



ISUZU D-Max Crew Cab
Standard Safety Equipment

2022



Adult Occupant



86%

Child Occupant



86%

Vulnerable Road Users



69%

Safety Assist



83%

SPECIFICATION

Tested Model	Isuzu D-MAX Crew Cab 1.9 diesel, RHD
Body Type	- 4 door double cab
Year Of Publication	2022
Kerb Weight	2030kg
VIN From Which Rating Applies	- all D-MAX Crew Cabs
Class	Pickup Truck

General comments

The Isuzu D-MAX Crew Cab was rated by Euro NCAP in 2020. Since then, Isuzu have improved the performance of the knee airbag and this 2022 rating combines new frontal impact tests with the results of tests done in 2020.

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	✘	✘	✘
Centre Airbag	●	●	—
CHILD PROTECTION			
Isfix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
AEB Car-to-Car	●
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 33.0 Pts / 86%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Frontal Impact 12.0 / 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 33.0 Pts / 86%

■ 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. Dummy readings demonstrated good protection of the knees and femurs of both the driver and passenger. This represents an improvement over the 2020 vehicle. However, performance of the knee airbag is not symmetrical and Isuzu confirmed that poorer protection could be expected from left-hand drive vehicles (car tested was right-hand drive), although this would not affect the overall star rating. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the D-Max Crew Cab would be an aggressive impact partner in a frontal collision, and the score was penalised accordingly. In the full-width rigid wall test, protection of the chest of the rear passenger 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%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *KidFix i-Size*
 Restraint for 10 year old child: *Graco Booster*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✘	●	✘
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

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)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



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)


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.

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)	●	●	●	●

● Easy ● Difficult ● Safety critical ✘ 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%



VRU Impact Protection 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

	Type	Auto-Brake with Forward Collision Warning
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 VULNERABLE ROAD USERS

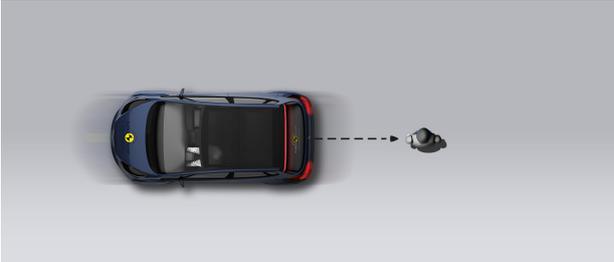
Total 37.6 Pts / 69%

AEB Pedestrian

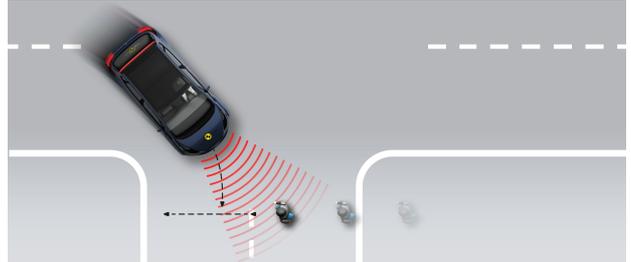
 5.0 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



Pedestrian crossing a road into which a car is turning



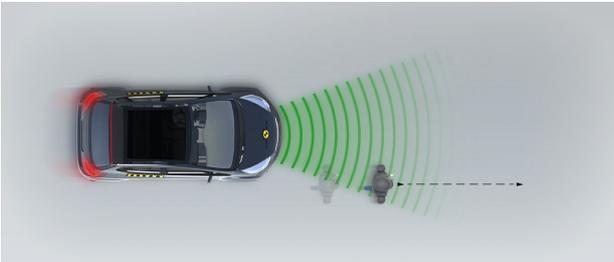
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

