

Honda CR-Z

Honda CR-Z 1.5l petrol electric hybrid, LHD

2010



93%

ADULT OCCUPANT



80%

CHILD OCCUPANT



71%

PEDESTRIAN



86%

SAFETY ASSIST

ADULT OCCUPANT

Total 34 pts | 93%

FRONTAL IMPACT

14,6 pts



Driver



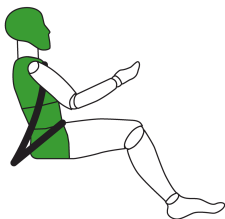
Passenger

SIDE IMPACT CAR

8 pts

SIDE IMPACT POLE

7,9 pts



Car



Pole

REAR IMPACT (WHIPLASH)

3,1 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

| | |
|--------------------------|--------|
| Driver airbag contact | stable |
| Passenger airbag contact | stable |

CHEST

| | |
|-----------------------------------|--------|
| Passenger compartment | stable |
| Windscreen Pillar rearward | 2mm |
| Steering wheel rearward | none |
| Steering wheel upward | none |
| Chest contact with steering wheel | none |

UPPER LEGS, KNEES AND PELVIS

| | |
|-------------------------------|------|
| Stiff structures in dashboard | none |
| Concentrated loads on knees | none |

LOWER LEGS AND FEET

| | |
|-------------------------|--------------|
| Footwell Collapse | none |
| Rearward pedal movement | brake - 35mm |
| Upward pedal movement | brake - 22mm |

SIDE IMPACT

| | |
|-------------------------|-----|
| Head protection airbag | Yes |
| Chest protection airbag | Yes |

WHIPLASH

| | |
|----------------------|----------------------|
| Seat description | 6 way, manual, cloth |
| Head restraint type | Reactive |
| Geometric assessment | 0,6 pts |

TESTS

| | |
|-------------------|---------|
| - High severity | 2,2 pts |
| - Medium severity | 2,5 pts |
| - Low severity | 2,4 pts |

CHILD OCCUPANT

Total 39 pts | 80%

18 MONTH OLD CHILD

Restraint Honda Romer Baby Safe ISOFIX
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE **10,1 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load fair

SIDE IMPACT

Head containment protected
 Head acceleration good

3 YEAR OLD CHILD

Restraint Honda Romer Duo ISOFIX
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE **9 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load fair

SIDE IMPACT

Head containment protected
 Head acceleration good

VEHICLE BASED ASSESSMENT

8 pts

Airbag warning Label

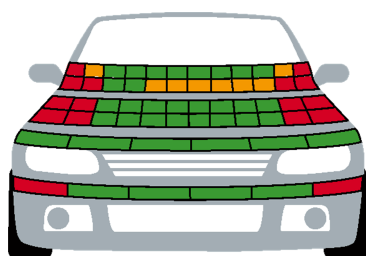
Pictogram and text warning label permanently attached to both sides of the passenger sun visor

PEDESTRIAN

Total 25 pts | 71%

SAFETY ASSIST

Total 6 pts | 86%



GOOD
 MARGINAL
 POOR

HEAD 15,5 pts
 PELVIS 6 pts
 LEG 4 pts

SPEED LIMITATION ASSISTANCE 0 pts

- , not available

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- standard

SEATBELT REMINDER 3 pts

- driver 1 pts
 - passenger 1 pts
 - rear 1 pts

DETAILS OF TESTED CAR

SPECIFICATIONS

| | |
|-------------------------------|---|
| Tested model | Honda CR-Z 1.5l petrol electric hybrid, LHD |
| Body type | 3 door hatchback |
| Year of publication | 2010 |
| Kerb weight | 1225kg |
| VIN from which rating applies | applies to all CR-Z of the tested specification |

SAFETY EQUIPMENT

| | |
|--------------------------------|--------------|
| Front seatbelt pretensioners | |
| Front seatbelt load limiters | |
| Driver frontal airbag | single stage |
| Front passenger frontal airbag | single stage |
| Side body airbags | |
| Side head airbags | |

COMMENTS

Adult occupant

The passenger compartment remained stable during the frontal impact and the dummy readings indicated good protection of the knees and femurs of both driver and passenger. With the use of additional tests, Honda were able to demonstrate that occupants of different sizes and those sat in different seating positions would have a similar level of protection against upper leg injuries. In the side barrier impact, the protection offered to all body regions was good. In the more severe side pole impact, chest protection was adequate. Whiplash protection in rear impacts was good.

Child occupant

In the front and side impacts, the heads of both children were protected by the child restraints. A permanent label clearly warns of the dangers of using that seating position for a rearward facing child seat without first disabling the airbag. The CR-Z is equipped with a switch that disables the passenger airbag 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 risks associated with incorrect use. The ISOFIX and top tether anchorages in the rear seats were well marked and the CR-Z is certified for the installation of universal child restraints.

Pedestrian

Most of the bumper provided good protection along with the whole of the bonnet front edge. The area of the bonnet where a child or small adult's head would impact was good, but the area for adults offered various levels of protection.

Safety assist

Honda have made electronic stability control (ESC) standard fitment on the CR-Z throughout all European countries. Additionally, all seats in the vehicle were protected by a smart seat belt reminder system.