



Honda ZR-V
Standard Safety Equipment

2023



Adult Occupant



79%

Child Occupant



86%

Vulnerable Road Users



81%

Safety Assist



68%

SPECIFICATION

Tested Model	Honda ZR-V 2.0 hybrid 'ADVANCE', LHD
Body Type	- 5 door SUV
Year Of Publication	2023
Kerb Weight	1635kg
VIN From Which Rating Applies	- all ZR-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	●	—	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	✘
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 31.9 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13.0 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.0 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 3.5 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 31.9 Pts / 79%


 GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		0.5 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	
Submergence Check	Non-compliant	

Comments

The passenger compartment of the ZR-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. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Otherwise, protection of all critical body areas was good or adequate for the front passenger and driver. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the ZR-V would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good apart from the chest of the rear passenger, which was rated as marginal based on dummy readings of compression. In the side barrier test, protection of all critical body areas was good and the ZR-V scored maximum points in this part of the assessment. In the more severe side pole impact, protection was good or adequate for all critical parts of the body. 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 adequate. The ZR-V has a counter-measure to mitigate against occupant to occupant injuries in such impacts. However, in Euro NCAP's test, the heads of the driver and front seat passenger hit each other and protection was rated as poor. 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 ZR-V has an advanced eCall system which alerts the emergency services in the event of a crash. However, the car lacks a system which applies the brakes after an impact to avoid secondary collisions. Honda demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost but provided no evidence that electric windows would remain functional long enough to allow occupants to escape.

CHILD OCCUPANT

Total 42.2 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact 16 Pts



Lateral Impact 8 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
 Restraint for 10 year old child: *Britax Römer Kidfix i-Size*

Safety Features

6.3 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	●	●

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

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

CHILD OCCUPANT


Total 42.2 Pts / 86%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
 Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✗	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
 Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

 CHILD OCCUPANT

Total 42.2 Pts / 86%

Comments

In both the frontal offset and side barrier tests, dummy readings indicated good protection to all critical body areas for both child dummies and the ZR-V scored maximum points in this part of the assessment. 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. The vehicle is equipped with an indirect child presence detection system, which warns when a child or infant may have been left in the car. All of the child restraint types for which the ZR-V is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 51.1 Pts / 81%



VRU Impact Protection

29.0 / 36 Pts



Pedestrian & Cyclist Head	13.7 Pts
Pelvis	1.8 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

22.0 / 27 Pts

System Name	Collision Mitigation Braking System
Operational From	5 km/h
PERFORMANCE	

AEB Pedestrian

6.4 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.6 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 51.1 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Cyclist Dooring Prevention ■ 0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	information"

AEB Motorcyclist ■ 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	■	■
Approaching a braking motorcyclist	■	■
Turn across the path of an oncoming motorcyclist	■	—

— Currently not tested

Lane Support Motorcyclist ■ 2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	■
Changing lane across the path of an overtaking motorcyclist	■

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis was predominantly poor but that of the femur, knee and tibia was at good at all test locations. The autonomous emergency braking (AEB) system of the Honda can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians but the system does not react to pedestrians behind the car who are vulnerable when the car is reversing. The system scored highly in tests of its reaction to cyclists, but offers no protection against dooring, where a door is opened into the path of a cyclist approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists but did not prevent the car from moving laterally into the path of a powered two-wheeler.

SAFETY ASSIST

Total 12.4 Pts / 68%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 1.6 / 3 Pts

System Name	Speed Limit Function
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring ■ 1.4 / 3 Pts

> Seatbelt Reminder ■ 1.0 / 1 Pts

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

● Pass
 ● Fail
 — Not available

> Driver Monitoring ■ 0.4 / 2 Pts

System Name	Driver Attention Monitor
Type	Indirect monitoring
Operational From	45 km/h
Fatigue	Drowsiness

Version 131223

SAFETY ASSIST

Total 12.4 Pts / 68%

Lane Support

2.3 / 3 Pts

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

AEB Car-to-Car

7.2 / 9 Pts

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

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 12.4 Pts / 68%

Comments

Overall, the autonomous emergency braking (AEB) system of the Honda ZR-V performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the driver monitoring system detects fatigue but not distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	2.0 petrol hybrid	ELEGANCE	4 x 2	✓	✓
5 door hatchback	2.0 petrol hybrid	SPORT	4 x 2	✓	✓
5 door hatchback	2.0 petrol hybrid	ADVANCE *	4 x 2	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2023	Rating Published	2023 ★★☆☆☆ ✓