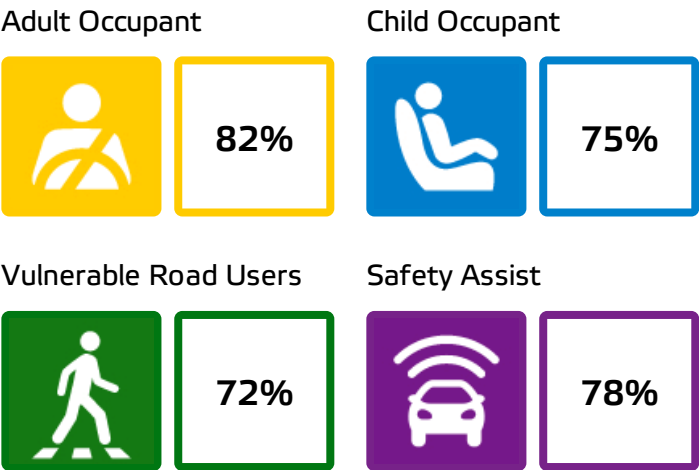




**Honda HR-V**  
Standard Safety Equipment

2022 ★★★★★



SPECIFICATION

Tested Model	Honda HR-V 1.5 hybrid 'Advance', RHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	1389kg
VIN From Which Rating Applies	- all HR-Vs
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
Centre Airbag	✗	✗	—

Version 120422

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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 31.3 Pts / 82%



GOOD



ADEQUATE



MARGINAL



WEAK



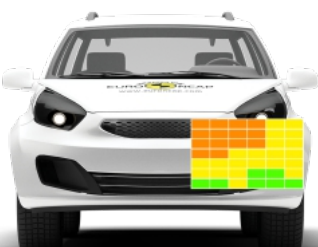
POOR

Frontal Impact

13.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

13.0 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.6 / 4 Pts



Rear Seat



Front Seat



## ADULT OCCUPANT

Total 31.3 Pts / 82%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	

## Comments

The passenger compartment of the HR-V remained stable in the frontal offset test. Dummy numbers showed 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 sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the HR-V would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the chest of the rear passenger dummy was rated as marginal, based on measurements of compression. Otherwise, protection of both dummies was good or adequate. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The HR-V does not have a counter-measure, such as a centre airbag, to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The HR-V has an advanced eCall system which alerts the emergency services in the event of a crash but is not equipped with a system to prevent secondary impacts in the event of a collision.



## CHILD OCCUPANT

Total 36.8 Pts / 75%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 &amp; 10 year old children

18.3 / 24 Pts

Frontal Impact

11.8 Pts



Lateral Impact

6.5 Pts

Restraint for 6 year old child: *Honda KidFix XP*Restraint for 10 year old child: *Honda KidFix XP*

Safety Features

7.0 / 13 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

11.5 / 12 Pts

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

## ■ i-Size CRS

Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



## ■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 36.8 Pts / 75%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)







## CHILD OCCUPANT

Total 36.8 Pts / 75%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✗	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✗ Installation not allowed  
 — Not available

## Comments

In the frontal offset test, dummy readings indicated good or adequate protection for both child dummies. However, analysis of the film revealed that the seat belt had partially slipped off the shoulder of the 10 year dummy and, as a result, the overall score for the test was penalised. In the side barrier impact, dummy readings of accelerations indicated weak protection of the head of the 10 year dummy. Otherwise, protection of all critical body areas was good for both child dummies. 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 about the status of the airbag and the system was rewarded. Some universal child restraints were unstable when positioned in the rear centre seating position but, otherwise, all systems for which the HR-V is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 39.1 Pts / 72%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

23.4 / 36 Pts



Head Impact	17.2 Pts
Pelvis Impact	0.2 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

15.7 / 18 Pts

System Name	Collision Mitigation Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



