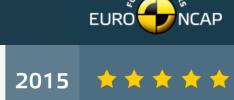




Honda Jazz Supermini



| Juli and a second s | Adult Occupa | int | Child Occupa  | nt  |
|--|--------------|-----|---------------|-----|
|  |              | 93% | Ľ             | 85% |
|  | Pedestrian   |     | Safety Assist | :   |
|  | X            | 73% |               | 71% |

## **SPECIFICATION**

| Tested Model                  | Honda Jazz 1.3 'Comfort', LHD |
|-------------------------------|-------------------------------|
| Body Type                     | 5 door hatchback              |
| Year Of Publication           | 2015                          |
| Kerb Weight                   | 1100kg                        |
| VIN From Which Rating Applies | all Jazz variants             |
| Class                         | Supermini                     |

## SAFETY EQUIPMENT

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION |        |           |      |
| Frontal airbag           | •      | •         | —    |
| Belt pretensioner        | •      | •         | ٠    |
| Belt loadlimiter         | •      | •         | ٠    |
| Knee airbag              | ×      | ×         | _    |
| SIDE CRASH PROTECTION    |        |           |      |
| Side head airbag         | •      | •         | ٠    |
| Side chest airbag        | •      | •         | ×    |
| Side pelvis airbag       | •      | •         | ×    |



## SAFETY EQUIPMENT (NEXT)

|                       | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION      |        |           |      |
| Isofix                | —      | ×         | ٠    |
| Integrated CRS        |        | ×         | ×    |
| Airbag cut-off switch |        | •         | _    |
| SAFETY ASSIST         |        |           |      |
| Seat Belt Reminder    |        |           | ۲    |

| 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

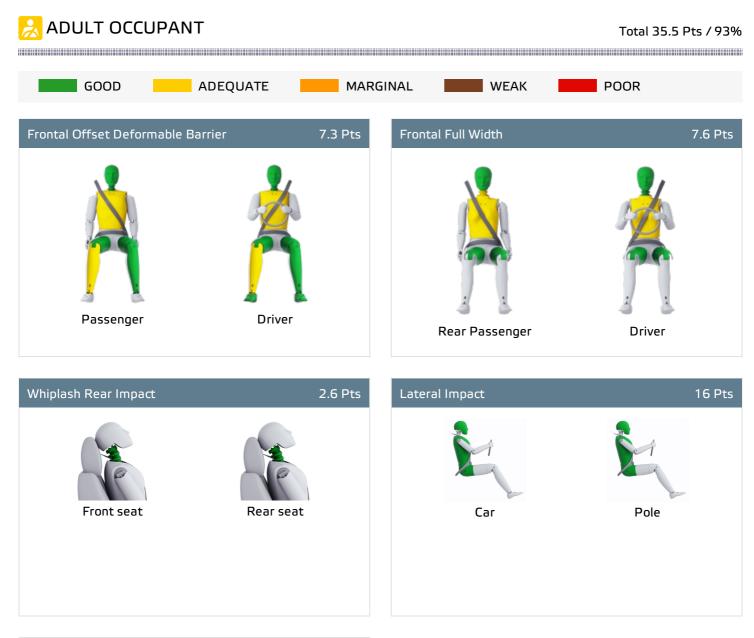
- Fitted to test car as standard

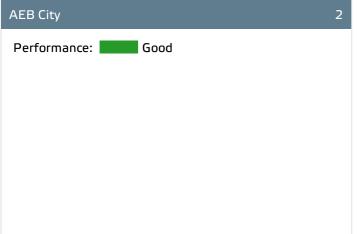
○ Fitted to test car as option — Not applicable



