

Comparabile

Honda CR-V

Honda CR-V 2.2 diesel SE, RHD

TEST 2013



ADULTI



BAMBINI



PEDONI



SAFETY ASSIST

EURO NCAP advanced



Conducente Passeggero



Vettura Palo



Totale 33 punti | 93%



IMPATTO FRONTALE 14.9 punti

IMPATTO LATERALE CONTRO VETTURA 8.0 punti

TAMPONAMENTO (COLPO DI FRUSTA) 3.4 punti

IMPATTO LATERALE CONTRO PALO 7.2 punti

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 and EasyFix (Seatbelt)

Maxi Cosi Cabriofix and EasyFix (ISOFIX)

Römer BabySafe + ISOFIX Base (ISOFIX)

Maxi Cosi Cabriofix (Seatbelt)



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)

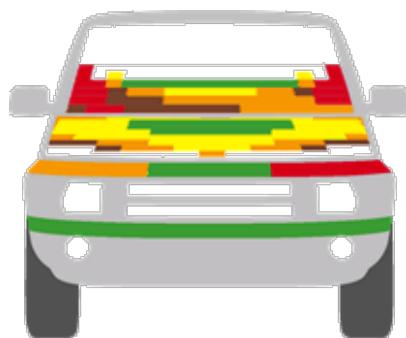


Installazione senza
problemi

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%

3.0 punti

SISTEMA SBR

driver and passenger

Approvato

sedile posteriore

Approvato

CONTROLLO ELETTRONICO DELLA STABILITÀ (ESC)

VSA

Approvato

3.0 punti

DISPOSITIVI DI LIMITAZIONE VELOCITÀ

0.0 punti

Dettagli della vettura testata

Specifiche

Modello testato

Honda CR-V 2.2 diesel SE, RHD

Tipo carrozzeria

5 porte portello posteriore

Anno di pubblicazione

2013

Peso

1653kg

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

Applicabile a tutte le applies CR-V's testate

Classe

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.