

IVECO Iveco Daily
2.3 e-VGT



SPECIFICATION

TESTED MODEL	Iveco Daily – 2.3 e-VGT
BODY TYPE / CATEGORY	Body on Frame / N1
KERB / PAYLOAD / TEST WEIGHT	2331 kg / 1169 kg / 2915 kg
APPLIES TO	2022 on

SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	●

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)	
AEB Car-to-Car	○
AEB Pedestrian	✘
AEB Cyclist	✘
Lane Support Systems	○
Speed Assist Systems	○
Attention Assist	✘

● STANDARD ○ FITTED AS OPTION ✘ NOT AVAILABLE

Verdict

Overall, the Iveco Daily offers a decent level of safety equipment, albeit mostly as an option, and performance is acceptable. The vehicle lacks the more advanced functionalities such as pedestrian and cyclist detection for the AEB system but improvements to some of its safety features helps it achieve a silver award from Euro NCAP's 2022 scheme.

For detailed comments see below.

SAFETY ASSIST PERFORMANCE

Total 41%

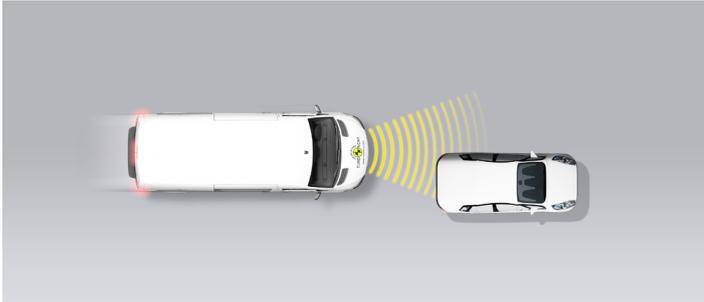
AEB CAR-TO-CAR

13.2 / 30 Pts

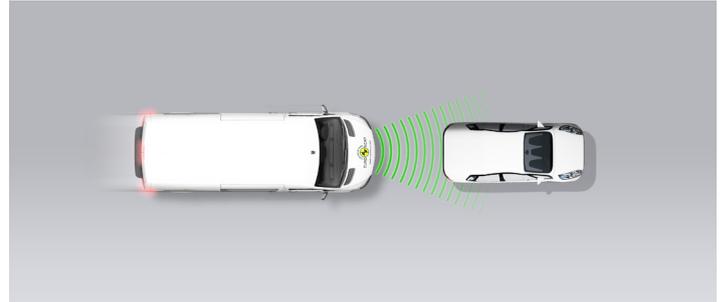
Type	AEB & FCW
Operational From	5 km/h

Autobrake function only

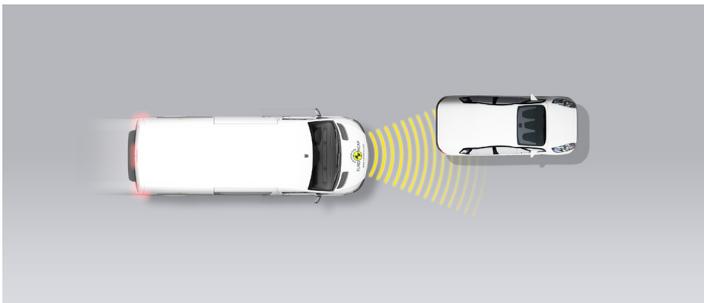
Approaching a stationary car



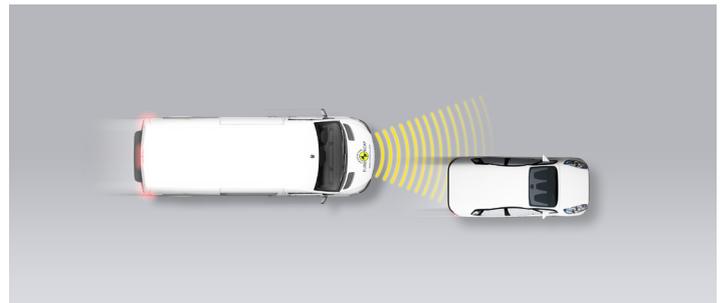
Approaching a stationary car



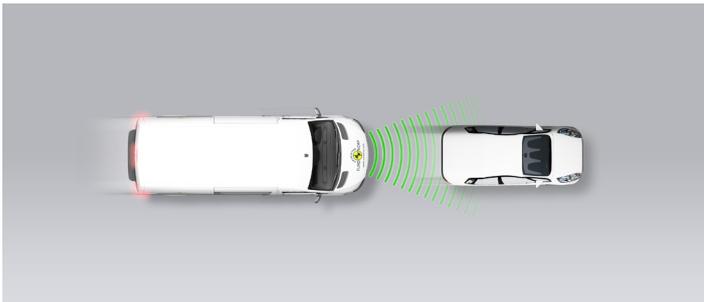
Approaching a stationary car



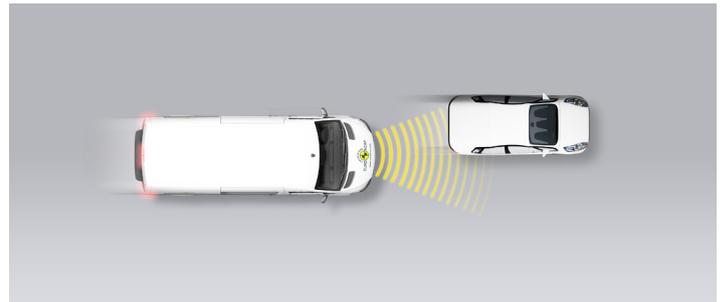
Approaching a slower moving car



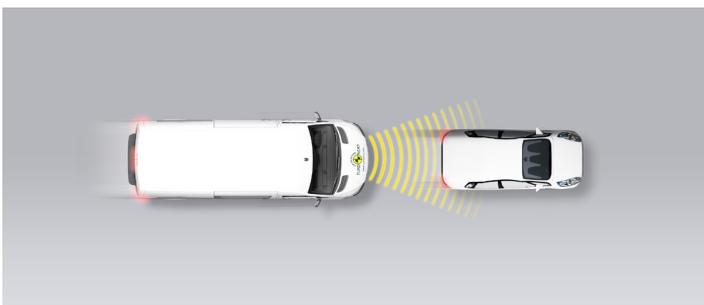
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



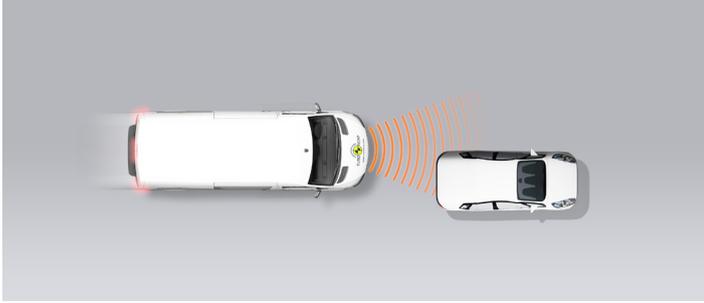
GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

SAFETY ASSIST PERFORMANCE

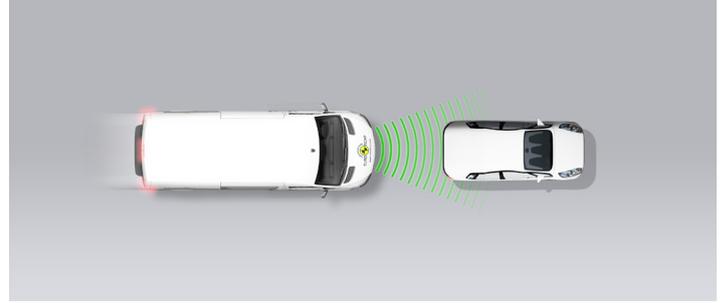
Total 41%

Driver reacts to warning (Forward Collision Warning - FCW)

