



ISUZU D-MAX
Standard Safety Equipment

2020



Adult Occupant



84%

Child Occupant



86%

Vulnerable Road Users



69%

Safety Assist



83%

SPECIFICATION

Tested Model	Isuzu D-MAX Crew Cab 1.9 diesel, LHD
Body Type	- 4 door double cab
Year Of Publication	2020
Kerb Weight	2030kg
VIN From Which Rating Applies	- D-MAX Crew Cab
Class	Pick-up

General comments

The Isuzu D-MAX was rated by Australasian NCAP (ANCAP) earlier this year. Some tests have been repeated by Euro NCAP to ensure a valid rating for the European market. Other results have been carried over from the ANCAP tests.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
CHILD PROTECTION			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Car-to-Car incl. Turn Across Path	●
AEB Reverse	✘
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✘ Not available — Not applicable

ADULT OCCUPANT

Total 32.2 Pts / 84%

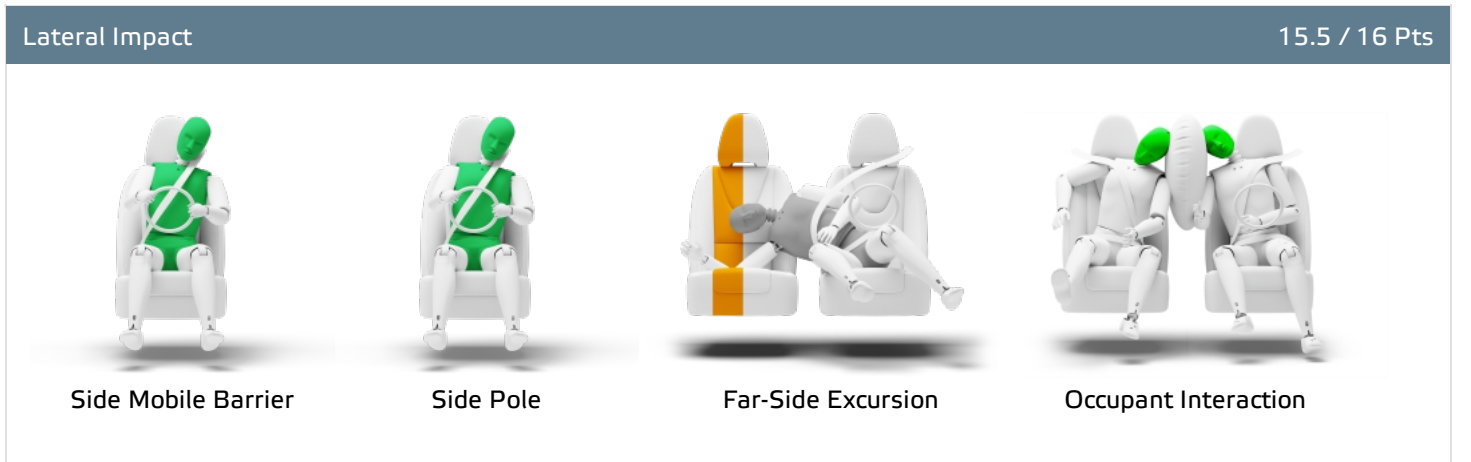
■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 11.2 / 16 Pts



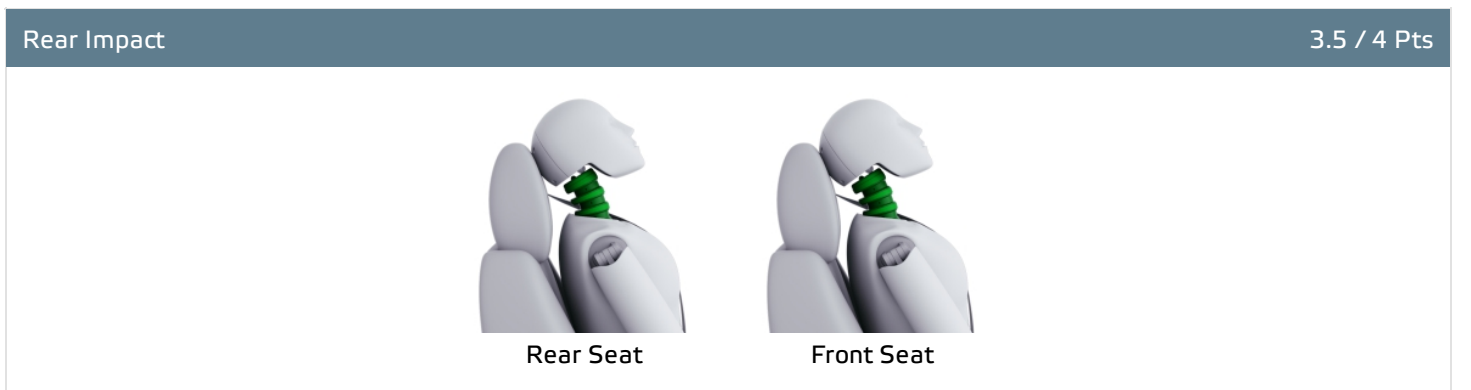
Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.5 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.5 / 4 Pts



