



Honda CR-V
Standard Safety Equipment

2019



Adult Occupant



93%

Child Occupant



83%

Vulnerable Road Users



70%

Safety Assist



76%

SPECIFICATION

Tested Model	Honda CR-V 2.0 Hybrid, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1612kg
VIN From Which Rating Applies	- all CR-Vs
Class	Large SUV

 Rating Expired

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
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 (Hood)	✗		
AEB Pedestrian	●		
AEB City	●		
AEB Cyclist	●		
AEB Inter-Urban	●		
Speed Assistance System	●		
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 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 35.7 Pts / 93%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Frontal Offset Deformable Barrier 7.7 / 8 Pts



Passenger



Driver

Frontal Full Width



Rear Passenger



Driver

Whiplash Rear Impact 1.4 / 2 Pts



Front seat



Rear seat

Lateral Impact



Car



Pole



ADULT OCCUPANT

Total 35.7 Pts / 93%

GOOD

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MARGINAL

WEAK

POOR

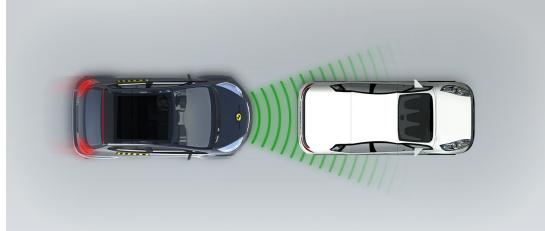
AEB City

4.0 / 4 Pts

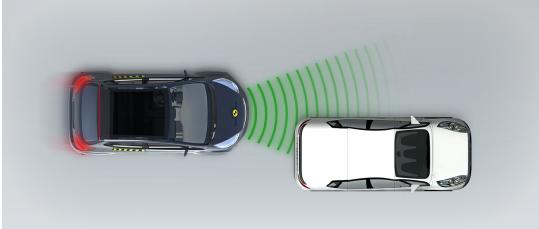
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 35.7 Pts / 93%

Comments

The passenger compartment of the CR-V remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of 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 passenger dummy was good for all critical body areas. In the full-width rigid barrier test, protection of the driver and rear passenger was good or adequate for all critical body areas. In the side barrier test, protection of all critical body areas was good and the CR-V scored maximum points. In the more severe side pole impact, dummy readings of rib deflection indicated marginal protection of the chest. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests at the low speeds, typical of city driving, at which many whiplash injuries are caused.

 CHILD OCCUPANT

Total 40.7 Pts / 83%



Crash Test Performance based on 6 & 10 year old children

21.7 / 24 Pts

Frontal Impact	13.7 Pts	Lateral Impact	8 Pts
			

Restraint for 6 year old child: *Britax Römer KidFix XP SICT*Restraint for 10 year old child: *Booster Cushion*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	✗	●	✗	✗
i-Size	✗	●	✗	✗
Integrated CRS	✗	✗	✗	✗

* Third row seats available as option

 Fitted to test car as standard

 Not on test car but available as option

 Not available

CRS Installation Check

12.0 / 12 Pts

 Install without problem
  Install with care
  Safety critical problem
  Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIX i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)




 CHILD OCCUPANT

Total 40.7 Pts / 83%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal offset test, dummy readings of tensile forces indicated marginal protection of the neck for the 10-year dummy. Otherwise, protection of both dummies was good or adequate. In the side barrier test, protection of both child dummies was good and maximum points were scored. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position.

Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the CR-V is designed could be properly installed and accommodated, including in the optional third row seats.

 **CHILD OCCUPANT**

Total 40.7 Pts / 83%

	Seat Position					
	Front	2nd row			3rd row	
		PASSENGER	LEFT	CENTER	RIGHT	LEFT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●	—	—
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●	—	—
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●	—	—
BeSafe iZi Flex FIX i-Size (iSize)	—	●	—	●	—	—
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●	—	—
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●	—	—
Britax Römer Duo Plus (ISOFIX)	—	●	—	●	—	—
Britax Römer KidFix XP (ISOFIX)	—	●	—	●	—	—
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●	✗	✗
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●	●	●

 Easy

 Difficult

 Safety critical

 Not allowed

 Not available

Comments

In the frontal offset test, dummy readings of tensile forces indicated marginal protection of the neck for the 10-year dummy. Otherwise, protection of both dummies was good or adequate. In the side barrier test, protection of both child dummies was good and maximum points were scored. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in this seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the CR-V is designed could be properly installed and accommodated, including in the optional third row seats.