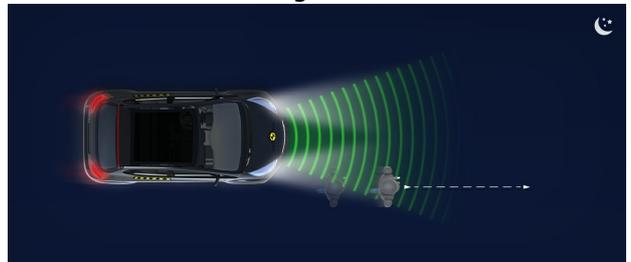


■ Night time

Adult crossing the road



Adult along the roadside

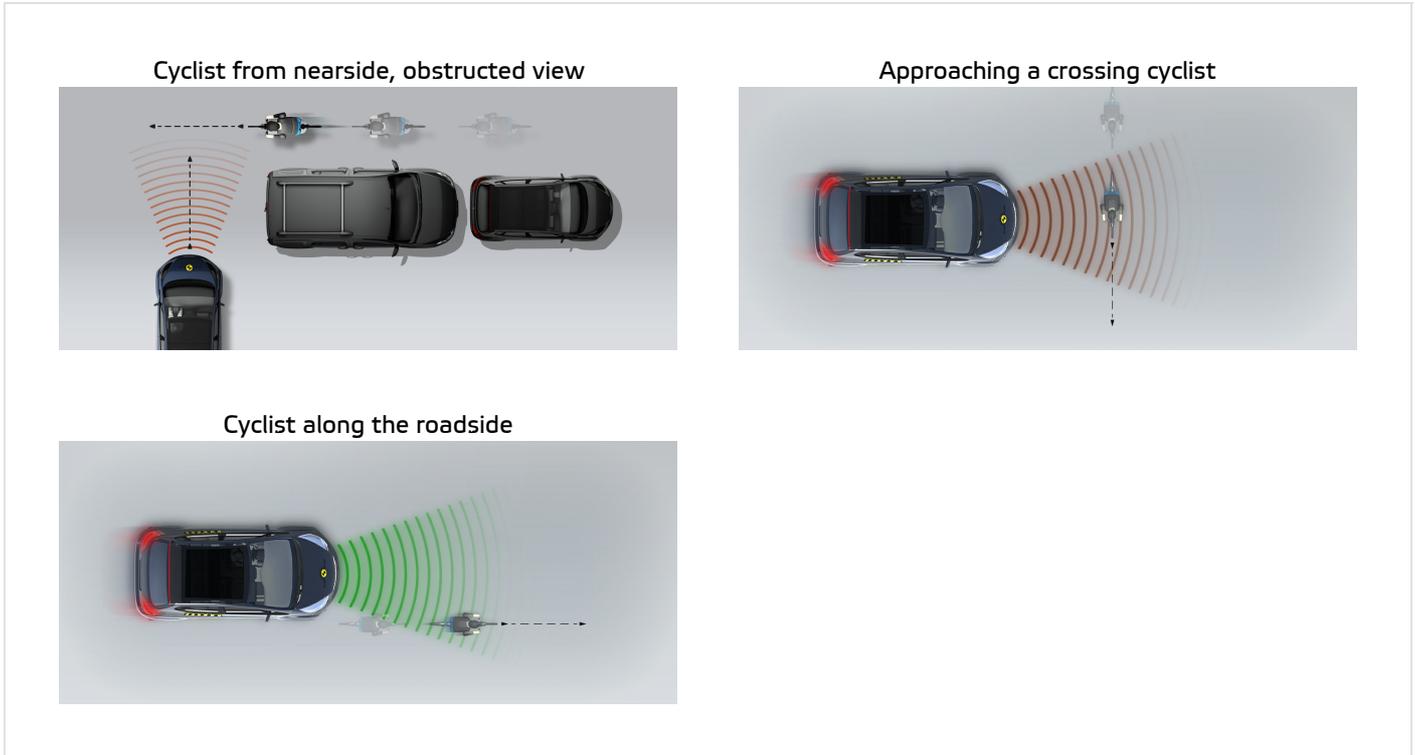


 VULNERABLE ROAD USERS

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 13.3 Pts / 83%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.3 / 3 Pts