## VULNERABLE ROAD USERS

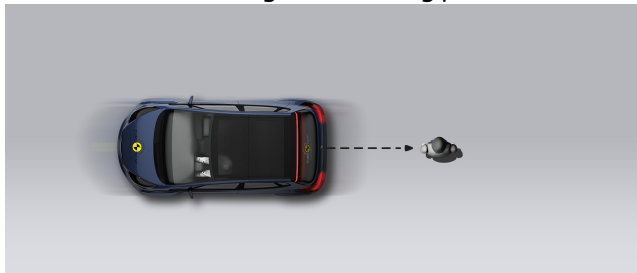
Total 39.1 Pts / 72%

## AEB Pedestrian

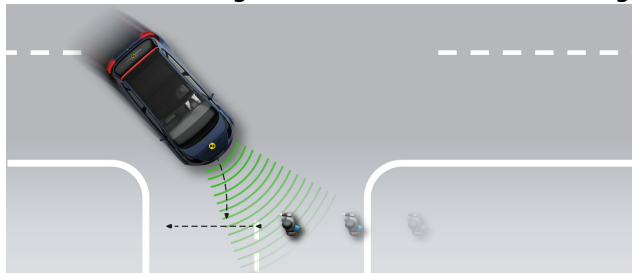
7.0 / 9 Pts

## ■ Day time

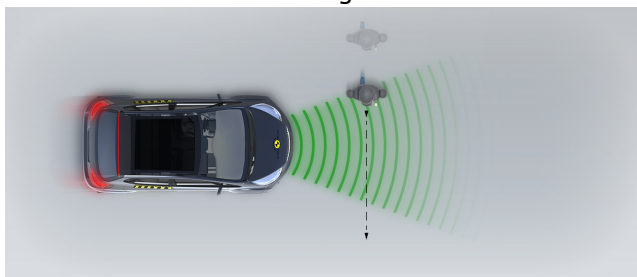
Vehicle reversing into standing pedestrian



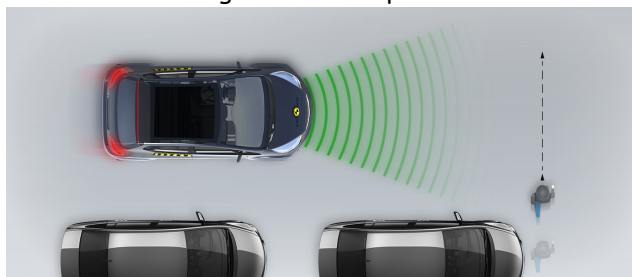
Pedestrian crossing a road into which a car is turning



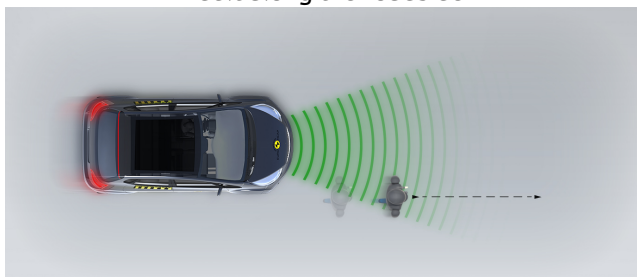
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

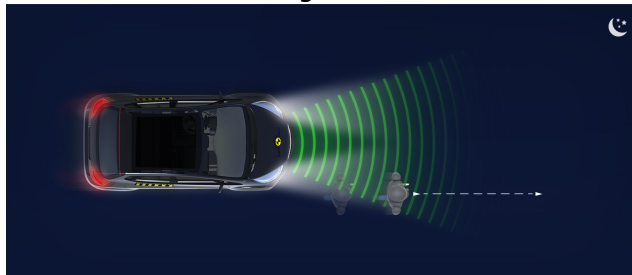


## ■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 39.1 Pts / 72%

## AEB Cyclist

8.7 / 9 Pts

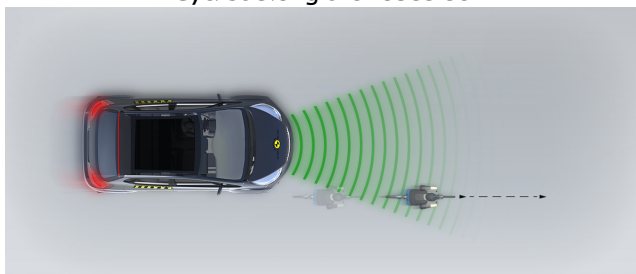
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



## Comments

The protection provided to the head of a struck pedestrian was predominantly good or adequate, with some poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points. However, protection of the pelvis was poor almost everywhere along the front edge of the bonnet. The autonomous emergency braking (AEB) system of the HR-V can detect vulnerable road users, as well as other vehicles. In tests of its response to pedestrians, the system performed well, with collisions avoided or mitigated in almost all scenarios. Likewise, the system's response to cyclists was good.