VULNERABLE ROAD USERS

Total 33.6 Pts / 70%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR 

VRU Impact Protection

25.8 / 36 Pts



Head Impact	16.8 Pts
Pelvis Impact	3.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

7.8 / 12 Pts

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

Comments

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate over most of its surface, with areas of good and poor performance. Protection of pedestrian's legs was good in all test areas and the CR-V scored maximum points. Protection of pelvis was mixed. The AEB system can detect pedestrians and cyclists, as well as other vehicles. The system performed well in pedestrian tests but was marginal in the more severe cyclist tests.



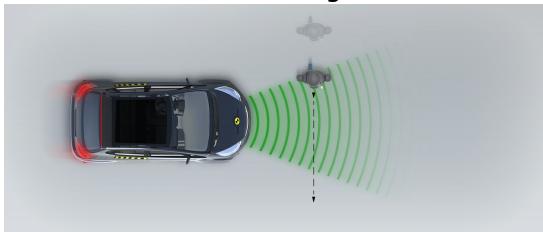
VULNERABLE ROAD USERS

Total 33.6 Pts / 70%

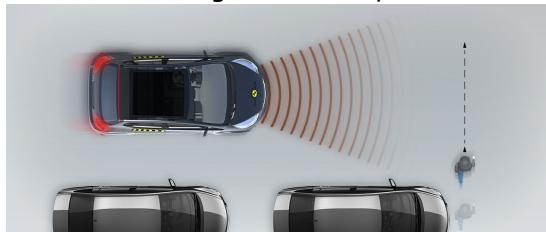
AEB Pedestrian

■ Day time

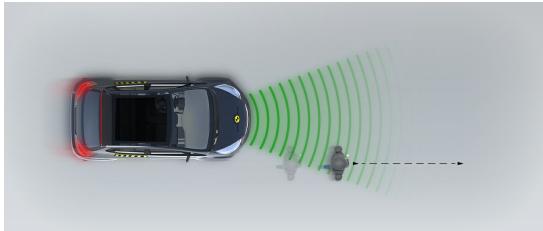
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside

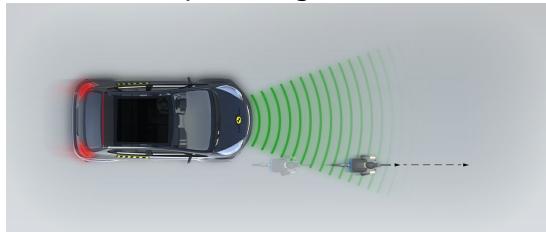


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 SAFETY ASSIST

Total 9.9 Pts / 76%


 GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance


 2.5 / 3 Pts

System Name	Intelligent Speed Limiter
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder


 2.5 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—


 ● Pass ○ Fail — Not available

Lane Support


 2.3 / 4 Pts

System Name	Road Departure Mitigation
Type	LKA (including LDW)
Operational From	72 km/h

PERFORMANCE

Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

 SAFETY ASSIST

Total 9.9 Pts / 76%

AEB Inter-Urban

 2.7 / 3 Pts

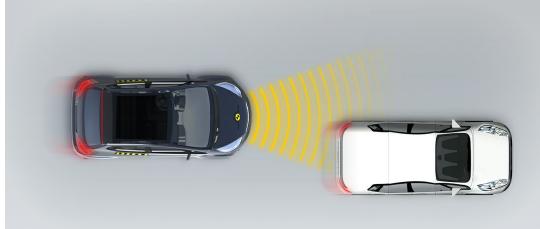
System Name	Collision Mitigation Brake System
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning and Restraint activation

Comments

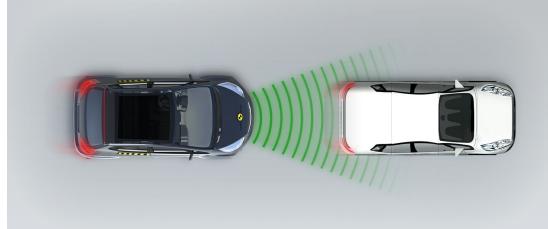
The AEB system gave generally good results in tests of its functionality at highway speeds. The car has a lane assistance system which helps prevent inadvertent drifting out of lane. A camera-based speed assistance system recognises local speed limits and presents the information to the driver, allowing the limiter to be manually set to the appropriate speed. A seatbelt reminder is standard for front and rear seats.

