

ANCAP Safety Rating

ISUZU D-MAX (from November 2013)*



Test Vehicle.

Variant:	Isuzu D-Max 4x4 Crew Cab
Kerb Mass:	1960 kg
Built:	2013
Engine:	3.0 litre diesel
Category:	Utility / Van
Variant Applicability*:	Crew Cabs only: - 4x4 built from Nov 2013 - 4x2 High-Ride built from Nov 2014



Frontal offset test at 64 km/h

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	13.58 (out of 16)	16.00 (out of 16)	2 (out of 2)	GOOD	MARGINAL	2 (out of 3)	33.58 (out of 37)	★★★★★

The upgraded D-Max was introduced in Australia and New Zealand late in 2013. This 5 star ANCAP safety rating applies to D-Max 4x4 Crew Cab variants built from November 2013 and 4x2 High-Ride Crew Cab variants built from November 2014. A separate 4 star ANCAP safety rating applies to all other D-Max variants.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the ANCAP frontal offset crash, test driver chest and leg protection was acceptable. Passenger chest and leg protection was also acceptable. All driver injury values were good in the side impact crash conducted by Euro NCAP. Head protection in the Euro NCAP side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	2.80 points
Upper legs:	4.00 points
Lower legs:	2.78 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

The side impact test simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the D-Max. Experience shows that such vehicles can be expected to perform well in this test and the D-Max scored full marks.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	Good

Injury Outcomes.

Frontal Offset
Driver

Passenger

Side Impact & Pole
Driver



Whiplash



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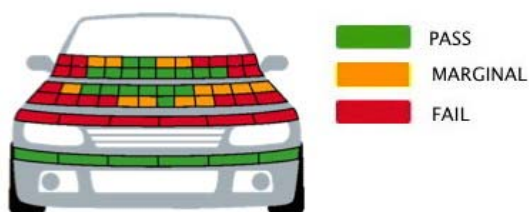
PEDESTRIAN PROTECTION

Pedestrian Test.

MARGINAL - Scored 18.37 out of 36 points

Child head impacts: 6.23 points
 Adult head impacts: 6.14 points
 Upper leg impacts: 0.00 points
 Lower leg impacts: 6.00 points

In those areas likely to be struck by a pedestrian's lower leg, the protection was good. The front edge of the bonnet offered poor protection, which is where a pedestrian's upper leg would contact. In most areas likely to be struck by the head of a child and an adult, the protection was mostly marginal and poor.



(Tested by Euro NCAP v5.3)



Isuzu D-Max 4x4 Crew Cab

SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S (dual) / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X

S = Standard on all variants.
 O = Optional on base variant. May be standard on higher variants.
 V = Not available on base variant but standard or optional on higher variants.
 X = Not available on any variant.

INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.3)		Side impact test at 50 km/h (v5.3)
	Driver	Passenger	Driver
Head			
HIC	508.00	362.00	9.00
Acceleration (g for 3ms)	57.40	49.70	11.20
Neck			
Shear (kN)	0.50	0.40	-
Tension (kN)	1.37	1.00	-
Extension (Nm)	9.10	11.60	-
Chest			
Acceleration (g for 3ms)	40.68	39.97	-
Compression (mm)	30.39	24.38	8.30
Viscous criterion (m/s)	0.10	0.08	0.02
Abdomen			
Force (kN)	-	-	0.33
Pelvis			
Force (kN)	-	-	0.53
Upper legs			
Femur force left (kN)	0.56	0.70	
Femur force right (kN)	0.11	0.32	
Knee displacement left (mm)	0.07	0.36	
Knee displacement right (mm)	0.15	0.35	
Lower legs			
Force left (kN)	3.83	3.35	
Force right (kN)	1.80	2.68	
Index (upper / lower) left	0.53 / 0.33	0.40 / 0.28	
Index (upper / lower) right	0.55 / 0.51	0.40 / 0.30	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	-35mm
Upwards:	19mm
Sideways:	43mm

Pedals

Clutch (rearwards):	34mm
Clutch (downwards):	11mm
A-Pillar (rearwards):	27mm

SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for frontal offset test.

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

OTHER

Independent assessment has shown that the 2013 ANCAP safety rating of **this vehicle only** is retained when fitted with:

- Isuzu steel bullbar Part No. 5867605811
- Isuzu alloy bullbar Part No. 5867605791

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

DOCUMENT REF: DMAX14
 CREATED / REVISED: 11/11/2014