



Honda CR-V
With Safety Pack

2024



Adult Occupant



85%

Child Occupant



86%

Vulnerable Road Users



80%

Safety Assist



79%

SPECIFICATION

Tested Model	Honda CR-V 2.0 Hybrid 'ADVANCE', LHD
Safety pack	Honda Sensing 360
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1813kg
VIN From Which Rating Applies	- all CR-Vs with Honda Sensing 360
Class	Small SUV

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			
Isfix/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 34.2 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 14.1 / 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 4.0 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 34.2 Pts / 85%


 GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		1.2 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Partially Compliant	

Comments

The passenger compartment of the CR-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 was good for all critical body areas of the passenger, and good or adequate for the driver. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the CR-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 for the driver, and good or adequate for the rear passenger. In both the side barrier test and the more severe side pole impact, dummy readings indicated good protection of all critical body areas and the CR-V 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 adequate. The CR-V has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. Dummy numbers were good in Euro NCAP's test, with equal protection to the front driver and passenger. However, a penalty was applied because analysis showed that the front seat occupants' heads could sometimes get very close to contacting one another. 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 CR-V has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has 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 not that electric windows would remain functional long enough to allow occupants to escape.

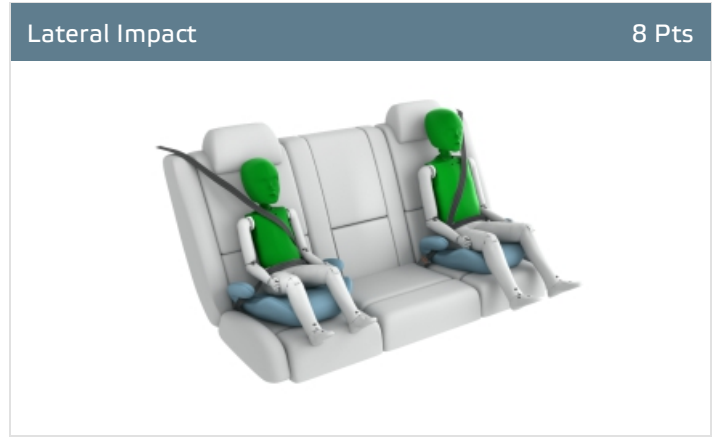
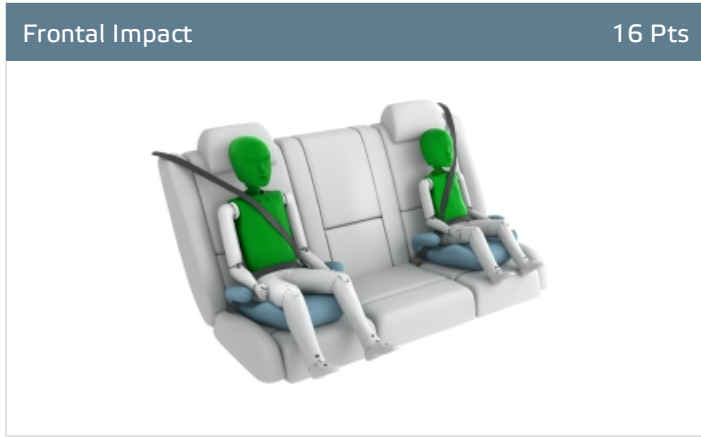
CHILD OCCUPANT

Total 42.2 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



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

Version 090424

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, good protection was provided to all critical body areas for both child dummies, and the Honda CR-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 CR-V is equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. All of the child restraint types for which the CR-V is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 50.8 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection

28.8 / 36 Pts



Pedestrian & Cyclist Head	12.9 Pts
Pelvis	2.4 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

21.9 / 27 Pts

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

AEB Pedestrian

■ 6.3 / 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 50.8 Pts / 80%



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 only on the stiff windscreen pillars. Protection of the pelvis was mixed, while that of the femur and of the knee and tibia was good across the whole width of the car. The autonomous emergency braking (AEB) system of the Honda can respond to vulnerable road users as well as to other vehicles. 'Honda Sensing 360', an optional safety pack featuring multi-radar and camera fusion, performs better than the standard single-radar system. In tests of its reaction to pedestrians, performance was adequate and was good when tested in cyclist scenarios. Similarly, the AEB system performed well in all tests of its response to motorcyclists and the lane support function also performed adequately in this regard.

SAFETY ASSIST

Total 14.3 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.2 / 3 Pts

System Name	Traffic Sign Recognition System & Intelligent Speed Limiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (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

SAFETY ASSIST

Total 14.3 Pts / 79%

Lane Support

3.0 / 3 Pts

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

AEB Car-to-Car

7.8 / 9 Pts

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

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 14.3 Pts / 79%

Comments

Overall, when fitted with the optional 'Honda Sensing 360' pack, the autonomous emergency braking (AEB) system of the Honda CR-V performed well in tests of its reaction to other vehicles, including in the head-on test scenarios. In Euro NCAP's tests, collisions were avoided in almost all scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score highly, detecting only driver fatigue, 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. 'Honda Sensing 360' adds blind spot monitoring to the functionality of the base system. 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 & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 litre hybrid	ADVANCE *	4 x 4	✓	✓
5 door SUV	2.0 litre hybrid	ELEGANCE / EXECUTIVE	4 x 4	✓	✓
5 door SUV	2.0 litre hybrid	ELEGANCE / EXECUTIVE	4 x 2	✓	✓
5 door SUV	2.0 litre plug-in hybrid	ADVANCE TECH	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
April 2024	Rating Published	2024 ★ ★ ★ ★ ★ ✓