

# Honda CR-Z

Honda CR-Z 1.5l petrol electric hybrid, LHD

2010 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

## ADULT OCCUPANT

Total 34 pts | 93%

### FRONTAL IMPACT

14,6 pts



Driver



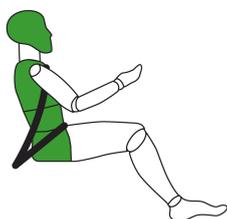
Passenger

### 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

# TEST RESULTS

## 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

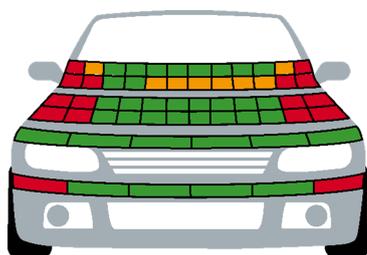
Pictogram and text warning label permanently attached to both sides of the passenger sun visor

## 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

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

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	single stage
<b>Front passenger frontal airbag</b>	single stage
<b>Side body airbags</b>	
<b>Side head airbags</b>	

## 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

Space is limited in the rear seats of the CR-Z and Honda's recommended child restraints will not fit if the front seats are set to the Euro NCAP test position. Therefore, separate tests were done to determine adult occupant protection (using Euro NCAP's standard front seat positions) and child occupant protection (for which the front seats were moved forward to accommodate the child restraints). Users should ensure that the front seats are moved as far forward as is practicable when installing child restraints in the rear.

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.