Honda e

Standard Safety Equipment

2020

Adult Occupant	Child Occupant	Vulnerable Road Users	Safety Assist
76%	82%	62%	65%

SPECIFICATION

Tested Model	Honda e, RHD
Body Type	- 5 door hatchback
Year Of Publication	2020
Kerb Weight	1513kg
VIN From Which Rating Applies	- all Honda e
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✖
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	✖
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	✖	✖	✖
Centre Airbag	✖	✖	✖

Version 020221

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✖	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Car-to-Car incl. Turn Across Path	●
AEB Reverse	✖
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 28.7 Pts / 76%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 11.3 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 12.7 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact — 4.0 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 28.7 Pts / 76%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Not available

Comments

The passenger compartment remained stable in the offset frontal test. Protection of the driver's chest was rated as marginal, based on measurements of compression, and that of the driver's lower right leg was rated as poor, also based on dummy readings. Measurements in the knees and femurs of both driver and passenger dummies indicated a marginal level of protection and the scores for these regions were penalised owing to potentially injurious structures in the dashboard. The benign front structure of the Honda e did not pose a high risk to the occupants of a colliding vehicle in a frontal offset impact. In the full-width, rigid wall test, protection was good or adequate for all critical body regions for both the driver and the rear seat passenger. In both the side barrier test, representing a collision by another vehicle, and the more severe side pole impact, protection was good all-round and the e scored maximum points for these tests. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as poor. The Honda e is not equipped with a counter-measure to prevent occupant to occupant contact in side impacts. 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 e does not have a multi-collision braking system but 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 40.6 Pts / 82%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

21.6 / 24 Pts

Frontal Impact	15.3 Pts

Lateral Impact	6.2 Pts

Restraint for 6 year old child: *Britax Römer KIDFIX XP HONDA*
Restraint for 10 year old child: *Booster cushion*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard
Isofix	✖	●
i-Size	✖	●
Integrated CRS	✖	✖

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

Version 020221

CRS Installation Check

12.0 / 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 40.6 Pts / 82%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

CHILD OCCUPANT

Total 40.6 Pts / 82%

	Seat Position		
	Front	2nd row	
	PASSENGER	LEFT	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)	●	●	●

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

— Not available

Comments

In the frontal offset test, protection of both child dummies was good or adequate for all critical parts of the body. In the side barrier test, protection of the chest of the 10-year dummy was poor and that of the head was marginal, based on readings of accelerations. 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. All of the restraints for which the Honda e is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 33.9 Pts / 62%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

24.3 / 36 Pts

Head Impact	18.3 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

9.6 / 18 Pts

System Name	Collision Mitigation Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

VULNERABLE ROAD USERS

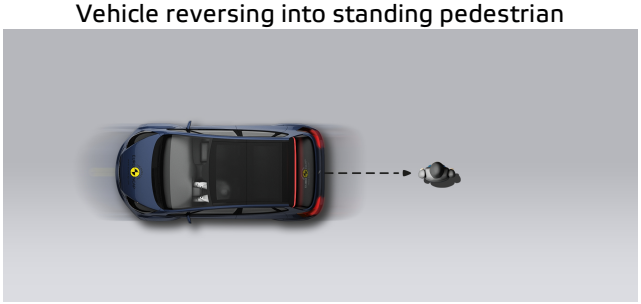
Total 33.9 Pts / 62%

AEB Pedestrian

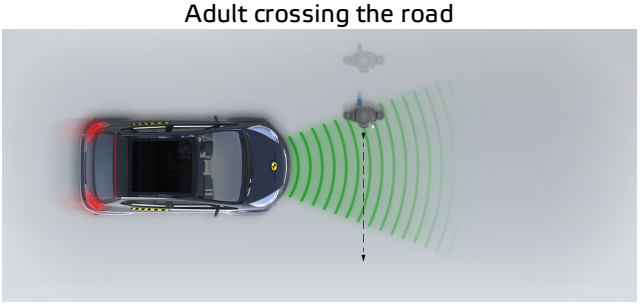
4.8 / 9 Pts

- **Day time**

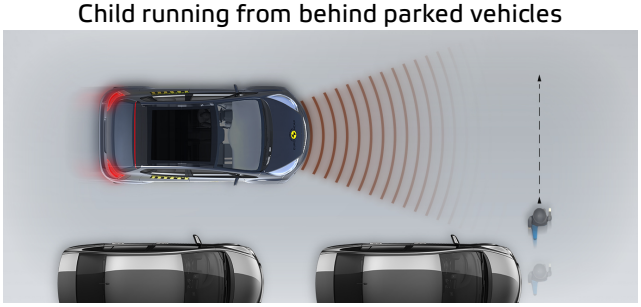
Vehicle reversing into standing pedestrian



