RIDE

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

HANDLING

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

BUILD STRENGTH & QUALITY

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