■ Autobrake function only

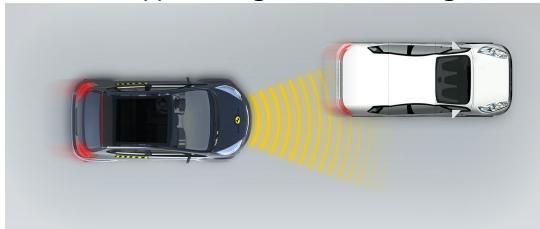
Approaching a slower moving car



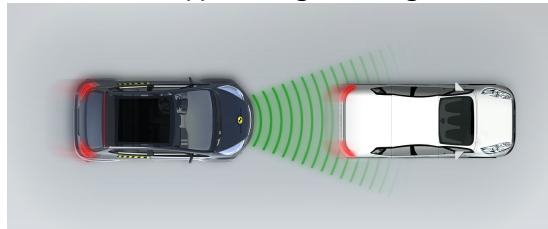
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

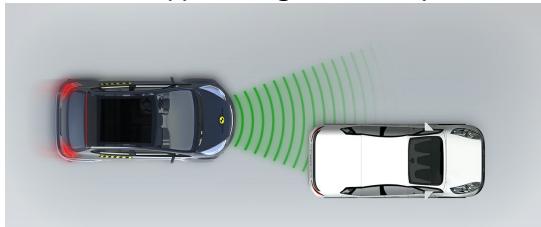


 SAFETY ASSIST

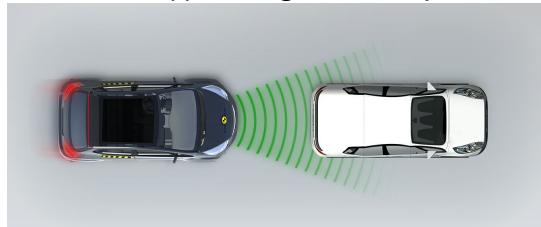
Total 9.9 Pts / 76%

■ Driver reacts to warning

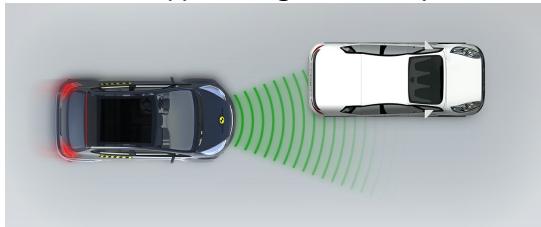
Approaching a stationary car



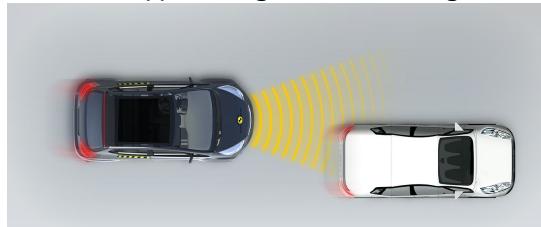
Approaching a stationary car



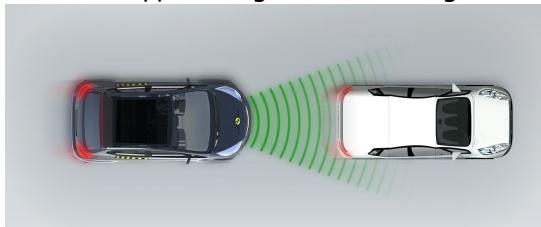
Approaching a stationary car



Approaching a slower moving car



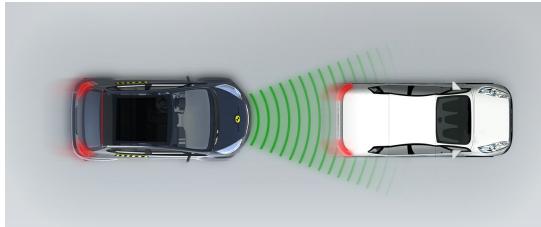
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.5 petrol	4 x 2	✓	✓
5 door SUV	1.5 petrol	4 x 4	✓	✓
5 door SUV	2.0 petrol hybrid*	4 x 2	✓	✓
5 door SUV	2.0 petrol hybrid	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
February 2019	Rating Published	2019 	✓
February 2020	Annual Review	2019 	✓