

Comparabile**Honda Civic**

Honda Civic 1.8 'Comfort', LHD

TEST 2012



ADULTI

94%



BAMBINI

83%



PEDONI

69%



SAFETY ASSIST

86%

2010 Premiazione - Honda Collision Mitigation Brake System

EURO NCAP advanced



Conducente



Passeggero



Vettura

IMPATTO
FRONTALE15.0
puntiIMPATTO
LATERALE
CONTRO
VETTURA8.0
puntiTAMPONAMENTO
(COLPO DI
FRUSTA)3.3
puntiIMPATTO
LATERALE
CONTRO PALO7.4
punti

Totale 34 punti | 94%



RESTAZIONI

10.8 punti

Bambino di 18 mesi

Seggiolino Britax-Römer BabySafe Plus
Gruppo 0, 0+
Posizione All'indietro
Installazione Ancoraggi ISOFIX e intelaiatura supporto



RESTAZIONI

9.8 punti

Bambino di 3 anni

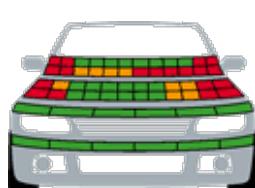
Seggiolino Britax-Römer Duo Plus
Gruppo 1
Posizione In avanti
Installazione Ancoraggi ISOFIX e punto d'aggancio

VALUTAZIONE BASATA SUL VEICOLO

8.0 punti

Vedi commenti

Totale 25 punti | 69%

**TESTA**

12.9 punti

**DISPOSITIVI DI LIMITAZIONE
VELOCITÀ**

0.0 punti

BACINO

6.0 punti

CONTROLLO ELETTRONICO DELLA

3.0 punti

GAMBA

6.0 punti

STABILITÀ (ESC)VSC
Approvato

3.0 punti

SISTEMA SBR

conducente
passeggero
sedile posteriore

Approvato
Approvato
Approvato
Approvato



Dettagli della vettura testata

Specifiche

Modello testato	Honda Civic 1.8 'Comfort', LHD
Tipo carrozzeria	5 porte portello posteriore
Anno di pubblicazione	2012
Peso	1292kg
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	Applicable a tutte le applies Civics testate
Classe	Small Family Car.

Safety equipment

Pretensionatori della cintura di sicurezza sedile anteriore	
Limitatori di carico cinture di sicurezza anteriori	
Airbag anteriore conducente	a due fasi
Airbag anteriore passeggero	a una fase
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. Test data showed good protection of the dummies' knees and femurs in the test but the facia either side of the steering wheel was thought to pose some risk to the knees of drivers of different sizes and to those sat in different positions. The car scored maximum points in the side barrier test and, in the more severe side pole impact, protection of the head, abdomen and pelvis was good while that of the chest was adequate. The seat and head restraint provided good protection against whiplash injury in the event of a rear-end collision.

Bambini

In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side barrier test, both dummies were properly contained by the protective shells of their restraints, minimising the risk of 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. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The dangers of using a rearward facing restraint in that seat without first disabling the airbag are clearly explained in a permanently-attached label.

Pedoni

The bumper scored maximum points for the protection it offered to pedestrians' legs. Similarly, the front edge of the bonnet provided good protection in all areas tested, and scored maximum points. The bonnet gave mixed results, both in the areas likely to be struck by a child and in those where an adult's head would contact. Poor performance was seen in some of the tested areas but good protection was offered in many others, especially towards the centre of the bonnet area.

Dispositivi di sicurezza

Electronic stability control is standard equipment and passed Euro NCAP's test requirements. A seatbelt reminder is standard for the driver, passenger and rear seats.

