



**Honda CR-V**  
Standard Safety Equipment

2024



Adult Occupant



85%

Child Occupant



86%

Vulnerable Road Users



76%

Safety Assist



67%

## SPECIFICATION

Tested Model	Honda CR-V 2.0 Hybrid 'Elegance/Executive', LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1813kg
VIN From Which Rating Applies	- all CR-Vs
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			
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 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.

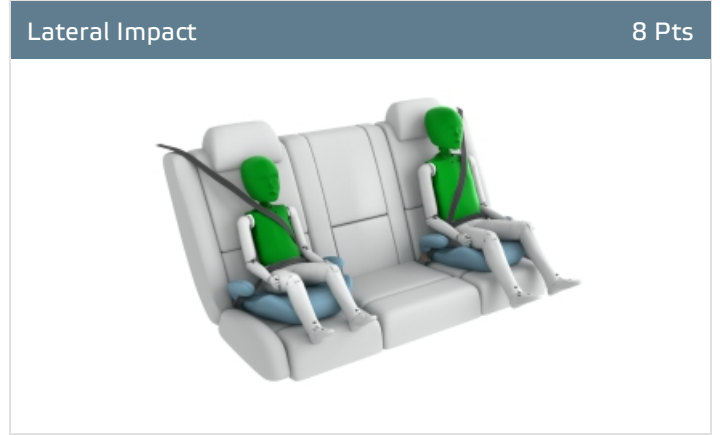
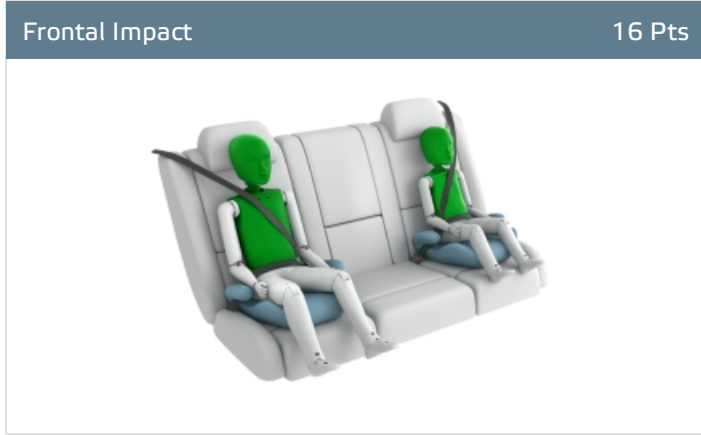
**CHILD OCCUPANT**

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 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, 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 an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have 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 48.5 Pts / 76%

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** 19.6 / 27 Pts

System Name	Collision Mitigation Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE   <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; margin-right: 5px;"></span>	

**AEB Pedestrian**  4.2 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child	<span style="display: inline-block; width: 15px; height: 15px; background-color: red;"></span>	—
Adult crossing a road into which a car is turning	<span style="display: inline-block; width: 15px; height: 15px; background-color: orange;"></span>	—
Adult crossing the road	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow;"></span>
Child running from behind parked vehicles	<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: orange;"></span>
Adult along the roadside	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>

— Currently not tested

**AEB Cyclist**  7.4 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Turning across path of an oncoming cyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Approaching a crossing cyclist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>
Approaching a cyclist along the roadside	<span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span>

**VULNERABLE ROAD USERS**

Total 48.5 Pts / 76%

■ 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	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Approaching a braking motorcyclist	<span style="color: green;">■</span>	<span style="color: green;">■</span>
Turn across the path of an oncoming motorcyclist	<span style="color: green;">■</span>	—

— Currently not tested

**Lane Support Motorcyclist** ■ 2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	<span style="color: green;">■</span>
Changing lane across the path of an overtaking motorcyclist	<span style="color: red;">■</span>

**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. The system fitted as standard performed only marginally in tests of its response to pedestrians, struggling with the scenario where an adult is crossing a road into which the car is turning. However, the system scored highly in tests of its reaction to cyclists, but not for 'dooring', where a door is opened in the path of a cyclist approaching from behind. 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 12.1 Pts / 67%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Speed Assistance** ■ 1.7 / 3 Pts

System Name	Traffic Sign Recognition System & Intelligent Speed Limiter
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 110724

SAFETY ASSIST

Total 12.1 Pts / 67%

Lane Support

2.5 / 3 Pts

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

AEB Car-to-Car

6.6 / 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 12.1 Pts / 67%

## Comments

Overall, the autonomous emergency braking (AEB) system of the Honda CR-V performed adequately in tests of its reaction to other vehicles, including in the head-on test scenarios. In Euro NCAP's tests, collisions were avoided in most 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. 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