

ISUZU MU-X

SEPTEMBER 2022 - ONWARDS
ALL VARIANTS



ANCAP

SAFETY

TESTED
2022



The Isuzu MU-X was first introduced in Australia and New Zealand in August 2021. The MU-X shares much of the front structure and interior with the Isuzu D-MAX, and this rating is based on 2020 and 2022 crash tests of the Isuzu D-MAX in conjunction with additional tests of the MU-X conducted by ANCAP in 2021.

RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Diesel
BUILT FROM	July 2022
ON SALE FROM	September 2022
AIRBAGS	Dual frontal, centre, side chest, side head, driver knee

Isuzu MU-X vehicles built from July 2022 are equipped with a revised driver knee airbag and instrument panel that provide improved safety performance. Additional frontal impact tests were conducted on updated vehicles to verify the safety improvement, and this 2022 rating combines the results of the additional 2022 tests with the results of tests conducted in 2020 and 2021. This ANCAP safety rating applies to all MU-X variants built from July 2022.

Dual frontal, side chest-protecting, side head-protecting (curtains) and a driver knee airbag are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard on all variants.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW), emergency lane keeping (ELK) and an advanced speed assistance system (SAS) are fitted as standard equipment on all variants.



86%

ADULT OCCUPANT
PROTECTION



85%

CHILD OCCUPANT
PROTECTION



69%

VULNERABLE ROAD USER
PROTECTION



84%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
ISUZU MU-X LS-M	5 door SUV	3.0 litre diesel	2WD	✓	✓
ISUZU MU-X LS-U	5 door SUV	3.0 litre diesel	2WD	✓	✓
ISUZU MU-X LS-T	5 door SUV	3.0 litre diesel	2WD	✓	✓
ISUZU MU-X LS-M	5 door SUV	3.0 litre diesel	4WD	✓	✓
ISUZU MU-X LS-U	5 door SUV	3.0 litre diesel	4WD	✓	✓
ISUZU MU-X LS-T	5 door SUV	3.0 litre diesel	4WD	✓	✓

ADULT OCCUPANT PROTECTION



86%

33.00 POINTS
OUT OF 38

The passenger compartment of the Isuzu MU-X remained stable in the frontal offset (MPDB) test. Protection of the chest and lower legs of both the driver and passenger was ADEQUATE. GOOD protection was offered to all other critical body regions.

The MPDB test provides an insight into vehicle compatibility (the risk presented to other vehicles in a frontal crash). The front structure of the Isuzu MU-X presented a higher risk to the occupants of an oncoming vehicle in this test, and the maximum 4.00 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of the driver and MARGINAL for the chest of the rear passenger. GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and maximum points were scored.

The centre airbag prevented contact between the heads of front seat occupants in side impacts. Prevention of excursion in the far side tests was assessed as ADEQUATE for the vehicle-to-vehicle impact scenario, and MARGINAL in the vehicle-to-pole scenario. The overall performance of the vehicle in far side impacts was assessed as ADEQUATE.

A Rescue Sheet, providing information for first responders in the event of a crash, is available for all rated variants of the MU-X.

FRONTAL OFFSET (MPDB)#	4.77	(out of 8)
FULL WIDTH FRONTAL#	7.24	(out of 8)
SIDE IMPACT#	6.00	(out of 6)
OBLIQUE POLE#	6.00	(out of 6)
WHIPLASH PROTECTION	3.50	(out of 4)
FAR SIDE IMPACT	3.50	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER	
Head / neck:	4.00 pts
Chest:	2.69 pts
Upper legs:	4.00 pts
Lower legs:	2.84 pts
Deductions:	Nil

FRONT PASSENGER	
Head / neck:	4.00 pts
Chest:	3.39 pts
Upper legs:	4.00 pts
Lower legs:	3.31 pts
Deductions:	Nil

COMPATIBILITY	
Deductions:	-4.00 pts



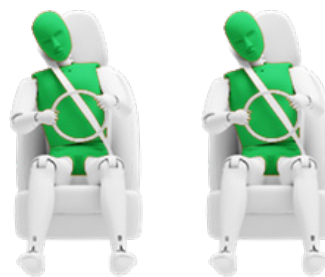
FULL WIDTH FRONTAL (50km/h)



DRIVER	
Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.68 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER	
Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.26 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT - MDB (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty



OBLIQUE POLE

Head:	3.00 pts
Neck:	3.00 pts
Chest & Abdomen:	3.00 pts
Pelvis:	No penalty



OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
---------------	------------

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.50 pts
Rear passenger:	1.00 pts