## SAFETY ASSIST

Total 12.6 Pts / 78%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

## Speed Assistance


 2.5 / 3 Pts








Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




## Occupant Status Monitoring

 1.0 / 3 Pts

## &gt; Seatbelt Reminder

 1.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		—

 Pass
  Fail
  Not available

## &gt; Driver Monitoring

 0.0 / 1 Pts



SAFETY ASSIST

Total 12.6 Pts / 78%



Lane Support 3.5 / 4 Pts

System Name	Road Departure Mitigation System (RDM)
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	<span></span> GOOD
Lane Keep Assist	<span></span> GOOD
Human Machine Interface	<span></span> GOOD

AEB Car-to-Car 5.7 / 6 Pts

System Name	Collision Mitigation Braking System
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera



## SAFETY ASSIST

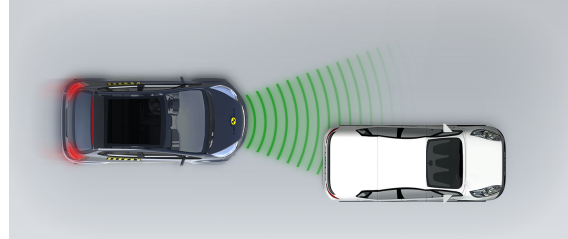
Total 12.6 Pts / 78%

### Autobrake function only

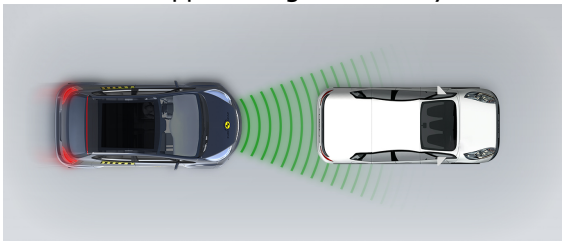
Test car turns across the path of an approaching car



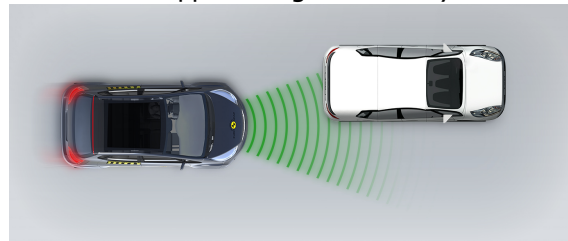
Approaching a stationary car



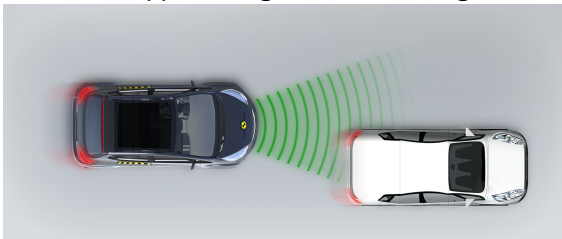
Approaching a stationary car



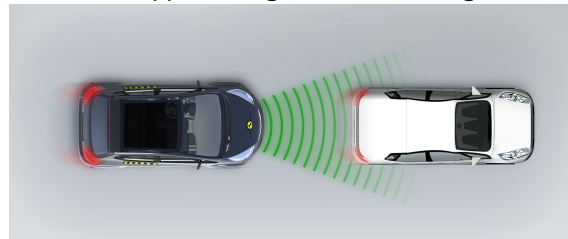
Approaching a stationary car



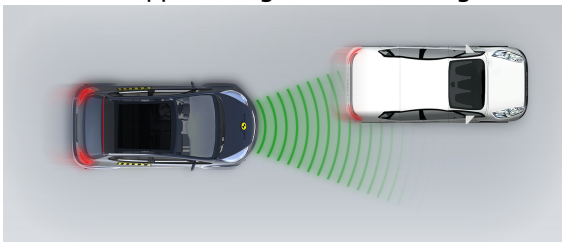
Approaching a slower moving car



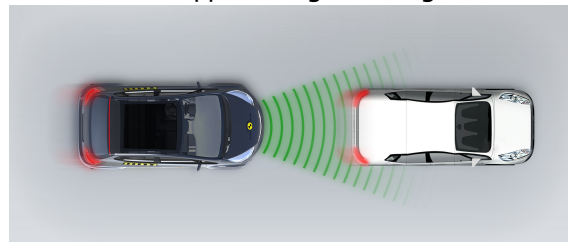
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