Adult crossing the road



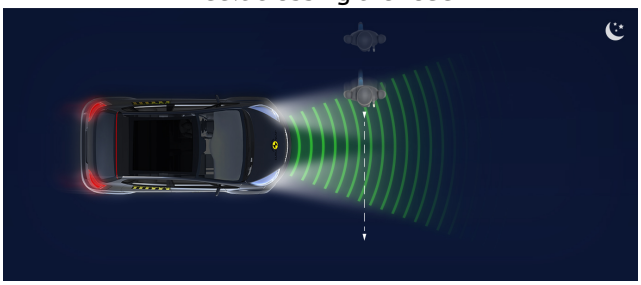
Child running from behind parked vehicles



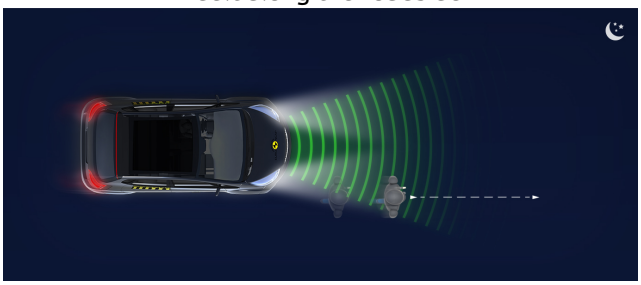
Adult along the roadside

- **Night time**

Adult crossing the road



Adult along the roadside



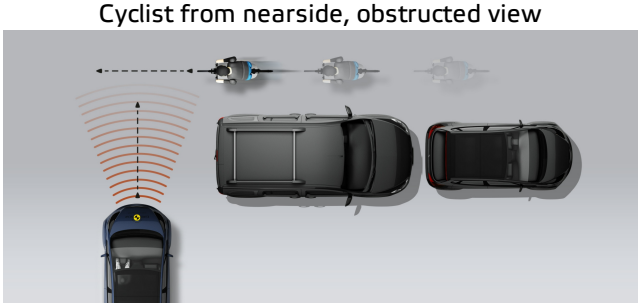
VULNERABLE ROAD USERS

Total 33.9 Pts / 62%

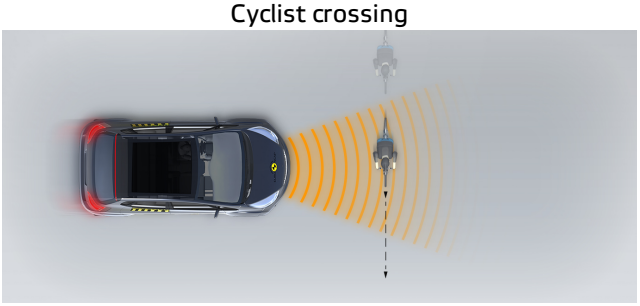
AEB Cyclist

4.7 / 9 Pts

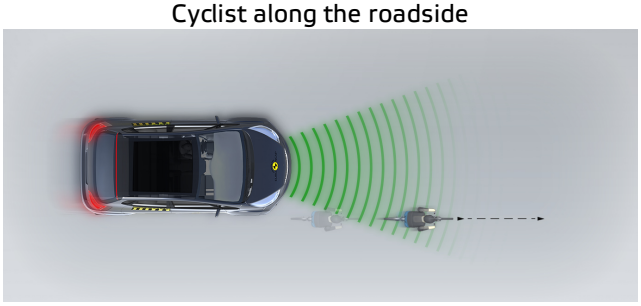
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The Honda e has an ‘active’ bonnet. Sensors in the bumper detect when a pedestrian has been hit and actuators lift the bonnet surface to provide greater space to the hard structures underneath. Honda showed that the system worked robustly for pedestrians of different statures and across a wide range of speeds, so the car was tested with the bonnet in the raised position. The bonnet provided almost exclusively good protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs. However, tests on the front edge of the bonnet revealed poor protection to a pedestrian’s pelvis at all points across the width of the car and the e scored no points for this part of the assessment. The Honda e’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 such road users was adequate, with collisions avoided or mitigated in most cases. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.