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 input and camera
Operational From	60 km/h

 SAFETY ASSIST

Total 13.3 Pts / 83%

Lane Support

 3.5 / 4 Pts

Type	LKA and ELK	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

 4.6 / 6 Pts

Type	Autonomous emergency braking and forward collision warning	
Sensor Used	camera	

 SAFETY ASSIST

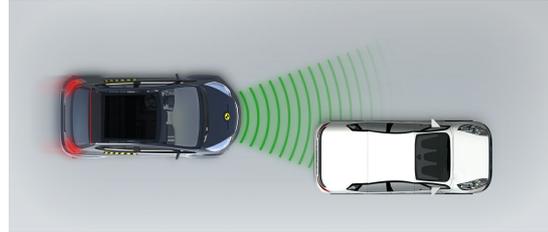
Total 13.3 Pts / 83%

■ Autobrake function only

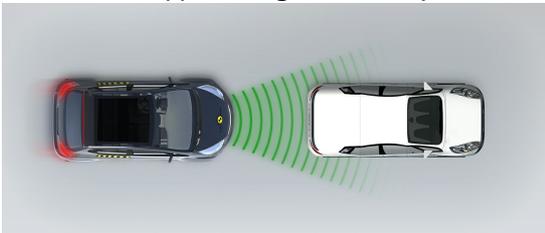
Car turning across the path of an oncoming car



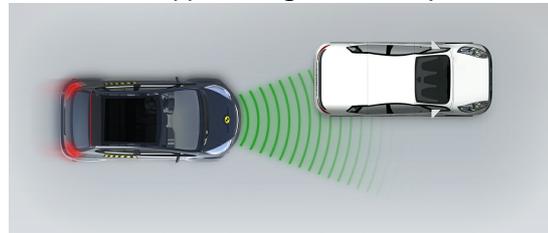
Approaching a stationary car



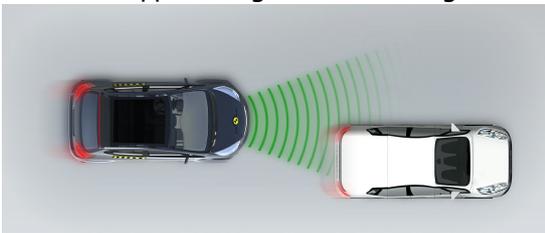
Approaching a stationary car



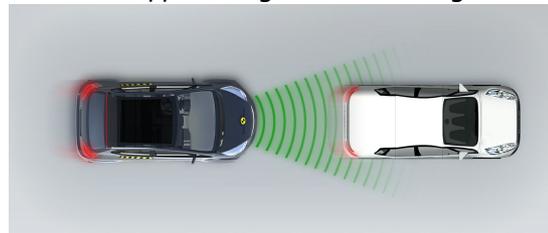
Approaching a stationary car



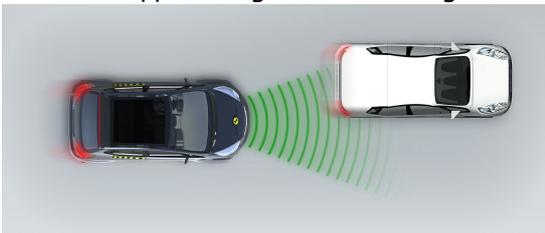
Approaching a slower moving car



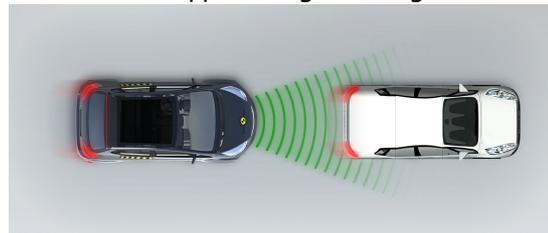
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

