

TEST RESULTS

Honda Accord



RATING

SCORE



ADULT OCCUPANT
★★★★☆

28

Front: 10
Side: 15

Pole: 2



PEDESTRIAN
★★☆☆☆

16

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver



Child restraints

18 month old Child

Britax Roemer Duo, forward facing

3 year old Child

Britax Roemer Duo, forward facing

Safety equipment

Front seatbelt pretensioners



Front seatbelt load limiters



Driver frontal airbag



Front passenger frontal airbag



Side body airbags



Side head airbags



Driver knee airbag



Pedestrian protection

No image car front available

Car details

Hand of drive

RHD

Tested model

Honda Accord 2.0 Sport

Body type

4 door saloon

Year of publication

2003

Kerb weight

1385

VIN from which rating applies

Rating applies to latest Accord

Comments

The Accord performed well in most areas but failed to match the best in its class. It drew criticism for the design of the area where driver and front passenger's knees might strike in an impact. Too many hazards were present, said testers. Child protection was good and the restraints used met most of Euro NCAP's performance benchmarks. The protection it gave pedestrians was good, if no match for its smaller range-mates the Stream and Civic, which each gained three stars. The Accord is bigger and so gains less from its windscreen's ability to cushion adult heads.

Front impact

The steering wheel airbag is a single-stage design, but worked well to safeguard the driver's head and neck. Testers noted hard structures in the dash that would injure the driver's knees and upper legs: there was little evidence of design effort to protect the driver's knees. However, intrusion at fascia level was minimal and protection for the driver's feet was good. Finally, the centre rear seat has a three-point belt, which is much safer than a lap-only type.

Side impact

An impressive protection system included a thorax side airbag and a head-protecting curtain for front and rear occupants. The Accord performed well throughout. However, impact forces reaching the dummy were channelled away by interaction between the seat and its backplate, something which would not occur in a real crash.

Child occupant

Forward-facing ISOFIX vehicle-specific seats fitted with top tethers worked well, although the 18-month-old risked neck injuries during the frontal impact. Honda advises against using rear-facing restraints on the front passenger's seat, but there were no labels permanently visible to warn parents of the danger of death or serious injury if this was done. The adult rear belts could be locked to improve their hold on restraints without ISOFIX and instructions were given for this.

Pedestrian

Honda says the Accord's strategy follows that of the Civic, which achieved a higher score. But the amount of protection offered remains above average for family saloons tested by Euro NCAP.