SAFETY ASSIST

Total 10.4 Pts / 65%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.5 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

2.0 / 3 Pts

Seatbelt Reminder

2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass ● Fail — Not available

Driver Monitoring

0.0 / 1 Pts

SAFETY ASSIST

Total 10.4 Pts / 65%

Lane Support

2.5 / 4 Pts

System Name	Road Departure Mitigation
Type	LKA and ELK
Operational From	64 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

3.5 / 6 Pts

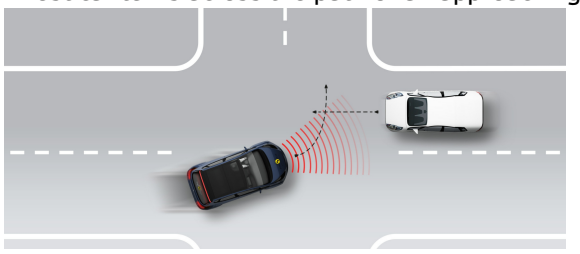
System Name	Collision Mitigation Braking System
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

SAFETY ASSIST

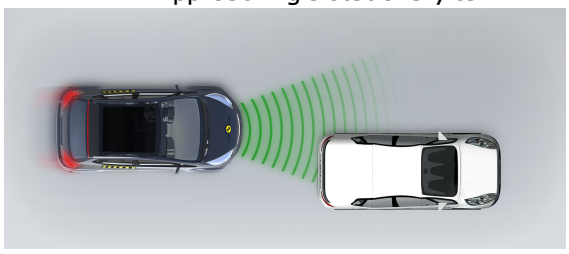
Total 10.4 Pts / 65%

- **Autobrake function only**

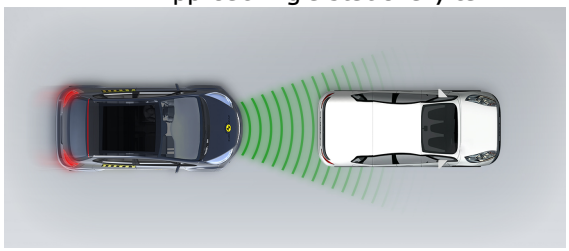
Test car turns across the path of an approaching car



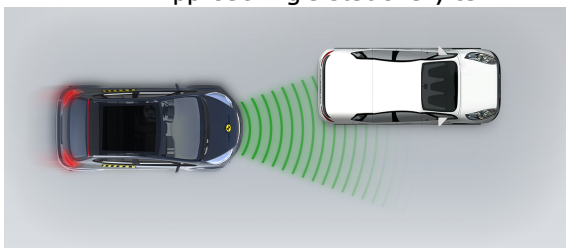
Approaching a stationary car



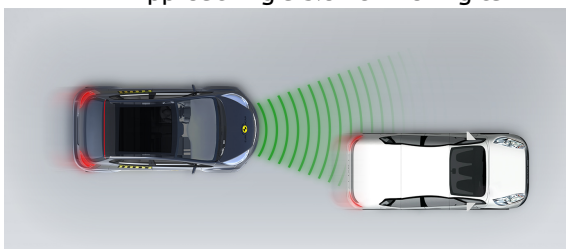
Approaching a stationary car



Approaching a stationary car



Approaching a slower moving car



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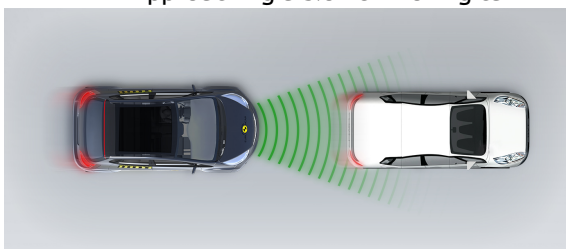
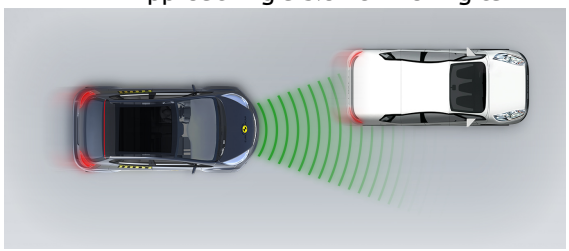
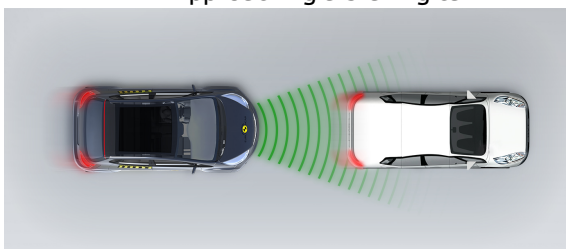


