



2015





Adult Occupant



86%





79%

Pedestrian



72%



Safety Assist

71%

SPECIFICATION

Tested Model	Honda HR-V 1.6 'ES', RHD
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	1259kg
VIN From Which Rating Applies	- all HR-V's
Class	Small Family Car

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)	×
ESC	•
AEB City	•
AEB Inter-Urban	×
Speed Assistance System	0
Lane Assist System	0

Note: Other equipment m	nay be available on the	e vehicle but was not	considered in the test year.

O Not fitted to the test vehicle but available as option Not Available — Not Applicable





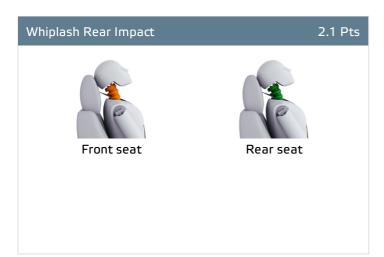
Total 32.9 Pts / 86%

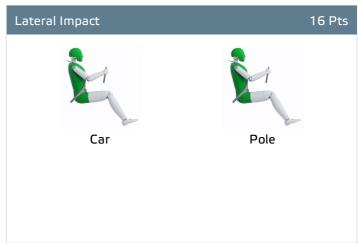
POOR

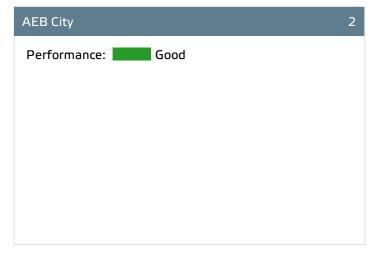




WEAK











Total 32.9 Pts / 86%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both 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 full width rigid barrier test, protection of the driver was good, apart from the chest, protection of which was adequate. Adequate protection was provided to the neck and chest of the rear passenger dummy, and good protection to the head and femurs/pelvis. The HR-V scored maximum points in the side barrier test, with good protection of all body regions. Even in the more severe side pole impact, protection was good for all critical parts of the body. The seats and head restraints provided marginal protection against whiplash in the event of a rear-end collision. A geometric assessment of the rear seats indicated a good level of whiplash protection for occupants of those seats. The HR-V has a standard-fit autonomous emergency braking system which provides additional protection at the low speeds at which many whiplash injuries are caused. The system performed well in Euro NCAP's tests but the score could not be included in the assessment as the front seat whiplash protection was not rated as good.



Total 39.1 Pts / 79%



Crash Test Performance 20.5 Pts





Safety Features 7 Pts

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

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check 11.7 Pts

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

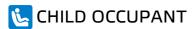
Infants up to 13 kg











Total 39.1 Pts / 79%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







Total 39.1 Pts / 79%

	Seat Position			
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Römer King Plus (Belt)	•	•	•	•
Römer Duo Plus (ISOFIX)	×	•	×	•
Römer KidFix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	×	•	×	•
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	×	•
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	×	•
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	×	•
Römer KidFix (ISOFIX)	×	•	×	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

Comments

The HR-V scored maximum point for its protection of the 1½ dummy in the dynamic impact tests. In the frontal offset test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive, although chest and neck decelerations were marginally elevated. The front passenger airbag can be disabled to allow a rearward-facing 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 restraint types for which the HR-V is designed could be properly installed in the car, with the exception of the Group I universal restraint, which was not stable when installed in the rear centre position.





Total 26.2 Pts / 72%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Protection 26.2 Pts



Head Impact	16.6 Pts
Pelvis Impact	3.6 Pts
Leg Impact	6 Pts

Comments

The HR-V scored maximum points for the protection provided by the bumper to pedestrians' legs. Protection of the pelvic region was more mixed with good and poor results recorded. The protection provided to the head of struck pedestrian ranged predominantly from marginal to good, with some weak and poor results recorded on the stiff windscreen pillars.



Total 9.3 Pts / 71%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Speed Assistance 2.3 Pts

Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	System advised

Electronic Stability Control

3 Pts

System Name	VSA	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	0.6%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	0.51%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.43 m	meets ECE requirements

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass	Fail	— Not available

Lane Support 1 Pts

System Name	Lane Departure Warning	
Туре	Lane Departure Warning	
Operational From	65 km/h	
Warning	Audible & Visual	
PERFORMANCE		
LDW Confirmation Test	Meets NHTSA requirements	





Total 9.3 Pts / 71%

Comments

Electronic stability control is standard on the HR-V together with a seatbelt reminder for the front and rear seats. A lane departure warning system and a speed assistance system are both options which are expected to be widely fitted, so qualified for assessment by Euro NCAP. An autonomous emergency braking system which operates at highway speeds is not currently available.