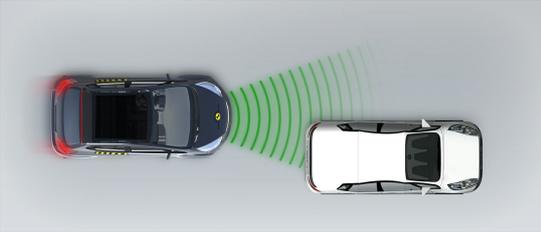


 SAFETY ASSIST

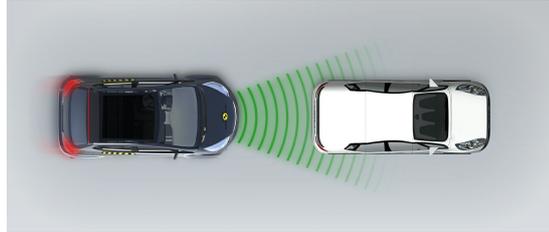
Total 13.3 Pts / 83%

■ Driver reacts to warning

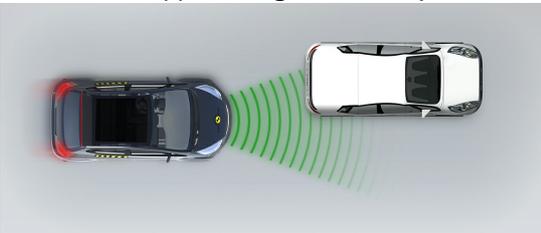
Approaching a stationary car



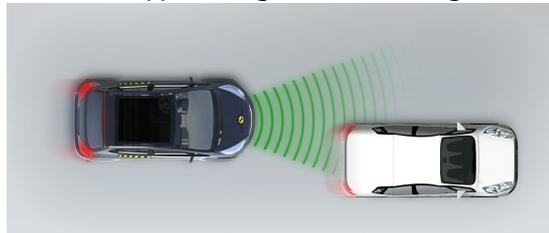
Approaching a stationary car



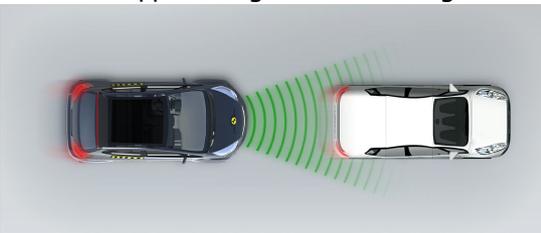
Approaching a stationary car



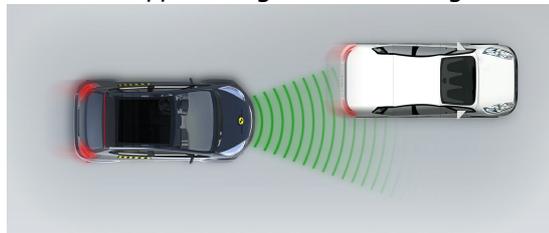
Approaching a slower moving car



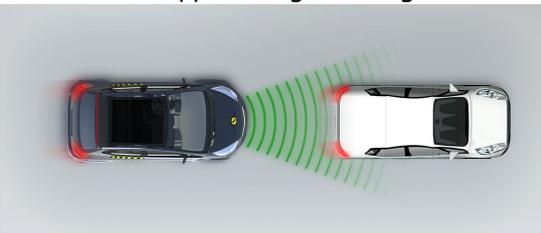
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.3 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 (2.2 l diesel added Feb 2026)	4 X 2	✓	-
4 door double cab	1.9 litre diesel * (2.2 l diesel added Feb 2026)	4 X 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
November 2022	Rating Published	2022 ★ ★ ★ ★ ★ ✓
February 2026	Facelift and Addition of 2.2 diesel	2022 ★ ★ ★ ★ ★ ✓