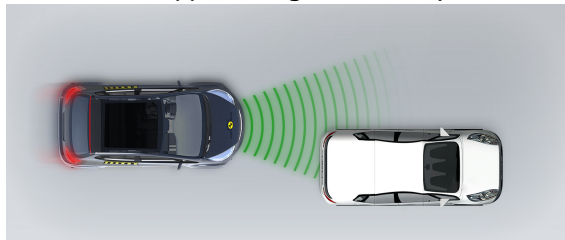


## SAFETY ASSIST

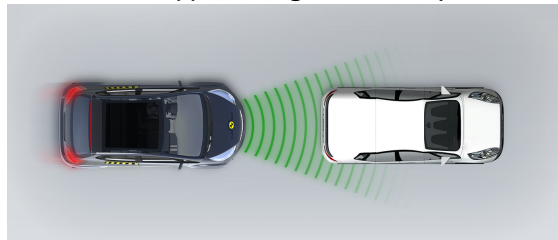
Total 12.6 Pts / 78%

## ■ Driver reacts to warning

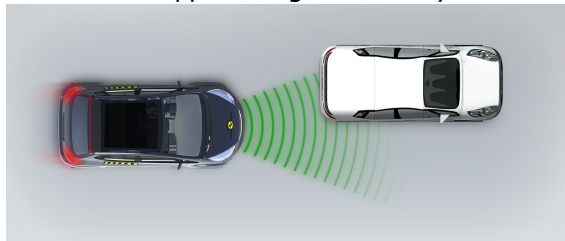
Approaching a stationary car



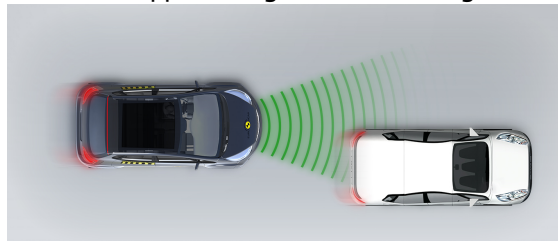
Approaching a stationary car



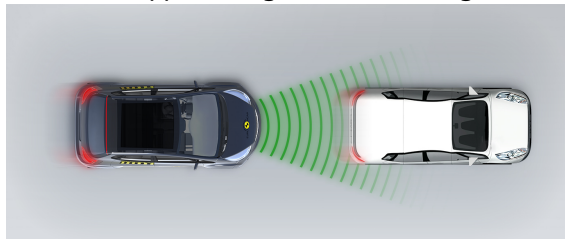
Approaching a stationary car



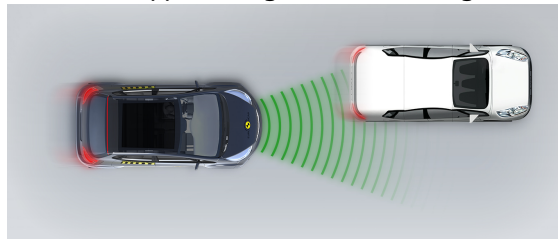
Approaching a slower moving car



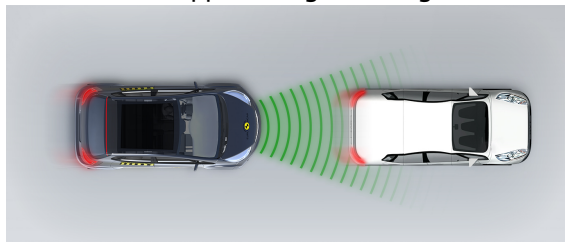
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 12.6 Pts / 78%

## Comments

In tests of its response to other vehicles, the autonomous emergency braking (AEB) system performed well. A camera-based speed assistance system identifies the local speed limit. This information is provided to the driver who can choose to allow the car adapt the speed limiter as appropriate. A lane support system gently corrects the vehicle's path if it is drifting out of lane and can also intervene in more critical situations to avoid road departure, for example. A seat belt reminder is provided for the front and rear seats but there is no system to monitor for fatigued driving.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.5 litre hybrid	ADVANCE STYLE	4 x 2	✓	✓
5 door SUV	1.5 litre hybrid	ADVANCE	4 x 2	✓	✓
5 door SUV	1.5 litre hybrid	ELEGANCE	4 x 2	✓	✓

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome	
April 2022	Rating Published	2022 ★ ★ ★ ★ ☆	✓