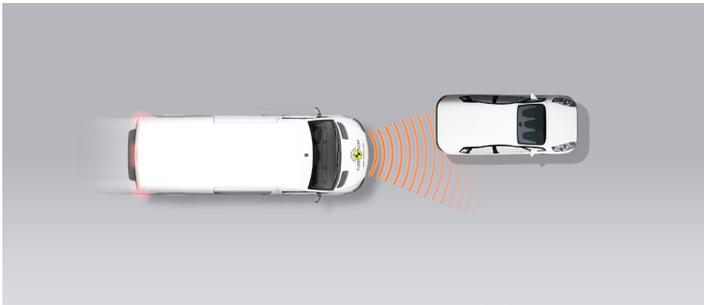
Approaching a stationary car



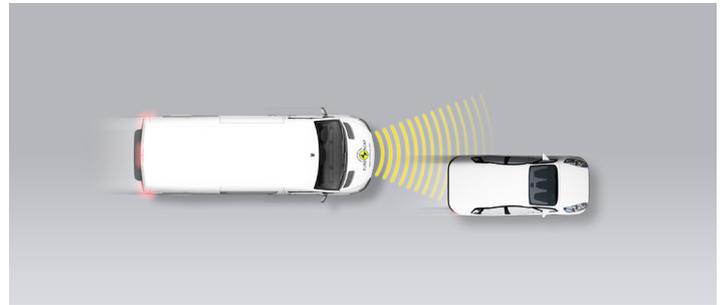
Approaching a stationary car



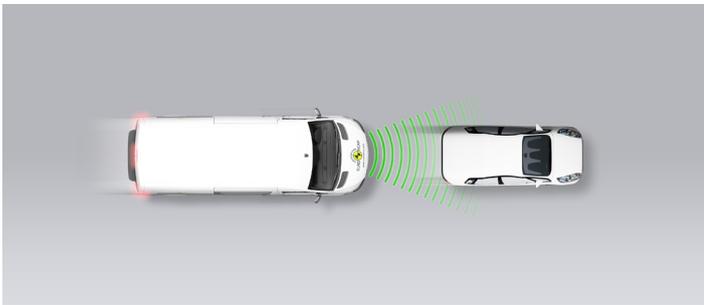
Approaching a stationary car



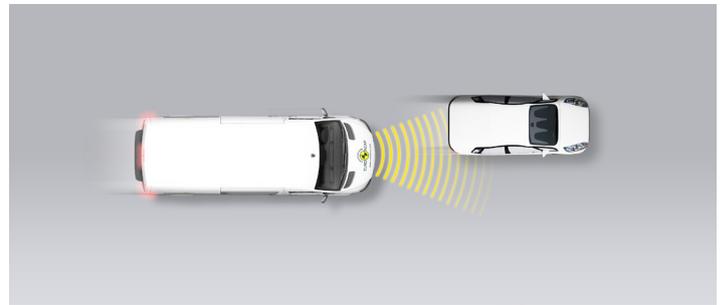
Approaching a slower moving car



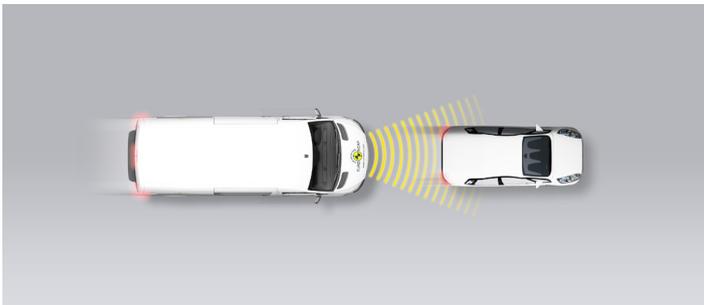
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



	GOOD		ADEQUATE		MARGINAL		WEAK		POOR
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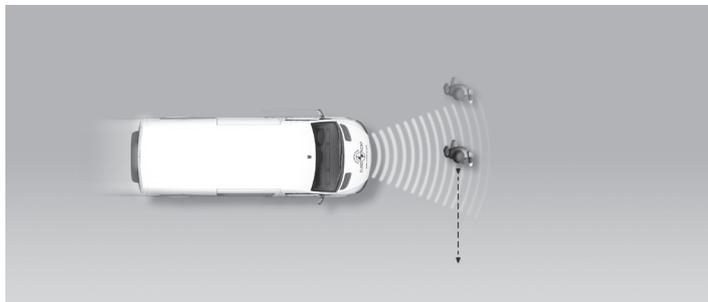
SAFETY ASSIST PERFORMANCE

Total 41%

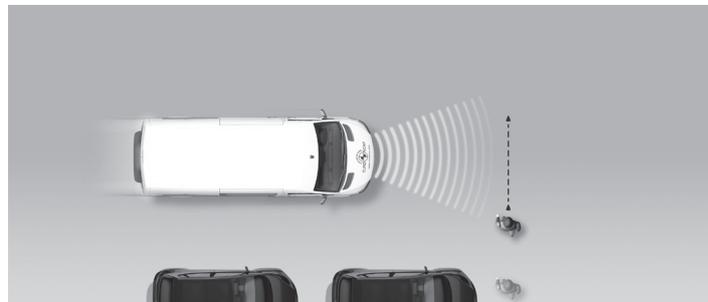
AEB PEDESTRIAN

N/A

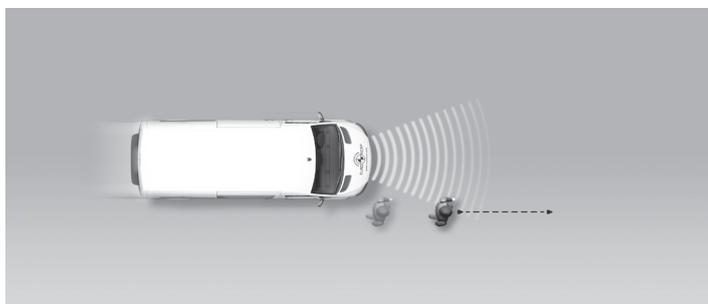
Adult crossing the road



Child running from behind parked vehicles



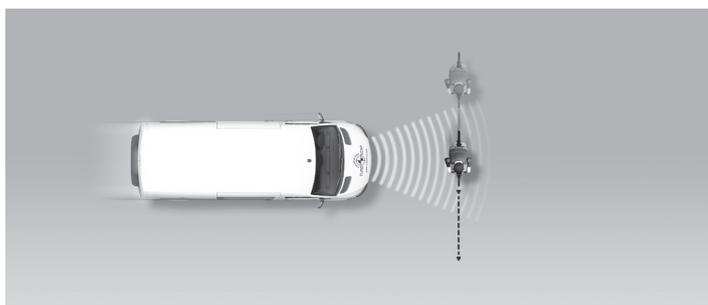
Adult along the roadside



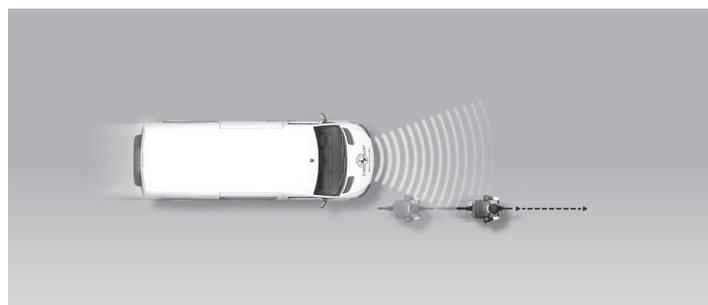
AEB CYCLIST

N/A

Cyclist crossing



Cyclist along the roadside



GOOD

ADEQUATE

MARGINAL

WEAK

POOR

SAFETY ASSIST PERFORMANCE

Total 41%

LANE SUPPORT

12.5 / 20 Pts

Type	ELK/LKA & LDW
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	
Lane Departure Warning (LDW)	
Blind Spot Information System (BLIS)	—

SPEED ASSISTANCE

6.3 / 15 Pts

Speed Limit Information Function	—
Speed Limitation Function	Manually set

OCCUPANT STATUS MONITORING

10.0 / 15 Pts

DRIVER MONITORING	
Attention Assist Driver	—

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning		
Audible Warning		

PASS FAIL — NOT AVAILABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST PERFORMANCE

Total 41%

Comment

The Iveco Daily tested by Euro NCAP was equipped with the optional autonomous emergency braking (AEB) system, which incorporates forward collision warning (FCW). In tests where a car is in front of the vehicle, performance of both functionalities was predominantly good in cases where the target vehicle was not significantly offset to the left or right. This was the case both for AEB and FCW, although FCW performance dropped at higher test speeds with a stationary target. However, when the target was offset significantly to either side, there was no system reaction and collisions were neither avoided nor mitigated. The system fitted to the vehicle did not recognise vulnerable road users like pedestrians and cyclists.

