



**Honda Civic**  
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



92%

Child Occupant



67%

Pedestrian



75%

Safety Assist



88%

## SPECIFICATION

|                               |  |
|-------------------------------|--|
| Tested Model                  | Honda Civic 1.0 SE, RHD                  |
| Body Type                     | - 5 door hatchback                       |
| Year Of Publication           | 2017                                     |
| Kerb Weight                   | 1292kg                                   |
| VIN From Which Rating Applies | - all Civics of the specification tested |
| Class                         | Small Family Car                         |

## SAFETY EQUIPMENT

|                                 | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| <b>FRONTAL CRASH PROTECTION</b> |        |           |      |
| Frontal airbag                  | ●      | ●         | ✗    |
| Belt pretensioner               | ●      | ●         | ●    |
| Belt loadlimiter                | ●      | ●         | ●    |
| Knee airbag                     | ✗      | ✗         | ✗    |
| <b>SIDE CRASH PROTECTION</b>    |        |           |      |
| Side head airbag                | ●      | ●         | ●    |
| Side chest airbag               | ●      | ●         | ✗    |
| Side pelvis airbag              | ✗      | ✗         | ✗    |

Version 300617

## 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)    | ✗ |
| AEB City                | ● |
| AEB Inter-Urban         | ● |
| Speed Assistance System | ● |
| Lane Assist System      | ● |

Note: Other equipment may be available on the vehicle but was not considered in the test year.


- Fitted to the vehicle as standard    
 ● Fitted to the vehicle as part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack    
 ✗ Not available    
 — Not applicable

**ADULT OCCUPANT**


Total 35.0 Pts / 92%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.1 Pts



Passenger



Driver

**Frontal Full Width** 7.2 Pts




Rear Passenger




Driver

**Whiplash Rear Impact** 1.7 Pts




Front seat




Rear seat

**Lateral Impact** 16 Pts



Car



Pole

**AEB City** 3

Performance: ■ Good

 ADULT OCCUPANT

Total 35.0 Pts / 92%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated 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 full-width rigid barrier test, protection of the driver was good or adequate. However, for the rear passenger, dummy readings of chest compression indicated a weak level of protection for this part of the body. For the side barrier and side pole tests, the Civic scored maximum points with good protection of all critical body areas. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection in those positions. The standard-fit autonomous emergency braking system performed well in tests of its functionality at the low speeds typical of city driving at which many whiplash injuries are caused, with collisions avoided at all test speeds.

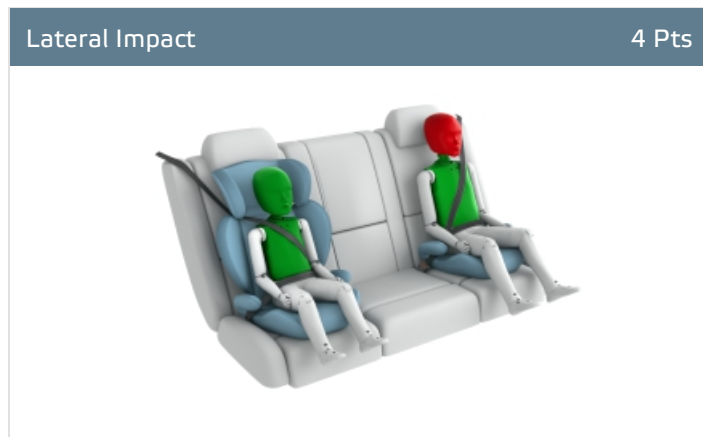
**CHILD OCCUPANT**

Total 33.0 Pts / 67%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

15.7 Pts



Restraint for 6 year old child: *Britax Kidfix XP*

Restraint for 10 year old child: *Nania*

Safety Features

6 Pts

|                | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix         | ✗               | ●                | ✗              |
| i-Size         | ✗               | ●                | ✗              |
| Integrated CRS | ✗               | ✗                | ✗              |

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

CRS Installation Check

11.3 Pts

● Install without problem   
 ○ Install with care   
 ● Safety critical problem   
 ✗ Installation not allowed

■ i-Size CRS



**CHILD OCCUPANT**

Total 33.0 Pts / 67%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 33.0 Pts / 67%

|   | Seat Position |         |        |       |
|---|---------------|---------|--------|-------|
|   | Front         | 2nd row |        |       |
|   | PASSENGER     | LEFT    | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | □             | ●       | □      | ●     |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)  | □             | ●       | □      | ●     |
| BeSafe iZi Kid X2 i-Size (iSize)                  | □             | ●       | □      | ●     |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX)          | □             | ●       | □      | ●     |
| BeSafe iZi Kid X4 ISOfix (ISOFIX)                 | □             | ●       | □      | ●     |
| Römer Duo Plus (ISOFIX)                           | □             | ●       | □      | ●     |
| Römer KidFix XP (ISOFIX)                          | □             | ●       | □      | ●     |
| Maxi Cosi Cabriofix (Belt)                        | ●             | ●       | ●      | ●     |
| Maxi Cosi Cabriofix & EasyBase2 (Belt)            | ●             | ●       | ✘      | ●     |
| Römer King II LS (Belt)                           | ●             | ●       | ●      | ●     |
| Römer KidFix XP (Belt)                            | ●             | ●       | ●      | ●     |

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

## Comments

In the frontal offset test, dummy readings of neck tensions indicated marginal protection for both the 6 and the 10 year dummy. In the 10 year dummy, chest deceleration also indicated weak protection of this part of the chest. In the side barrier test, the head of the 10 year dummy (on the impacted side) 'bottomed out' the curtain airbag and a hard contact was recorded. This hard contact and the head injury values it generated indicated poor head protection. The front 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. Nevertheless, universal restraints failed the installation test on the front passenger seat owing to the position of the buckle. Otherwise, all restraint types for which the Civic is designed could be installed and accommodated in the car.