Rear Seat Front Seat

ADULT OCCUPANT

Total 32.2 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment remained stable in the offset frontal test. Protection of the driver's chest was rated as marginal, based on dummy measurements of compression. Dummy measurements showed weak protection of the driver's right knee. Although other readings were good, protection was rated as marginal because of structures in the dashboard which could cause a risk to occupants of different sizes or those sitting in different positions. Analysis of the barrier into which the D-MAX crashed showed some localised areas of high deformation and the score for the test was penalised for the risk this represented to the opposing vehicle. In the full-width, rigid wall test, protection was good for all critical body regions for both the driver and for all but the chest for the rear seat passenger. Protection of the chest was rated as marginal on the basis of measurements of chest compression. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good for all critical body areas. Similarly, in the more severe side pole impact, protection was good and the D-MAX scored maximum points in this part of the assessment. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as adequate. The D-MAX is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The D-MAX is equipped as standard with a multi-collision braking system, which applies the brakes immediately after an impact to prevent the vehicle from being involved in secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

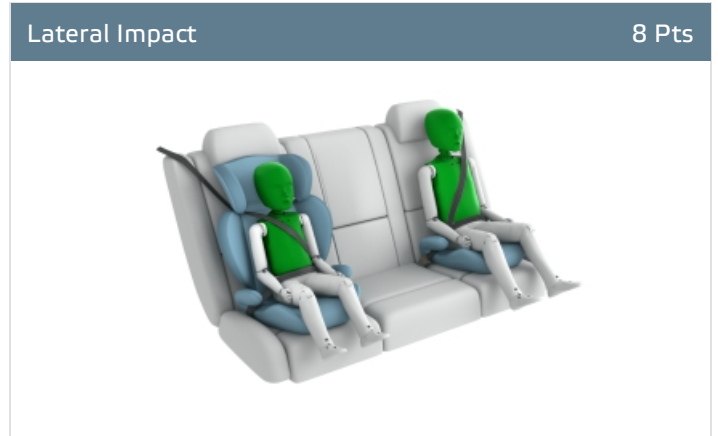
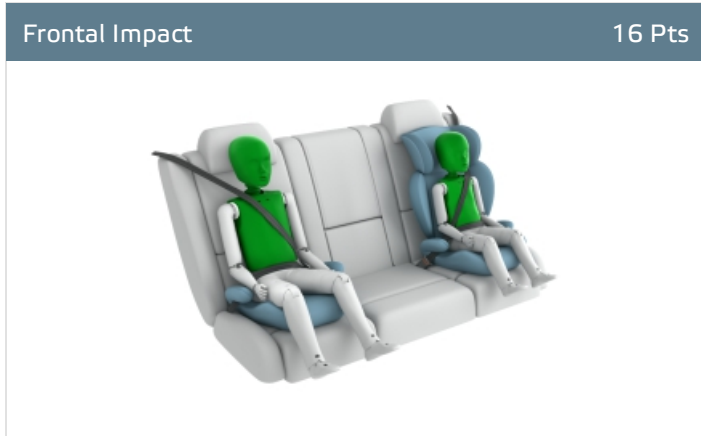
CHILD OCCUPANT

Total 42.2 Pts / 86%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *KidFix 2*
 Restraint for 10 year old child: *Graco Junior*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard ○ Not on test car but available as option ✘ Not available

CRS Installation Check

11.2 / 12 Pts


- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS



■ ISOFIX CRS



 CHILD OCCUPANT

Total 42.2 Pts / 86%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 42.2 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available

