



Honda CR-V Standard Safety Equipment

2019





Adult Occupant



93%





Safety Assist

83%

Vulnerable Road Users



70%



76%

SPECIFICATION

Tested Model	Honda CR-V 2.0 Hybrid, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1612kg
VIN From Which Rating Applies	- all CR-Vs
Class	Large Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	×
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	×
Side pelvis airbag	×	×	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	_	×	•
Integrated CRS	_	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB Pedestrian	•
AEB Cyclist	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
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
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O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable



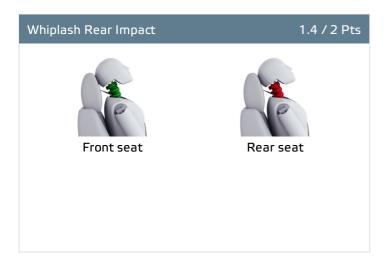


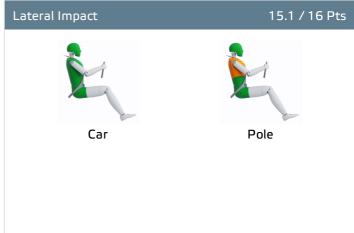
Total 35.7 Pts / 93%















Total 35.7 Pts / 93%

GOOD ADEQUATE MARGINAL WEAK POOR

AEB City

4 / 4 Pts











Total 35.7 Pts / 93%

Comments

The passenger compartment of the CR-V remained stable in the frontal offset test. Dummy readings indicated 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 sitting in different positions. Protection of the passenger dummy was good for all critical body areas. In the full-width rigid barrier test, protection of the driver and rear passenger was good or adequate for all critical body areas. In the side barrier test, protection of all critical body areas was good and the CR-V scored maximum points. In the more severe side pole impact, dummy readings of rib deflection indicated marginal protection of the chest. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests at the low speeds, typical of city driving, at which many whiplash injuries are caused.

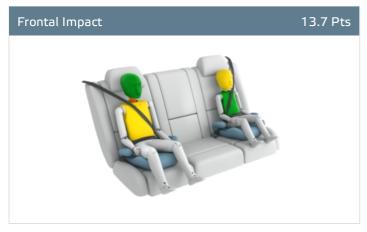


Total 40.7 Pts / 83%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

21.7 / 24 Pts





Restraint for 6 year old child: *Britax Römer KidFix XP SICT* Restraint for 10 year old child: *Nania Up*

Safety Features 7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	×	•	×	×
i-Size	×	•	×	×
Integrated CRS	×	×	×	×

- * Third row seats available as option
- Fitted to test car as standard Not on test car but available as option ★ Not available

CRS Installation Check 12 / 12 Pts

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

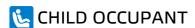
i-Size CRS











Total 40.7 Pts / 83%

ISOFIX CRS







Britax Römer KidFix XP (ISOFIX)











Britax Römer KidFix XP (Belt)





Total 40.7 Pts / 83%

	Seat Position					
	Front		2nd row		3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•		•		
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)		•		•		
BeSafe iZi Kid X2 i-Size (iSize)		•		•		
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)		•		•		
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		•		
Britax Römer Duo Plus (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

Comments

In the frontal offset test, dummy readings of tensile forces indicated marginal protection of the neck for the 10-year dummy. Otherwise, protection of both dummies was good or adequate. In the side barrier test, protection of both child dummies was good and maximum points were scored. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the CR-V is designed could be properly installed and accommodated, including in the optional third row seats.





Total 33.6 Pts / 70%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Pedestrian Impact Protection Head Impact Pelvis Impact Leg Impact 6 Pts

Vulnerable Road Users	7.8 / 12 Pts
System Name	Collision Mitigation Brake System
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
Operational From	5 km/h

Comments

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate over most of its surface, with areas of good and poor performance. Protection of pedestrian's legs was good in all test areas and the CR-V scored maximum points. Protection of pelvis was mixed. The AEB system can detect pedestrians and cyclists, as well as other vehicles. The system performed well in pedestrian tests but was marginal in the more severe cyclist tests.