**PEDESTRIAN PROTECTION**

Total 31.7 Pts / 75%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

| Pedestrian Protection | 31.7 Pts  |             |            |               |       |            |       |
|-----------------------|---|-------------|------------|---------------|-------|------------|-------|
|                       | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">15.031 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table> | Head Impact | 15.031 Pts | Pelvis Impact | 6 Pts | Leg Impact | 6 Pts |
| Head Impact           | 15.031 Pts  |             |            |               |       |            |       |
| Pelvis Impact         | 6 Pts   |             |            |               |       |            |       |
| Leg Impact            | 6 Pts   |             |            |               |       |            |       |

| AEB Pedestrian         | 4.6 Pts   |
|------------------------|---|
| System Name            | Collision Mitigation Braking System   |
| Type                   | Auto-Brake with Forward Collision Warning                                     |
| Operational From       | 5 Km/h  |
| Additional Information | Defaults on for every journey; operates above 40km/h and in low ambient light |

| PERFORMANCE   <span style="color: green;">■</span> | Autobrake Function              |                                |
|--|---------------------------------|--------------------------------|
|  | Avoidance                       | Mitigation                     |
| Running Adult crossing from Farside                | Collision avoided up to 20 km/h | Impact mitigated up to 35 km/h |
| Walking Adult crossing from Nearside -25%          | Collision avoided up to 35 km/h | Impact mitigated up to 60 km/h |
| Walking Adult crossing from Nearside -75%          | Collision avoided up to 40 km/h | Impact mitigated up to 60 km/h |
| Running Child from behind parked vehicles          | Collision avoided up to 30 km/h | Impact mitigated up to 45 km/h |

**Comments**

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian but weak and poor results were recorded along the base of the windscreen and along the stiff windscreen pillars. The protection provided by the bumper to pedestrians' legs was good at all test locations and maximum points were scored. Protection of the pelvis was also good. The autonomous emergency braking system can detect pedestrians as well as other vehicles. In tests, the system performed well with impacts avoided or mitigated at all test speeds.



SAFETY ASSIST

Total 10.7 Pts / 88%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

2.3 Pts

|                                  |                                     |
|----------------------------------|-------------------------------------|
| System Name                      | Intelligent Speed Limiter           |
| Speed Limit Information Function | Camera based, subsigns supported    |
| Warning Function                 | System advised                      |
| Speed Limitation Function        | System advised (accurate to 10km/h) |

Seat Belt Reminder

3 Pts

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

● Pass   
 ● Fail   
 — Not available

Lane Support

2.7 Pts

|                  |   |
|------------------|---|
| System Name      | Road Departure Mitigation                   |
| Type             | Lane Keep Assist and Lane Departure Warning |
| Operational From | 72 km/h                                     |
| Warning          | Audible                                     |

| PERFORMANCE           |            |
|-----------------------|------------|
| LKA Confirmation Test | Pass (5/5) |
| LDW Confirmation Test | Pass       |

## SAFETY ASSIST

Total 10.7 Pts / 88%

## AEB Interurban

2.7 Pts

|                        |   |
|------------------------|---|
| System Name            | Collision Mitigation Brake System         |
| Type                   | Forward Collision Warning with Auto-Brake |
| Operational From       | 5 Km/h                                    |
| Additional Information | Default On                                |

## PERFORMANCE |

|                                   |                             |  |
|-----------------------------------|-----------------------------|--|
| Operational Speed                 | 5-200 Km/h                  | 5-200 Km/h   |
|                                   | Autobrake Function Only     | Driver reacts to warning   |
| Approaching a stationary car      | See AEB City                | Crash avoided up to 75km/h.<br>Crash speed reduced up to 80km/h. |
| Approaching a slower moving car   | Crash avoided up to 70km/h. | Crash avoided up to 80km/h.                                      |
| FOLLOWING A CAR AT SHORT DISTANCE |                             |  |
| Car in front brakes gently        | Avoidance                   | Avoidance  |
| Car in front brakes harshly       | Mitigation                  | Avoidance  |
| FOLLOWING A CAR AT LONG DISTANCE  |                             |  |
| Car in front brakes gently        | Avoidance                   | Avoidance  |
| Car in front brakes harshly       | Avoidance                   | Avoidance  |

## Comments

The autonomous emergency braking system performed well in the tests of its functionality at highways speeds, with collisions avoided or mitigated at all test speeds. The Civic has a seatbelt reminder system for the front and rear seats. Also standard is an intelligent speed limiter. This indicates the local speed limit to the driver, who can then choose to set the limiter appropriately. A lane keep assistance system alerts the driver when the car is drifting out of lane and gently steers the car away from the lane marking.

## RATING VALIDITY

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### Variants of Model Range

| Body Type        | Engine      | Drivetrain | Rating Applies |     |
|------------------|-------------|------------|----------------|-----|
|                  |             |            | LHD            | RHD |
| 5 door hatchback | 1.0 petrol* | 4x2        | ✓              | ✓   |
| 5 door hatchback | 1.5 petrol  | 4x2        | ✗              | ✗   |

\* Tested variant

### Annual Reviews and Facelifts

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Date  
Event  
Outcome  
July 2017  
Rating Published

2017 ★★★★★  
✓