Comments

In both the frontal offset test and the side barrier impact, protection of both child dummies was good for all critical body areas and the D-MAX scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. With the exception of one i-Size restraint in the rear outboard seats, all of the restraints for which the D-MAX is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 37.6 Pts / 69%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

28.8 / 36 Pts



Head Impact	17.8 Pts
Pelvis Impact	5.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


8.8 / 18 Pts

System Name	Autonomous Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

 VULNERABLE ROAD USERS

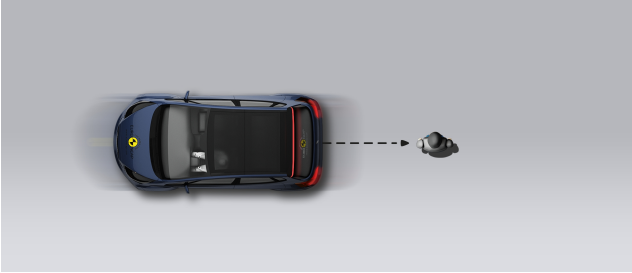
Total 37.6 Pts / 69%

AEB Pedestrian

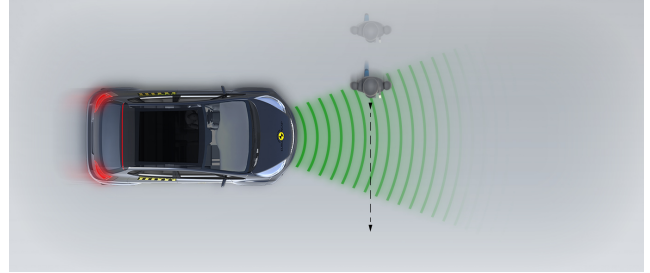
 5.0 / 9 Pts

■ Day time

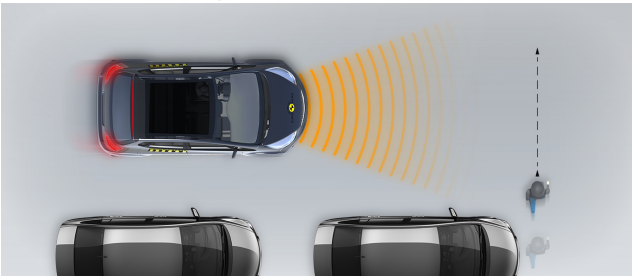
Vehicle reversing into standing pedestrian



