

Crash Test Results

New Car Safety

ISUZU D-MAX SX 4x4

2008 on

Dual front airbags#



Offset crash test at 64km/h



ANCAP Occupant Protection
Rated ★★★★★

Occupant Protection Score 21.40* out of 37

* High risk of life-threatening chest injury

Safety equipment, as tested, not available on all variants

Variant: Crew cab Eng: 3 litre diesel

Kerb weight: 1890 kg Category: UTILITY

Vehicles built: 7/05

Model History and Safety Features

The Isuzu D-Max was introduced in Australia during 2008. *This assessment is based on crash tests of the equivalent dual cab Holden Rodeo published by ANCAP in 2006. The D-Max has a 3 litre diesel engine. This rating does not apply to single cab versions of the D-Max 4x4.*

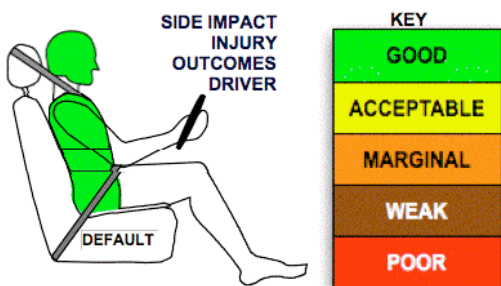
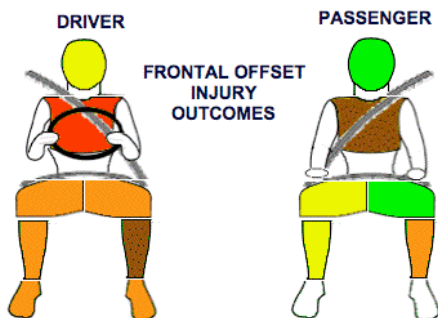
Dual front airbags are standard equipment on the SX and LS versions but are not available for the EX 4x4. Antilock brakes (ABS) with electronic brakeforce distribution are standard on all SX and LS 4x4 versions but are not available for the EX version. Electronic stability control (ESC) is not available.

A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt. Child restraint anchorages are fitted behind the rear seat but are difficult to reach. Hazard lights activated during the crash.

OCCUPANT PROTECTION: 3 Stars

The D-Max 4x4 scored 5.4 out of 16 in the offset crash test. The passenger compartment held its shape reasonably well. Protection from serious chest injury was poor for the driver and weak for the passenger. Leg protection was marginal for the driver.

The vehicle was awarded a default score of 16 out of 16 in the side impact crash test.



FRONTAL OFFSET CRASH TEST (v4.1)

Body region scores out of 4 points each: Head/neck 3 pts, chest zero pts, upper legs 2 pts, lower legs 0.40 pts.

The passenger compartment held its shape reasonably well in the offset crash test. The brake pedal moved rearwards by 124 mm and upwards 36 mm. The footwell ruptured. The steering wheel hub moved rearwards 11 mm, upwards 100 mm and sideways 11 mm. The front ("A") pillar moved 56 mm rearwards. The driver's door opened very late in the crash but subsequent investigations revealed it was an isolated incident, not representative of the model and no points were deducted. After the crash the other doors opened with normal effort.

The airbag cushioned the head of the driver and contact was reasonably stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag and contact was stable.

SIDE IMPACT CRASH TEST (v4.1)


Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts. Default scores awarded.

The side impact test normally used by ANCAP 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 4x4. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points.

PEDESTRIAN PROTECTION: 1 Star

Two adult headform locations passed and two were marginal. All other locations were poor.

PEDESTRIAN PROTECTION		
 v4.1	Child head impacts	Zero
	Adult head impacts	7.67
	Upper leg impacts	Zero
	Lower leg impacts	Zero
	Total (out of 36)	7.67

No picture of pedestrian rating available.

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ANCAP

Crash testing for safety

AUSTRALASIAN
NEW CAR ASSESSMENT
PROGRAM

TECHNICAL DATA - ISUZU D-MAX CREW CAB SX 4x4 - 2008 on

INJURY MEASUREMENTS

Body region	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passenger	Driver
Head HIC	819	656	Default scores awarded
Acceleration (g for 3ms)	77.9	59.6	
Neck - Shear (kN)	0.50	0.57	
Tension (kN)	2.81	2.01	
Extension (Nm)	39.1	34.2	
Chest Accln (g for 3ms)	60.30	40.50	
Compression (mm)	53.50	45.40	
Viscous criterion (m/s)	0.62	0.26	
Abdomen - Force (kN)	-	-	
Pelvis - Force (kN)	-	-	
Upper legs Force (kN)			
Left	1.43	1.81	
Right	1.60	5.10	
Knee displ (mm)			
Left	0.68	1.33	
Right	0.99	4.47	
Lower legs Force (kN)			
Left	3.26	4.38	
Right	5.32	3.68	
Index (Upper/Low)			
Left	0.47 /1.21	0.56 /0.55	
Right	0.97 /0.89	0.48/0.59	

Bonus points (maximum 5)

Pole Test: Not eligible due to a lack of head-protecting side airbags

Seat belt reminders: None

Modifiers - deductions from offset test scores

Head Steer col upward movement	1 pt deduction
Chest	No deduction
Upper leg Variable & conc. loading	2 pt deduction L&R
Lower leg	No deduction
Foot score Pedal rearward	Score 3.04 points
Footwell rupture	1 pt deduction

Note: Steering column and pedal movements are measured relative to the driver's seat.

Modifiers - deductions from side impact test scores

Not tested

Safety features (all D-Max 4x4)

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



Driver airbag	V ✓	Antilock (ABS) brakes / Electronic brake distribution / Brake Assist	V/V/X
Passenger front airbag	V ✓	Electronic stability control (ESC, VSC, DSC, ESP, VSA)	X#
Side airbags, front seats - chest protection	X	3 point centre rear seat belt	S
Side airbags, front seats - head protection	X	Active head restraints - front seats	X
Side airbags, rear seats - head protection	X	Intelligent seat belt reminder - driver	X
Driver knee airbag	X	Intelligent seat belt reminder - front passenger	X
Seat belt pretensioners (Front/rear outboard)	X	Rear seat belt status indicator	X

Key: ✓ = Fitted to vehicle that was crash tested. All dual cab versions of the D-Max have dual airbags and ABS brakes with EBD.

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

ESC required by ANCAP for 5 star rating from 2008