

ANCAP Safety Rating

ISUZU MU-X (April 2017 – July 2021)



Isuzu MU-X (MY17)

This ANCAP safety rating applies to:

Make / Model	Isuzu MU-X
Year Range	April 2017 – July 2021
Variant(s)*	All variants
Vehicle Type	Large SUV

The Isuzu MU-X (MY17) was introduced in Australia and New Zealand in late April 2017. ANCAP and Euro NCAP conducted crash tests of the Isuzu D-Max utility. ANCAP was provided with evidence to show that the results of the D-Max testing apply to the MU-X sports utility vehicle, which is based on the same platform. This ANCAP safety rating applies to all MU-X variants.

Dual frontal, side chest and side head-protecting airbags (curtains) are standard. Advanced seat belt reminders and dual seat belt pretensioners are fitted to both front seats. Advanced crash avoidance technologies such as autonomous emergency braking (AEB) are not available. A full list of safety features and technologies can be viewed within the *Safety Features & Technologies* table on page 2 of this report.

Injury Outcomes.

Frontal Offset Driver



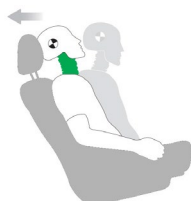
Passenger



Side Impact & Pole# Driver



Whiplash Protection Driver



GOOD
ACCEPTABLE
MARGINAL
POOR

Head protection only.

Test Results Summary.

Airbags	Dual Frontal, Side, Head
Frontal Offset Test	13.58 (out of 16)
Side Impact Test	16.00 (out of 16)
Pole Test	2.00 (out of 2)
Whiplash Protection	Good
Pedestrian Protection	Marginal
ESC	Standard
Seat Belt Reminders	2.00 (out of 3)
Overall Score	33.58 (out of 37)
ANCAP Safety Rating	★★★★★
Rating Year^	2013

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. There were no knee contacts. 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 normally used by ANCAP simulates a small car striking the driver's door of the test vehicle. Experience shows that large vehicles like the MU-X can be expected to perform well in this test. ANCAP has adopted a policy of awarding these types of vehicles a default score of 16 points (out of 16).

Pole Test

Scored out of 2 points

Score:	2.00 points
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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

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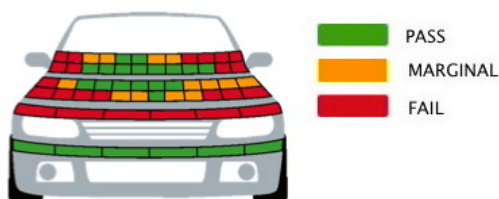
Pedestrian Protection.

Pedestrian Test

Scored out of 36 points

Adult & child head impacts: 12.37 points
Upper leg impacts: 0.00 points
Lower leg impacts: 6.00 points

This vehicle scored 18.37 out of 36 points (Marginal). 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 where a pedestrian's upper leg would contact. In areas likely to be struck by the head of a child or an adult, the protection was mostly marginal and poor. (Euro NCAP v6)



Score Deductions.

Deductions from frontal offset test scores

Head / neck: No deductions
Chest: No deductions
Upper legs: No deductions
Lower legs: No deductions

Deductions from side impact test score

Head / neck: No deductions
Chest: No deductions
Abdomen: No deductions
Pelvis: No deductions

Deductions from pole test score

Head: No deductions

Other.

Independent assessment has shown that the 5 star ANCAP safety rating of this vehicle only is retained when fitted with:

- Isuzu Alloy Bull Bar P/No 5-8676-1813-X
- Isuzu Steel Bull Bar P/No 5-8676-1812-X

Safety Features & Technologies.

Descriptions of each of these safety features and safety assist technologies (SAT) and detail on fitting requirements for each star rating level can be found at ancap.com.au.

Safety Feature / Safety Assist Technology	Availability
Seat belts (three-point, lap/sash) for all forward-facing seats	S
Seat belt pretensioners (front)	S
Seat belt pretensioners (rear outboard)	X
Intelligent seat belt reminder (driver)	S
Intelligent seat belt reminder (front passenger)	S
Intelligent seat belt reminder (2 nd row seats)	X
Airbag - Frontal (driver)	S
Airbag - Frontal (passenger)	S
Airbag - Side, chest protection (front seats)	S
Airbag - Side, chest protection (2 nd row seats)	X
Airbag - Side, chest protection (3 rd row seats)	X
Airbag - Side, head protection (front seats)	S
Airbag - Side, head protection (2 nd row seats)	S
Airbag - Side, head protection (3 rd row seats)	S
Airbag - Knee (driver)	X
Airbag - Knee (front passenger)	X
Head restraints for all seats	S
Adaptive cruise control (ACC)	X
Antilock braking system (ABS)	S
Autonomous emergency braking (AEB)	
- City	X
- Interurban	X
- Vulnerable road user	X
Automatic headlights	X
Automatic high beam	X
Blind spot monitoring (BSM)	X
Daytime running lights (DRL)	V
Electronic brakeforce distribution (EBD)	S
Electronic stability control (ESC)	S
Emergency brake assist (EBA)	S
Fatigue reminder	X
Hill launch assist	S
Lane support system (LSS)	X
Reversing collision avoidance	V
Speed assistance – automatic / intelligent speed limiting (ISA)	X
Speed assistance - manual speed limiting	X
Speed assistance - speed sign recognition & warning	X
Trailer stability control	X
Tyre pressure monitoring system (TPMS)	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.

E = Available in Europe but not available on any Australasian variant.

These specifications are subject to change. Please check with the manufacturer for the latest specifications.

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Injury Values & Measurements.

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (Euro NCAP v6)
	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			
Forward (mm)	35		
Upward (mm)	19		
Sideways (mm)	43		
Pedals			
Clutch - rearward (mm)	34		
Clutch - downward (mm)	11		
A-Pillar			
Rearward (mm)	27		

* **Model Variants:** ANCAP safety 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. For further information about the application of ANCAP safety ratings to model variants, see the ANCAP Variant Policy.

^ **Rating Year:** The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and may be based on the year in which a new vehicle model is first launched into the Australian and/or New Zealand markets; the year in which the vehicle was tested (if tested by Euro NCAP); or, for vehicles which hold an existing ANCAP safety rating, the year in which the rating was updated (or earlier applicable year).

Assessment Details.

Tested Make / Model	Isuzu D-Max 4x4 Crew Cab
Tested Vehicle(s) Built	2012 & 2013
Tested Body Type	Utility
Tested Vehicle Kerb Weight	1960 kg
Tested Vehicle Engine	3.0 litre diesel
Tested By	ANCAP / Euro NCAP
Assessed By	ANCAP
Document Reference	Mux17
Document Created / Revised	18 April 2017
Rating Published	May 2017
Rating Updated	August 2021



Frontal offset test at 64km/h (Isuzu D-Max)