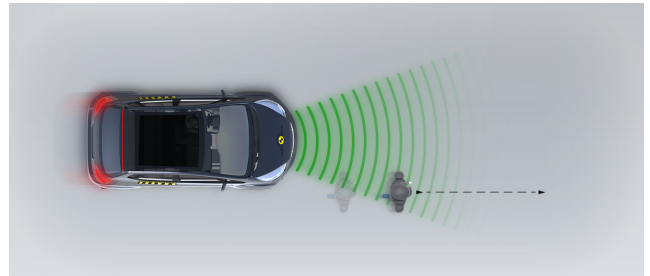
Adult crossing the road



Child running from behind parked vehicles

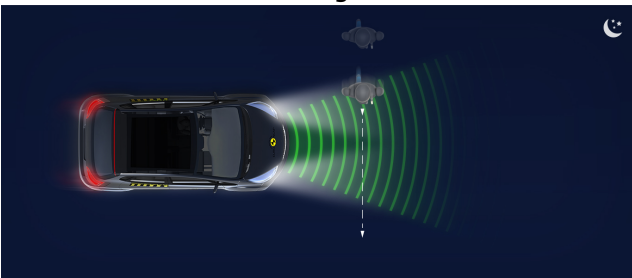


Adult along the roadside

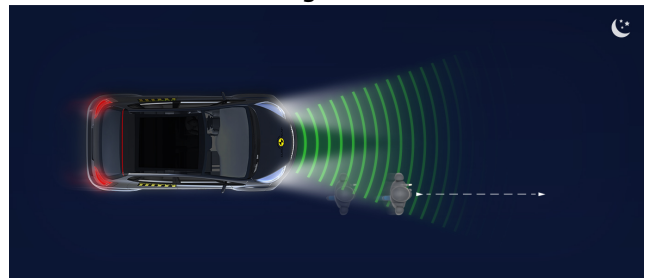


■ Night time

Adult crossing the road

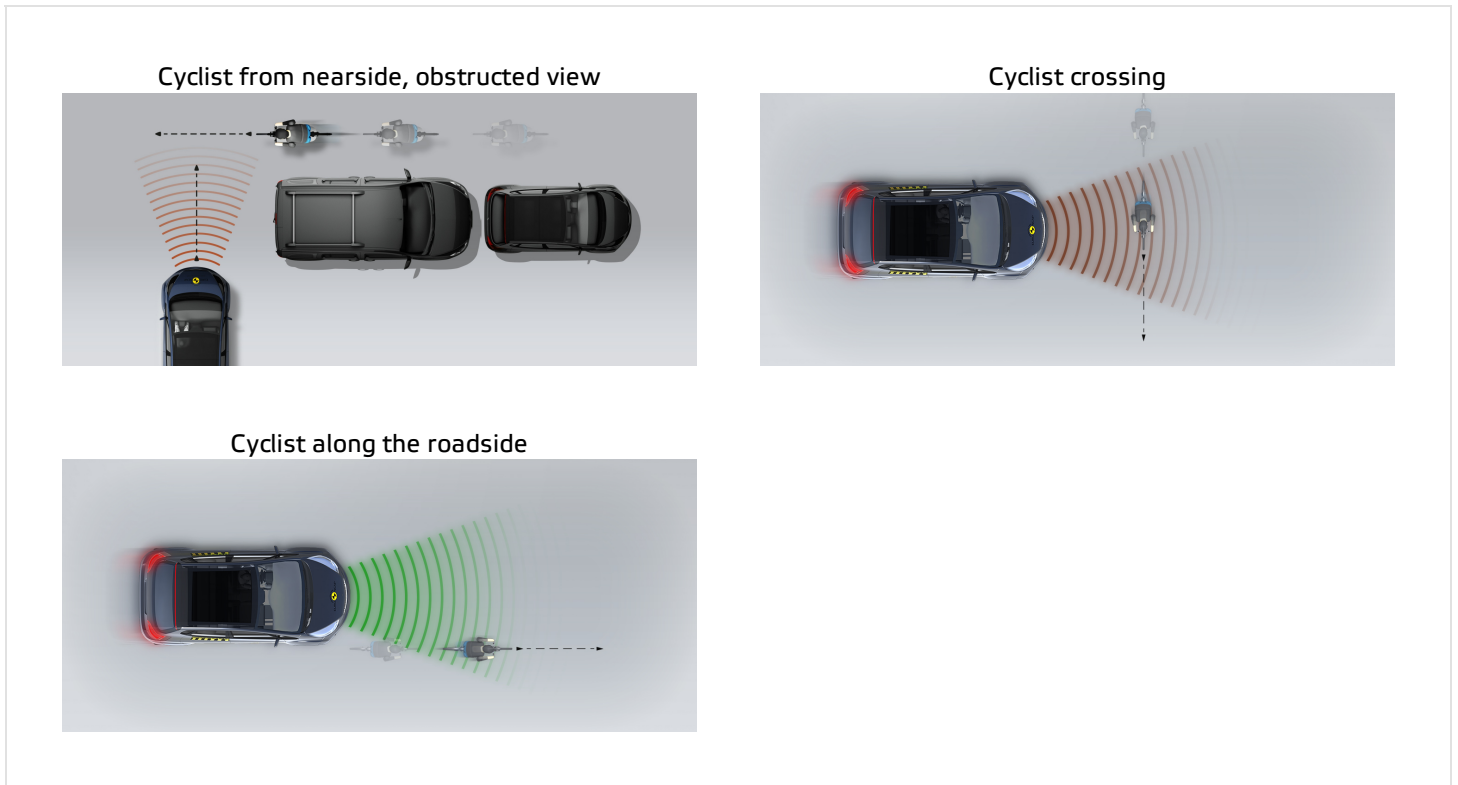


Adult along the roadside



VULNERABLE ROAD USERS

Total 37.6 Pts / 69%

AEB Cyclist
3.9 / 9 Pts
**Comments**

The protection provided by the bonnet to the head of a struck pedestrian, was good or adequate over almost the entire surface. The bumper provided good or adequate protection to pedestrians' legs and protection of the pelvis was also predominantly good. The D-MAX's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to pedestrians was adequate, with collisions avoided or mitigated in most cases, and to cyclists was marginal. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.