O Not fitted to test car but available as option







Euro NCAP © Honda Jazz 3/10

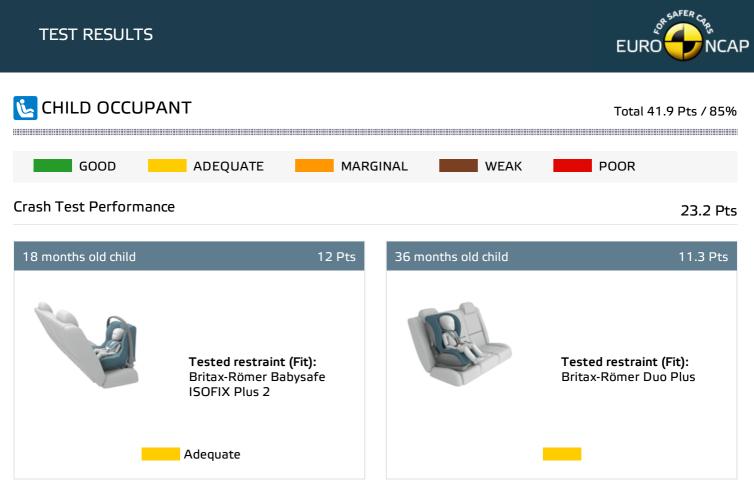


# <u> ADULT OCCUPANT</u>

Total 35.5 Pts / 93%

### 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 Jazz 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 good protection against whiplash in the event of a rear-end collision. A geometric assessment of the rear seats indicated that good protection would also be provided to occupants of those seats. The Jazz 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.



### Safety Features

2nd row 2nd row Passenger outboard × × Isofix × x i-Size x × x Integrated CRS Fitted to test car as standard 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 💥 Installation not allowed Infants up to 13 kg Maxi Cosi Cabriofix (Belt) Maxi Cosi Cabriofix & EasyFix (Belt) Maxi Cosi Cabriofix & EasyFix (ISOFIX)

7 Pts





Total 41.9 Pts / 85%

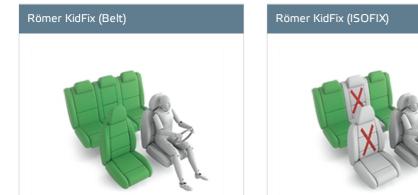
### Infants and toddlers up to 18 kg



#### Toddlers from 9 to 18 kg



### Toddlers over 18 kg





# 💪 CHILD OCCUPANT

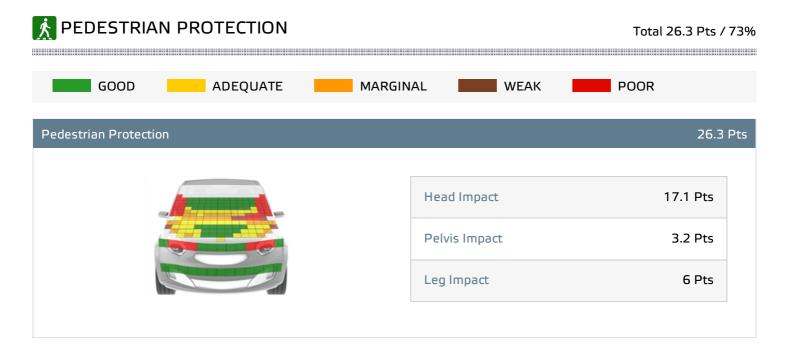
Total 41.9 Pts / 85%

|  |           | 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)                  | ×         |               | ×      |       |

#### Comments on Child Occupant

The Jazz lost just a fraction of a 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 Jazz 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.





### Comments on Pedestrian

The Jazz 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

| Speed Limit Information Function | Camera based   |
|----------------------------------|----------------|
| Warning Function                 | System advised |
| Speed Limitation Function        | Manually set   |

## Electronic Stability Control

| System Name                         | VSA    |                        |
|-------------------------------------|--------|------------------------|
| PERFORMANCE                         |        |                        |
| Vehicle Yaw Rate @ COS + 1.00 s     | 1.45%  | meets ECE requirements |
| Vehicle Yaw Rate @ COS + 1.75 s     | 1.71%  | meets ECE requirements |
| Lateral Displacement @ BOS + 1.07 s | 3.12 m | meets ECE requirements |

## Seat Belt Reminder

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

## Lane Support

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



### 3 Pts

3 Pts

2.3 Pts





Total 9.3 Pts / 71%

### Comments on Safety Assist

Electronic stability control is standard on the Jazz, 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.