



2015





Adult Occupant









79%

Pedestrian







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

The Safety Equipment includes those items relevant for the year of assessment

Fitted to test car as standard	Fitted to test car as option	— Not applicable	💢 Not available
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O Not fitted to test car but available as option





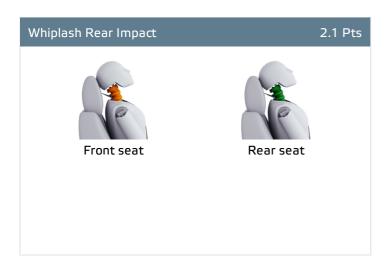
Total 32.9 Pts / 86%

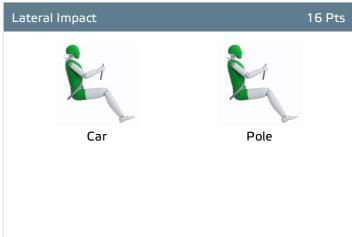
POOR





WEAK









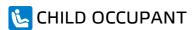


Total 32.9 Pts / 86%

Comments on Adult Occupant

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.



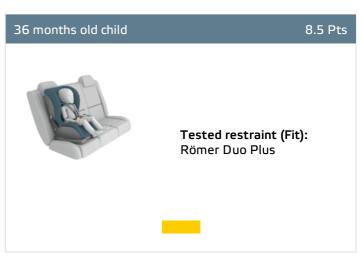


Total 39.1 Pts / 79%



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
Safety critical problem
Install with care
X Installation not allowed

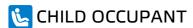
Infants up to 13 kg











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	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)	×	•	×	•

onstall without problem on install with care safety critical problem 🗶 Installation not allowed

Comments on Child Occupant

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 on Pedestrian

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.





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 passer		rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Lane Support 1 Pts

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





Total 9.3 Pts / 71%

Comments on Safety Assist

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.