85%

41.99 POINTS
OUT OF 49

In the frontal offset (MPDB) test, protection of the chest of the 10 year old dummy was rated as ADEQUATE and protection of the neck was rated as POOR. Protection of other body regions for the 10 year old and all body regions for the 6 year old dummy were rated as GOOD. In the side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Isuzu MU-X is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Top tethers and ISOFix anchorages are not available in the third row. Installation of child restraints in the third row is therefore not recommended.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in all second row seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	13.99 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

SIDE IMPACT (60km/h)



6 YEAR OLD

10 YEAR OLD



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	×	-
Integrated child restraints	×	×	×	×	-
Top tether anchorage	×	●	●	×	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE [^]		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	×	-	×
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	●	●	×	-	×
		Rearward facing with harness - convertible (Model B)	×	●	●	●	×	-	×
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	×	-	×
		Forward facing with harness - convertible (Model B)	×	●	●	●	×	-	×
	TYPE E	Booster - 4 to 8 years	×	●	●	●	×	-	×
TYPE F	Booster - 4 to 10 years	×	●	●	●	×	-	×	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	×	-	×
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	-	●	×	-	×
		Rearward facing with harness - convertible (Model B)	×	●	-	●	×	-	×
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	×	-	×
		Forward facing with harness - convertible (Model B)	×	●	-	●	×	-	×

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

[^] The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



69%

37.63 POINTS
OUT OF 54

The bonnet of the test vehicle provided MARGINAL or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some GOOD results recorded along the rear of the bonnet. Protection of the pelvis was mixed, with GOOD, ADEQUATE and POOR results.

The bumper scored maximum points for its protection of pedestrians' lower legs, with GOOD results at all test locations.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users, such as pedestrians and cyclists, in both daylight and low light. Testing of this system showed ADEQUATE performance in pedestrian test scenarios and MARGINAL performance in cyclist test scenarios. The AEB system does not react to vulnerable road users when the vehicle is reversing.

HEAD IMPACTS	17.78 (out of 24)
UPPER LEG IMPACTS	5.01 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	4.98 (out of 7)
AEB - Pedestrian (backover)	0.00 (out of 2)
AEB - Cyclist	3.87 (out of 9)

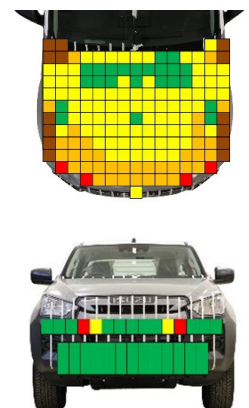
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Intelligent Driver Assistance System (IDAS)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-160 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	FCW		FORWARD								BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL	MARGINAL	MARGINAL	MARGINAL	MARGINAL
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD	MARGINAL	GOOD	MARGINAL	POOR
MARGINAL					

PEDESTRIAN IMPACT TEST (40 KM/H)





84%

13.49 POINTS
OUT OF 16

The Isuzu MU-X is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB Car-to-Car system showed GOOD performance, with collisions avoided or mitigated in all scenarios. The vehicle prevented collisions with an oncoming vehicle (turning across path) in some speed scenarios. Overall, effectiveness of the AEB Car-to-Car system performance was rated as GOOD.

A lane support system is standard on all variants. Tests of LKA functionality showed GOOD performance and ELK was ADEQUATE, with overall performance classified as ADEQUATE.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

A speed assistance system (SAS) is also standard on the Isuzu MU-X. This system identifies the local speed limit which can be applied through the speed limiter. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 2.00 (out of 2)
- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 2.40 (out of 3)

LANE SUPPORT SYSTEMS 3.50 (out of 4)

AEB - Car-to-Car 3.70 (out of 4)

AEB - Junction Assist 0.89 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Intelligent Driver Assistance System (IDAS)
OPERATIONAL FROM: 60-130 km/h

EMERGENCY LANE KEEPING (ELK)											
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	GOOD										

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
	PERFORMANCE: GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



84%

13.49 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Intelligent Driver Assistance System (IDAS)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 8-160 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								
TEST SCENARIO	Driving towards a stationary car					Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET	TARGET VEHICLE SPEED		
						30 KM/H	45 KM/H	55 KM/H
AEB (10-50 km/h)								
FCW (30-80 km/h)								
PERFORMANCE	GOOD					MARGINAL		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*			
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY				
AEB (10-50 km/h)								
FCW (50*-80 km/h)								
PERFORMANCE	GOOD							

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera only
Speed Limitation Function	System advised

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	✗	✗
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	●	●
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	✗	✗
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	●	●
Airbag - centre	●	●
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	●	●
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✗	✗
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	✗	✗
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL	Isuzu D-MAX + MU-X
TESTED VEHICLE(S) BUILT	2020, 2021, 2022
TESTED BODY TYPE	Utility + Large SUV
TESTED VEHICLE ENGINE	3.0 litre diesel
RATING PUBLISHED	December 2022
RATING UPDATED	N/A

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 the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE
 ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS