

Comparabile

Honda CR-V

Honda CR-V 2.2 diesel SE, RHD

TEST 2013 ★★★★★



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST

EURO NCAP advanced

Totale 33 punti | 93%



Conducente Passeggero

IMPATTO FRONTALE 14.9 punti



Vettura Palo

IMPATTO LATERALE CONTRO VETTURA 8.0 punti

IMPATTO LATERALE CONTRO PALO 7.2 punti



TAMPONAMENTO (COLPO DI FRUSTA) 3.4 punti



Totale 37 punti | 74%

CRASH TEST PERFORMANCE 23.8 punti

CHILD SAFETY FEATURES 4.0 punti

Bambino di 18 mesi (12.0 punti)



Seggiolino testato (attacco)
Römer BabySafe + ISOFIX Base (ISOFIX)
Rearward facing

Bambino di 3 anni (11.8 punti)



Seggiolino testato (attacco)
Römer Duo Plus (ISOFIX)
Forward facing



Attacco Isofix

CRS INSTALLATION CHECK 8.8 punti

Neonati fino a 13 kg

Maxi Cosi Cabriofix (Seatbelt)

- Maxi Cosi Cabriofix (Seatbelt)
- Maxi Cosi Cabriofix and EasyFix (Seatbelt)
- Maxi Cosi Cabriofix and EasyFix (ISOFIX)
- Römer BabySafe + ISOFIX Base (ISOFIX)



Neonati e bambini fino a 18 kg

BeSafe iZi Kid X3 ISOFix (ISOFIX)

Bambini da 9 a 18 kg

Römer King Plus (Seatbelt)

Römer Duo Plus (ISOFIX)

Maxi Cosi Pearl and Familyfix (ISOFIX)

Bambini da 15 kg in su

Römer KidFix (Seatbelt)

Römer KidFix (ISOFIX)



Installazione senza problemi

Installazione accurata

Problema per la sicurezza

Installazione non consentita



Totale 25 punti | 68%

TESTA	15.8 punti
BACINO	2.9 punti
GAMBA	6.0 punti



Totale 6 punti | 66%

SISTEMA SBR

driver and passenger
sedile posteriore

	3.0 punti
Approvato	
Approvato	

CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)

VSA

	3.0 punti
Approvato	

DISPOSITIVI DI LIMITAZIONE VELOCITÀ

	0.0 punti
--	-----------

Dettagli della vettura testata

Specifiche

Modello testato

Tipo carrozzeria

Anno di pubblicazione

Peso

Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione

Classe

Honda CR-V 2.2 diesel SE, RHD

5 porte portello posteriore

2013

1653kg

Applicabile a tutte le applies CR-V's testate

Small Off-Road 4x4.

Safety equipment

Pretensionatori della cintura di sicurezza sedile anteriore

Limitatori di carico cinture di sicurezza anteriori

Airbag anteriore conducente

Airbag anteriore passeggero

Airbag laterali

Airbag laterale per la testa

Controllo elettronico della stabilità

Segnalazione di cintura di sicurezza non allacciata Driver, Passenger and Rear

Commenti

Protezione dei adulti

The passenger compartment remained stable in the frontal impact. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Honda showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the side barrier impact, which represents the car being struck from the side by another vehicle, the CR-V scored maximum points with good protection of all body regions. In the more severe side pole test, protection of the chest and abdomen was adequate and that of the head and pelvis was good. The front seats and head restraints provided good protection against whiplash injury in the event of a rear-end collision.

Bambini

Based on dummy readings, the CR-V scored maximum points for its protection of the 1½ dummy in the dynamic tests. In the frontal test, forward movement of the head of the 3 year dummy was not excessive. In the side impact, both dummies were properly contained by their respective restraints, minimising the likelihood of dangerous head contact with parts of the car interior. The passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. However, the instructions for changing the airbag status were not permanently attached and the system was not rewarded. The dangers of using a rearward-facing restraint in that seating position without disabling the airbag were clearly indicated in the vehicle. The CR-V could accommodate the child restraint categories for which it is designed. However, care should be taken when installing a number of the restraints to make sure they are correctly installed. The vehicle lost points because installation was not straightforward for some restraints.

Pedoni

The bumper scored maximum points for the protection it offered to pedestrians' legs. The protection provided to the head of a struck pedestrian was predominantly good or adequate.

Dispositivi di sicurezza

Electronic stability control is standard equipment on the CR-V and met Euro NCAP's test requirements. A seatbelt reminder is standard for the front and rear seats. A driver-set speed limitation device is also standard equipment.