



Honda HR-V
Small Family Car

2015



Adult Occupant



86%

Child Occupant



79%

Pedestrian



72%

Safety Assist



71%

SPECIFICATION

Tested Model	Honda HR-V 1.6 'ES', RHD
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	1259kg
VIN From Which Rating Applies	- all HR-V's
Class	Small Family Car

✗ 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	●	●	✘

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SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
ESC	●
AEB City	●
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 option
 ○ Not fitted to the test vehicle but available as option ✗ Not Available — Not Applicable

ADULT OCCUPANT

Total 32.9 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.4 Pts

Passenger Driver

Frontal Full Width 7.3 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.1 Pts

Front seat Rear seat

Lateral Impact 16.0 Pts

Car Pole

AEB City 2.0

Performance: ■ Good



ADULT OCCUPANT

Total 32.9 Pts / 86%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR



ADULT OCCUPANT

Total 32.9 Pts / 86%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated 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 sat in different positions. In the full width rigid barrier test, protection of the driver was good, apart from the chest, protection of which was adequate. Adequate protection was provided to the neck and chest of the rear passenger dummy, and good protection to the head and femurs/pelvis. The HR-V scored maximum points in the side barrier test, with good protection of all body regions. Even in the more severe side pole impact, protection was good for all critical parts of the body. The seats and head restraints provided marginal protection against whiplash in the event of a rear-end collision. A geometric assessment of the rear seats indicated a good level of whiplash protection for occupants of those seats. The HR-V has a standard-fit autonomous emergency braking system which provides additional protection at the low speeds at which many whiplash injuries are caused. The system performed well in Euro NCAP's tests but the score could not be included in the assessment as the front seat whiplash protection was not rated as good.

CHILD OCCUPANT


Total 39.1 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

20.5 Pts


18 months old child 12 Pts



Tested restraint (Fit):
Britax Römer BabySafe + ISOFIX Base

■ Good

36 months old child 8.5 Pts



Tested restraint (Fit):
Britax Römer Duo Plus

■ Adequate

Safety Features

7.0 Pts

	Front Passenger	2nd row outboard	2nd row center
Isfix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

11.7 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



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CHILD OCCUPANT

Total 39.1 Pts / 79%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 39.1 Pts / 79%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Britax Römer King Plus (Belt)	●	●	●	●
Britax Römer Duo Plus (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	✘	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (ISOFIX)	✘	●	✘	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available


Comments

The HR-V scored maximum point for its protection of the 1½ dummy in the dynamic impact tests. In the frontal offset test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive, although chest and neck decelerations were marginally elevated. The front passenger airbag can be disabled to allow a rearward-facing 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. All of the restraint types for which the HR-V is designed could be properly installed in the car, with the exception of the Group I universal restraint, which was not stable when installed in the rear centre position.

 PEDESTRIAN

Total 26.2 Pts / 72%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	26.2 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	16.6 Pts	Pelvis Impact	3.6 Pts	Leg Impact	6.0 Pts
Head Impact	16.6 Pts						
Pelvis Impact	3.6 Pts						
Leg Impact	6.0 Pts						

Comments

The HR-V scored maximum points for the protection provided by the bumper to pedestrians' legs. Protection of the pelvic region was more mixed with good and poor results recorded. The protection provided to the head of struck pedestrian ranged predominantly from marginal to good, with some weak and poor results recorded on the stiff windscreen pillars.

SAFETY ASSIST

Total 9.3 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

2.3 Pts

Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	System advised

Electronic Stability Control

3 Pts

System Name	VSA	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	0.6%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	0.51%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.43 m	meets ECE requirements

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1.0 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	65 km/h
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Pass

AEB Inter-Urban

0 Pts

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SAFETY ASSIST

Total 9.3 Pts / 71%

Comments

Electronic stability control is standard on the HR-V together with a seatbelt reminder for the front and rear seats. A lane departure warning system and a speed assistance system are both options which are expected to be widely fitted, so qualified for assessment by Euro NCAP. An autonomous emergency braking system which operates at highway speeds is not currently available.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome
November 2015	Rating Published	2015 ★ ★ ★ ★ ★ ✓
November 2016	Annual Review	2015 ★ ★ ★ ★ ★ ✓
November 2017	Annual Review	2015 ★ ★ ★ ★ ★ ✓
November 2018	Annual Review	2015 ★ ★ ★ ★ ★ ✓
November 2019	Annual Review	2015 ★ ★ ★ ★ ★ ✓
January 2022	Rating Expired	2015 ★ ★ ★ ★ ★ ✗