Total 33.6 Pts / 70%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

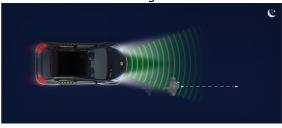


Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

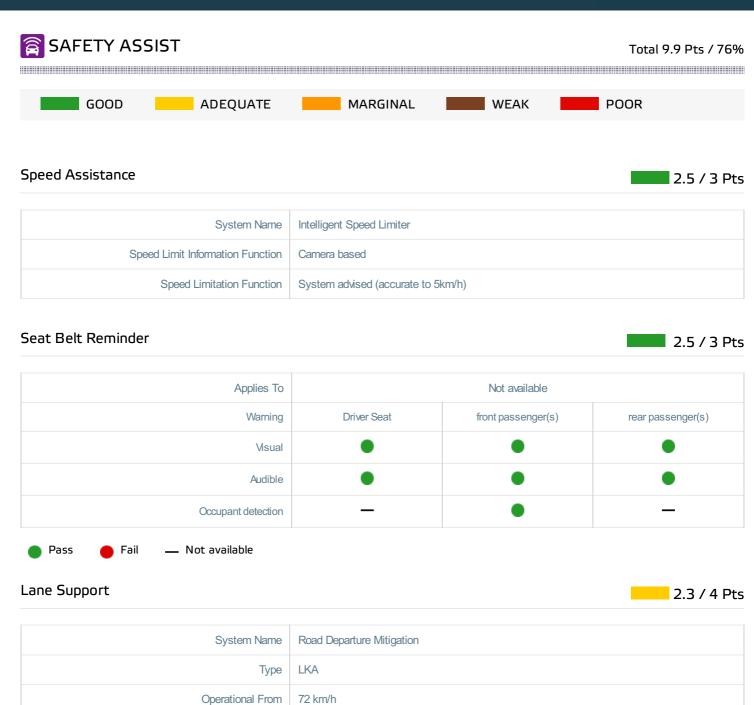
Cyclist crossing



Cyclist along the roadside







GOOD

ADEQUATE

PERFORMANCE

Lane Keep Assist

Human Machine Interface





Total 9.9 Pts / 76%

AEB Interurban

2.7 / 3 Pts

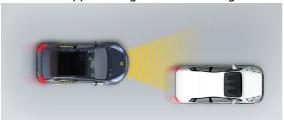
System Name Collision Mitigation Brake System	
Type Autonomous Emergency Braking and Forward Collision Warning	
Operational From	5 km/h
Additional Information	Supplementary warning and Restraint activation

Comments

The AEB system gave generally good results in tests of its functionality at highway speeds. The car has a lane assistance system which helps prevent inadvertent drifting out of lane. A camera-based speed assistance system recognises local speed limits and presents the information to the driver, allowing the limiter to be manually set to the appropriate speed. A seatbelt reminder is standard for front and rear seats.

Autobrake function only

Approaching a slower moving car



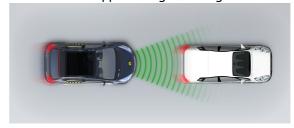
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

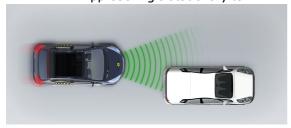




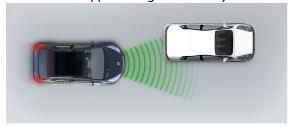
Total 9.9 Pts / 76%

Driver reacts to warning

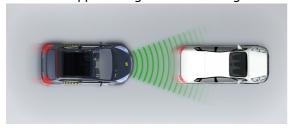
Approaching a stationary car



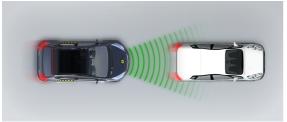
Approaching a stationary car



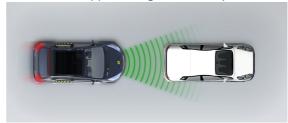
Approaching a slower moving car



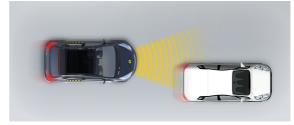
Approaching a braking car



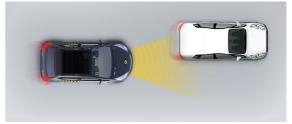
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating	Applies
			LHD	RHD
5 door SUV	1.5 petrol	4 x 2	~	~
5 door SUV	1.5 petrol	4 x 4	✓	✓
5 door SUV	2.0 petrol hybrid*	4 x 2	✓	✓
5 door SUV	2.0 petrol hybrid	4 x 4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
February 2019	Rating Published	2019 ★★★★	✓