SAFETY ASSIST

Total 13.4 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.3 / 3 Pts

System Name	Traffic Sign Recognition/Intelligent Speed Limiter
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 3.0 / 3 Pts

> **Seatbelt Reminder**

■ 2.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> **Driver Monitoring**

■ 1.0 / 1 Pts

System Name	Attention Assist
Type	Steering and camera inputs
Operational From	60 km/h

SAFETY ASSIST

Total 13.4 Pts / 83%

Lane Support

3.5 / 4 Pts

System Name	Lane Departure Warning/Lane Departure Prevention/Emergency Lane Keeping	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

4.6 / 6 Pts

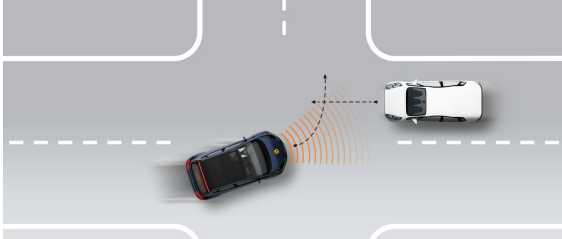
System Name	Autonomous Emergency Braking	
Type	Autonomous emergency braking and forward collision warning	
Operational From	8 km/h	
Sensor Used	camera	

 SAFETY ASSIST

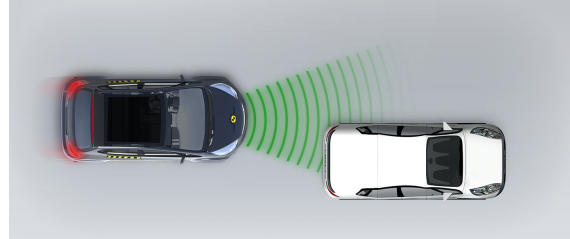
Total 13.4 Pts / 83%

■ Autobrake function only

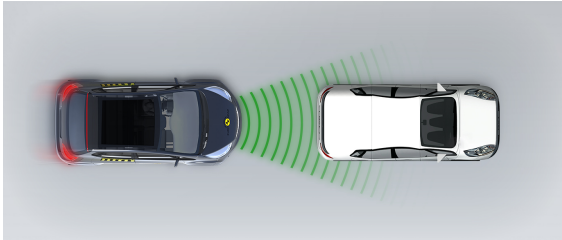
Test car turns across the path of an approaching car



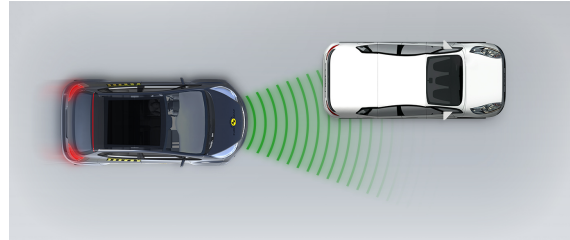
Approaching a stationary car



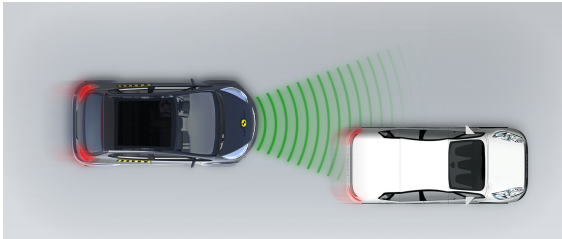
Approaching a stationary car



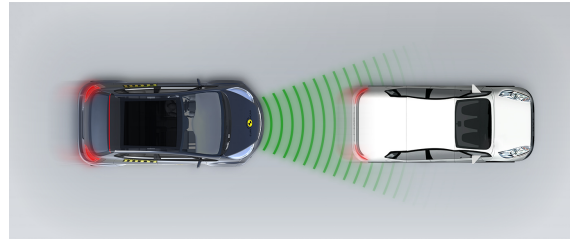
Approaching a stationary car



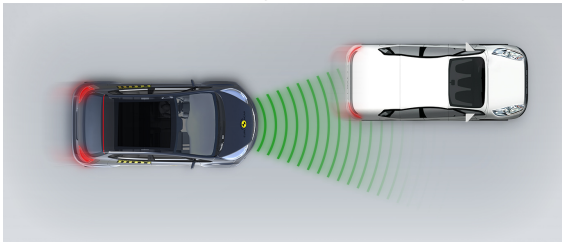
Approaching a slower moving car



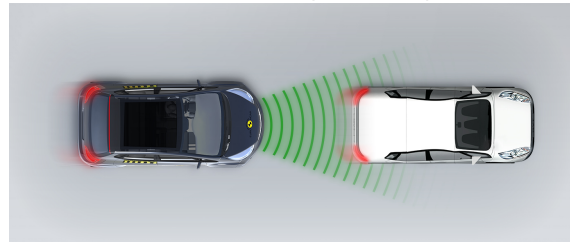
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

