



Honda HR-V Standard Safety Equipment

2022





Adult Occupant









Safety Assist

75%

Vulnerable Road Users







78%

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 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			
Isofix/i-Size	_	×	•
Integrated CRS	<u> </u>	×	×
Airbag cut-off switch	_	•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	_	×	•
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	f the safety pacl
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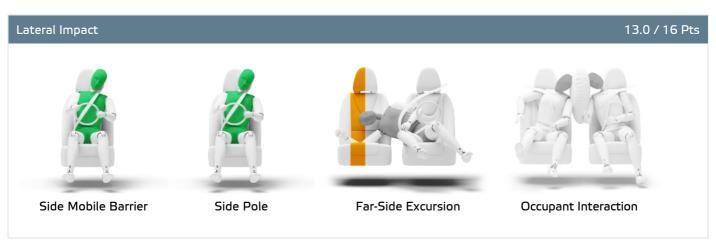
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

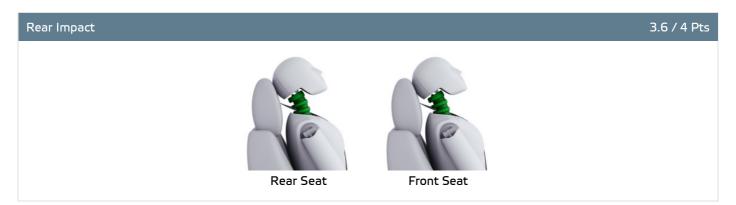




Total 31.3 Pts / 82%











Total 31.3 Pts / 82%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Rescue and Extrication					1.0 / 2 Pts
	Rescue Sheet	Available, ISO con	npliant		POF
	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.



Total 36.8 Pts / 75%



Crash Test Performance based on 6 & 10 year old children

18.3 / 24 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

O Not on test car but available as option

★ Not available



CRS Installation Check 11.5 / 12 Pts



i-Size CRS











ISOFIX CRS









Total 36.8 Pts / 75%

Universal Belted CRS









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.



Total 36.8 Pts / 75%

		Seat Pos	ition	
	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)	•	•	•	•

Comments

Easy

Difficult

Safety critical

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.

Not available

★ Not allowed



★ VULNERABLE ROAD USERS

Total 39.1 Pts / 72%

COOR ADSOLVATE MARSHALL WEAK						
GOOD ADEQUATE MARGINAL WEAK POOR	GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

VRU Impact Protection

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
Туре	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



VULNERABLE ROAD USERS

Total 39.1 Pts / 72%

AEB Pedestrian

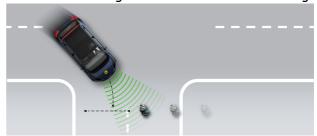
7.0 / 9 Pts

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

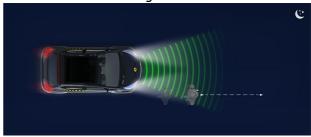


Night time

Adult crossing the road



Adult along the roadside







K VULNERABLE ROAD USERS

Total 39.1 Pts / 72%

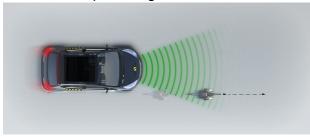
AEB Cyclist 8.7 / 9 Pts

Cyclist from nearside, obstructed view





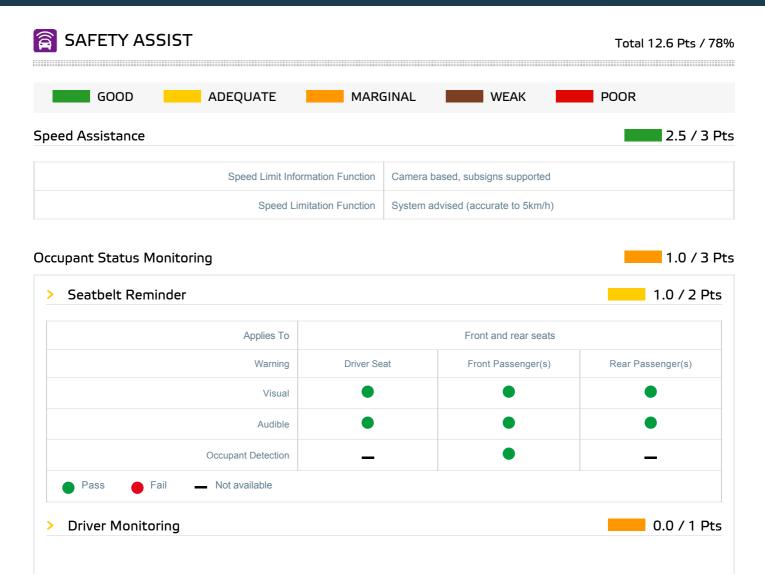
Cyclist along the roadside



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.







Lane Support	3.5 /	′ 4	Pt	s
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System Name	Road Departure Mitigation System (RDM)
Туре	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 5.7 / 6 Pts

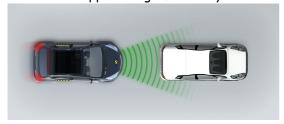
System Name	Collision Mitigation Braking System
Туре	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera



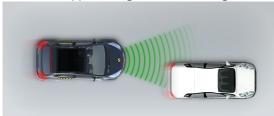
Autobrake function only

Car turning across the path of an oncoming car

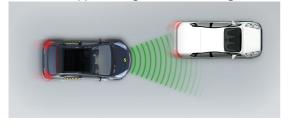
Approaching a stationary car



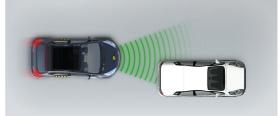
Approaching a slower moving car



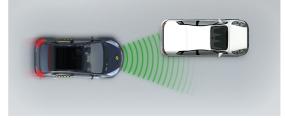
Approaching a slower moving car



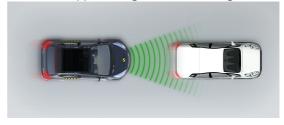
Approaching a stationary car



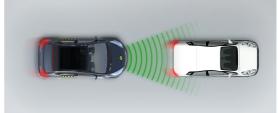
Approaching a stationary car



Approaching a slower moving car



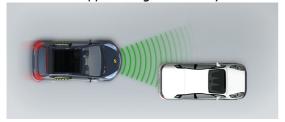
Approaching a braking car



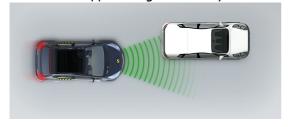


Driver reacts to warning

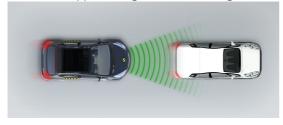
Approaching a stationary car



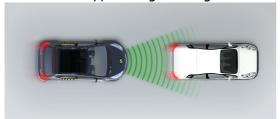
Approaching a stationary car



Approaching a slower moving car



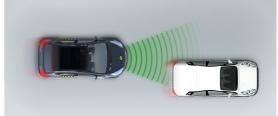
Approaching a braking car



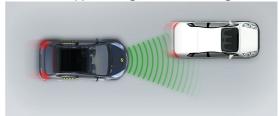
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







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	\checkmark	✓
5 door SUV	1.5 litre hybrid	ADVANCE	4 x 2	✓	✓
5 door SUV	1.5 litre hybrid	ELEGANCE	4 x 2	✓	✓

Annual Reviews and Facelifts

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

^{*} Tested variant