

Redesigned for the 1998 model year and structurally modified beginning with 2000 models to improve occupant protection in frontal crashes, the Isuzu Rodeo has front shoulder belts with devices to limit belt forces on occupants in crashes. Antilock brakes are standard.

The Insurance Institute for Highway Safety has evaluated the crashworthiness of the Isuzu Rodeo, based primarily on performance in a 40 mph frontal offset crash test into a deformable barrier. Head restraint and bumper designs are evaluated separately:

**STRUCTURE/SAFETY CAGE: GOOD** There was minimal intrusion into the driver footwell area and minimal rearward movement of the instrument panel.

**RESTRAINTS/DUMMY KINEMATICS: MARGINAL** Dummy movement wasn't well controlled. During rebound from the airbag, the dummy moved toward the driver door. Its head leaned through the open side window and approached but did not contact the window sill. Then its head moved up, back, and in, contacting the roof rail and head restraint.

**INJURY MEASURES: HEAD AND LEFT LEG/FOOT POOR** Measures taken from the chest indicate low risk of injury to this body region. However, forces on the head when it loaded the airbag were high, indicating the likelihood of head injury, and forces on the neck were moderately high, indicating the possibility of neck injury. Head acceleration from the roof rail contact was low. Left foot acceleration was high, indicating injury likelihood, and forces on the right foot indicate the possibility of injury.

**OVERALL EVALUATION: POOR** The driver space was maintained well in the frontal offset crash test. However, dummy movement wasn't well controlled, and dummy measures indicate the likelihood of head and foot injuries.