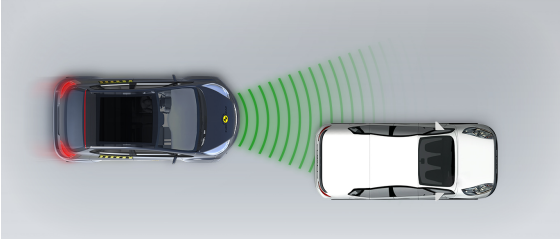


 SAFETY ASSIST

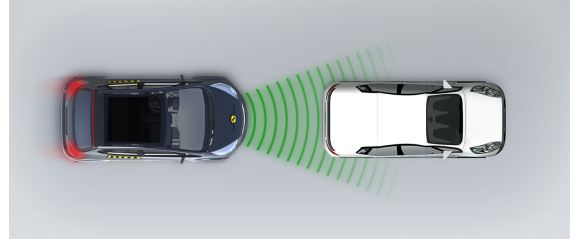
Total 13.4 Pts / 83%

■ Driver reacts to warning

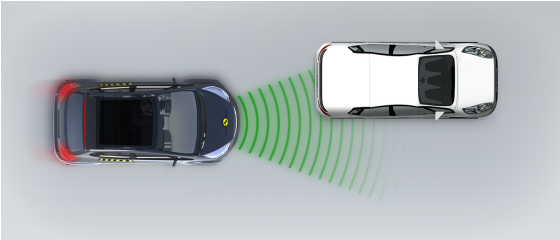
Approaching a stationary car



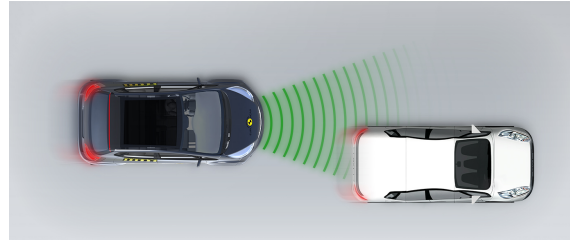
Approaching a stationary car



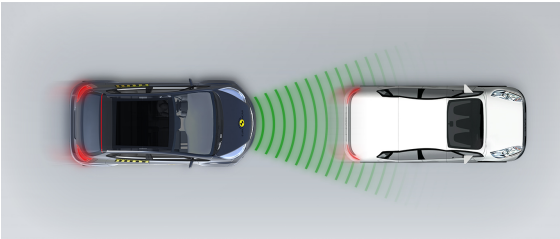
Approaching a stationary car



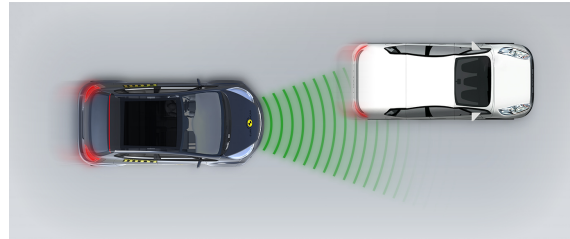
Approaching a slower moving car



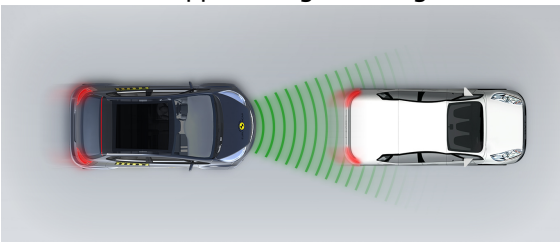
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 13.4 Pts / 83%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. As well as a seatbelt reminder for front and rear seats, the D-MAX has a driver monitoring system which uses steering and camera inputs to identify whether the driver is alert and focussed on the driving task or is impaired through fatigue or other factors. The system warns the driver if impaired driving is detected. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more aggressively in some critical situations. The D-MAX has, as standard, a camera-based traffic sign recognition system which identifies the local speed limit, allowing the limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
4 door double cab	1.9 litre diesel	4 x 2	✓	-
4 door double cab	1.9 litre diesel*	4 x 4	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2020	Rating Published	2020 ★★★★★ ✓