

TEST RESULTS

Honda Stream



RATING	SCORE	DETAILS
ADULT OCCUPANT ★ ★ ★ ★ ☆	26	Front: 10 Side: 16
PEDESTRIAN ☆ ☆ ☆ ☆	22	Pre 2002 rating

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child Britax Roemer Duo, forward facing

3 year old Child Britax Roemer Duo, forward facing

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	RHD
Tested model	Honda Stream 1.7 SE VTEC
Body type	5-Door MPV
Year of publication	2001
Kerb weight	1420
VIN from which rating applies	rating applies to all Streams

Comments

This MPV proved strong and capable in a severe crash, sharing many of the safety features of the latest Civic hatchback tested a few months earlier. That car distinguished itself by giving the best protection for pedestrians of any model yet tested. While the Stream incorporates many of the same 'pedestrian friendly' features as the Civic, it did not offer as much protection, although it remains one of only a few cars to achieve three stars in this section of the tests. Side air airbags are fitted as standard and it performed impressively in this part of the test.

Front impact

The Stream has a strong body that protects its occupants. However, testers found hard points under the fascia that presented a hazard to the front occupants' lower limbs, particularly the passenger's. As commonly found in modern designs, the Stream's stiff structure means that, in an impact, fairly high loads are transmitted to the occupant's chests. These need to be managed better. And, the centre rear seat is fitted only with a two-point lap belt that offers less protection than a three-point item would.

Side impact

The side impact airbag works well to protect the driver's body. But unlike some of its competition a side head protecting air-curtain is not provided as standard.

Child occupant

A pictogram on the windscreen and a second on the front of the B-pillar warned against placing a child restraint opposite a frontal airbag. But the symbol used has been shown, in trials, to be poorly understood and so misinterpreted. The 18-month-old was in a restraint facing the rear and the older child was in a forward-facing one, both installed on the second row of this seven-seater. These worked well in side impact, where it is unusual for children's heads to be protected well. However, the older child's head was vulnerable in the frontal impact. The seat moved forward and compromised its top tether, making matters worse. Loading on both children was relatively high.

Pedestrian

The Stream uses the Civic's techniques for saving pedestrians. However, its shape means that it offers less protection than that car.