

Crash Tests

New Car Safety

Isuzu D-Max

07/2008 on 06/2012 - Dual Frontal

Overall Evaluation



Overall Score

23.51 out of 37

Variant: 4x2 LX Cab/chassis

Engine: 3.6 litre V6 manual
Category: Utility

* High risk of life-threatening chest injury.

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 Holden Rodeo published by ANCAP in 2006. The D-Max has a 3 litre diesel engine.

Dual front airbags are standard equipment. Antilock brakes (ABS) with electronic brakeforce distribution (EBD) are standard on all 4x2 versions. Electronic stability control (ESC) is not available.

Overall Evaluation: 3

3 Stars. The D-Max 4x2 scored 7.51 out of 16 in the offset crash test. The passenger compartment was moderately deformed. Protection from serious chest injury was poor for the driver. Leg/foot protection was marginal.

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

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest zero pts, upper legs 2 pts, lower legs 1.51 pts.

The passenger compartment was moderately deformed in the offset crash test. The brake pedal moved rearwards by 111 mm and upwards 13 mm. The footwell ruptured. The steering wheel hub moved rearwards 17 mm, upwards 45 mm and sideways 27mm. The front ("A") pillar moved 40 mm rearwards. All doors remained closed during the crash. After the crash tools were required to open the driver's door. The airbag cushioned the head of the driver and contact was 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. A metal bracket behind the dash was a potential source of injury for the passenger's left knee.

Side Impact Crash Test

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

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 4x2. 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 rating (v4.1)

(0 stars)

4x2 version not tested. The 4x4 version achieved 1 star out of 4

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1)	
	Driver	Passn	Driver	
Head				
- HIC	821	514		
- Acceleration (g for 3ms)	77.5	52.5		
Neck				
- Shear (kN)	0.26	0.38		
- Tension (kN)	2.48	1.59		
- Extension (Nm)	17.8	23.1		
Chest				
- Acceleration (g for 3ms)	54.4	37.5		
- Compression (mm)	50.6	37.8		
- Viscous Criterion (m/s)	0.4	0.24		
Abdomen				
- Force (kN)				
Pelvis				
- Force (kN)				
Upper Legs Force (kN)				
- Left	0.68	1.8		
- Right	1.37	4.76		
Knee Displacement (kN)				
- Left	0.79	2.63		
- Right	2.1	3.67		
Lower Legs Force (kN)				
- Left	1.24	2.72		
- Right	3.86	2.16		
Index (Upper Lower)				
- Left	0.36 0.54	0.31 0.28		
- Right	0.72 0.96	0.39 0.43		

Bonus points (maximum 5)

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

Seat Belt Reminders: None

Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg	Variable & Conc. Loading 2 pt deduct. L & R D, 2 pt deduct L P
Lower leg	No deduction
Foot score	3.56 pts, 1 pt deduction
Structure	Note: Steering column & pedal movements are measured relative to the driver's seat.

Modifiers for side impact test scores

Head	Default score for all
Chest	
Upper leg	
Lower leg	
Foot score	
Structure	



Version 1, Published on: 4/12/2008
Published by
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