Approaching a slower moving car



Approaching a braking car

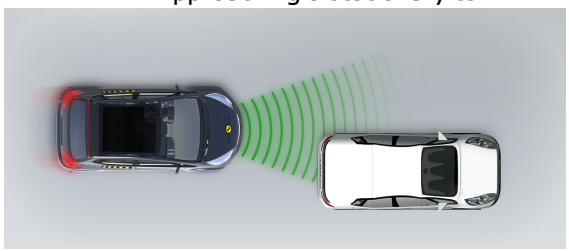


SAFETY ASSIST

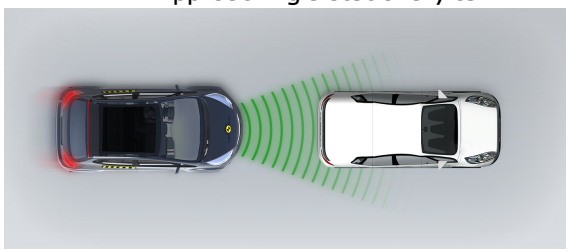
Total 10.4 Pts / 65%

- **Driver reacts to warning**

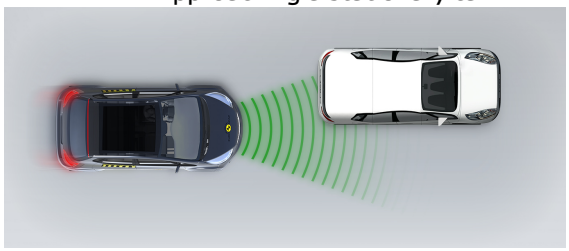
Approaching a stationary car



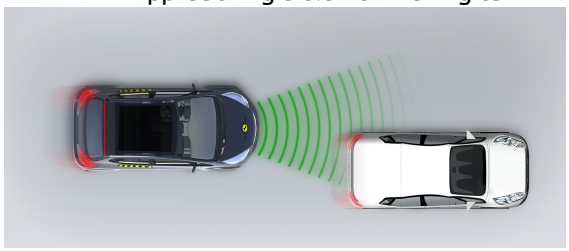
Approaching a stationary car



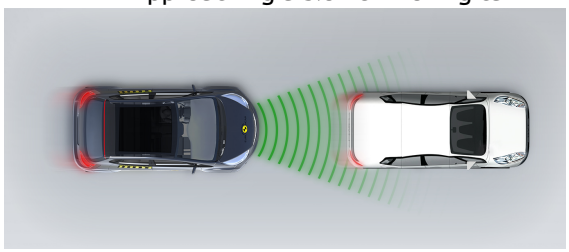
Approaching a stationary car



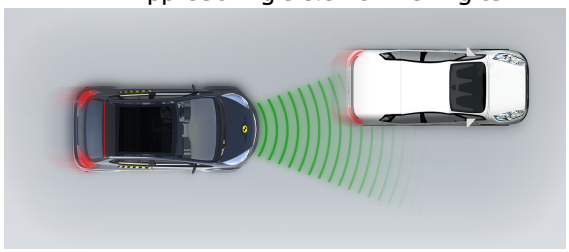
Approaching a slower moving car



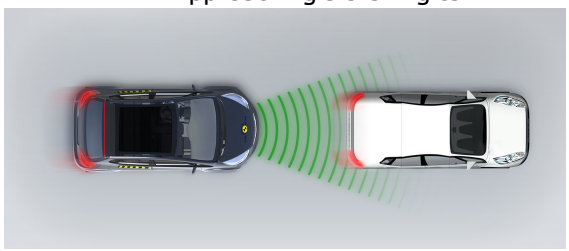
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 10.4 Pts / 65%

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. However, the system did not react in the 'turn across path' scenario, where the car was turned into the path of oncoming vehicle, and overall performance of the AEB system was rated as adequate. The Honda e has a seatbelt reminder for the front and rear seats but lacks a driver alertness monitor. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes more aggressively in some critical situations. A speed assistance system uses a camera to detect the local speed limit. The driver can choose to let the system limit the speed appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	electric	BASE	4 x 2	✓	✓
5 door hatchback	electric	ADVANCE*	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2020	Rating Published	2020 ★★★★☆	✓

Version 020221