Lane support is provided by an optional system which incorporates lane departure warning (LDW) with lane keep assist (LKA). The former warns the driver when the vehicle is drifting out of lane; the latter gently steers the vehicle back into lane. LKA is switched on by default at the beginning of every journey, as required by Euro NCAP. Both LKA and LDW worked well although LKA operated only in a fully-marked lane i.e. one with lane markings on either side. A blind-spot information system is not available. The system also intervenes more aggressively in some emergency situations, to prevent the vehicle from leaving the road, for example.

A driver-set speed limiter is available as an option which, with an improved system compared to the 2021 rating, met Euro NCAP's requirements for speed accuracy. The Daily has a speed limit information function linked to its navigation system, which informs the driver what the local limit is. However Euro NCAP was unable to assess its performance. A blind-spot information system is also unavailable.

A seatbelt reminder is standard for the driver and passenger seats and met Euro NCAP's requirements.



FITMENT

	AUTONOMOUS EMERGENCY BRAKING SYSTEMS			LANE SUPPORT SYSTEMS			SPEED ASSIST SYSTEMS		OCCUPANT STATUS MONITORING SYSTEMS		
	AEB Car-to-Car	AEB Pedestrian	AEB Cyclist	Emergency Lane Keeping / Lane Keep Assist	Lane Departure Warning	Blind Spot Information System	Speed Limit Information Function	Speed Limitation Function	Seat Belt Reminder - Driver	Seat Belt Reminder - Passenger	Attention Assist
Austria	○	✗	✗	○	○	✗	○	○	●	●	✗
Belgium	○	✗	✗	○	○	✗	○	○	●	●	✗
Bulgaria	○	✗	✗	○	○	✗	○	○	●	●	✗
Croatia	○	✗	✗	○	○	✗	○	○	●	●	✗
Cyprus	○	✗	✗	○	○	✗	○	○	●	●	✗
Czech Republic	○	✗	✗	○	○	✗	○	○	●	●	✗
Denmark	○	✗	✗	○	○	✗	○	○	●	●	✗
Estonia	○	✗	✗	○	○	✗	○	○	●	●	✗
Finland	○	✗	✗	○	○	✗	○	○	●	●	✗
France	○	✗	✗	○	○	✗	○	○	●	●	✗
Germany	○	✗	✗	○	○	✗	○	○	●	●	✗
Greece	○	✗	✗	○	○	✗	○	○	●	●	✗
Hungary	○	✗	✗	○	○	✗	○	○	●	●	✗
Ireland	○	✗	✗	○	○	✗	○	○	●	●	✗
Italy	○	✗	✗	○	○	✗	○	○	●	●	✗
Latvia	○	✗	✗	○	○	✗	○	○	●	●	✗
Lithuania	○	✗	✗	○	○	✗	○	○	●	●	✗
Luxembourg	○	✗	✗	○	○	✗	○	○	●	●	✗
Malta	○	✗	✗	○	○	✗	○	○	●	●	✗
The Netherlands	○	✗	✗	○	○	✗	○	○	●	●	✗
Poland	○	✗	✗	○	○	✗	○	○	●	●	✗
Portugal	○	✗	✗	○	○	✗	○	○	●	●	✗
Romania	○	✗	✗	○	○	✗	○	○	●	●	✗
Slovakia	○	✗	✗	○	○	✗	○	○	●	●	✗
Slovenia	○	✗	✗	○	○	✗	○	○	●	●	✗
Spain	○	✗	✗	○	○	✗	○	○	●	●	✗
Sweden	○	✗	✗	○	○	✗	○	○	●	●	✗
United Kingdom	○	✗	✗	○	○	✗	○	○	●	●	✗

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● STANDARD ○ FITTED AS OPTION ✗ NOT AVAILABLE — VEHICLE NOT SOLD