## TEST RESULTS

### Honda Civic

**Standard Safety Equipment**

<table>
<thead>
<tr>
<th>Tested Model</th>
<th>Honda Civic 1.0 SE, RHD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Body Type</td>
<td>- 5 door hatchback</td>
</tr>
<tr>
<td>Year Of Publication</td>
<td>2017</td>
</tr>
<tr>
<td>Kerb Weight</td>
<td>1292kg</td>
</tr>
<tr>
<td>VIN From Which Rating Applies</td>
<td>- all Civics of the specification tested</td>
</tr>
<tr>
<td>Class</td>
<td>Small Family Car</td>
</tr>
</tbody>
</table>

### SAFETY EQUIPMENT

<table>
<thead>
<tr>
<th></th>
<th>Driver</th>
<th>Passenger</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FRONTAL CRASH PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frontal airbag</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Belt pretensioner</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Belt loadlimiter</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Knee airbag</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td><strong>SIDE CRASH PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side head airbag</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Side chest airbag</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Side pelvis airbag</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>
## SAFETY EQUIPMENT (NEXT)

<table>
<thead>
<tr>
<th></th>
<th>Driver</th>
<th>Passenger</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHILD PROTECTION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Isofix</td>
<td>—</td>
<td>✗</td>
<td>✓</td>
</tr>
<tr>
<td>Integrated CRS</td>
<td>—</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Airbag cut-off switch</td>
<td>—</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td><strong>SAFETY ASSIST</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seat Belt Reminder</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

### OTHER SYSTEMS

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Bonnet (Hood)</td>
<td>✗</td>
<td></td>
</tr>
<tr>
<td>AEB Pedestrian</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>AEB City</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>AEB Inter-Urban</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Speed Assistance System</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Lane Assist System</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

**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

<table>
<thead>
<tr>
<th>Test Type</th>
<th>Performance</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal Offset Deformable Barrier</td>
<td>Passenger</td>
<td>7.1Pts</td>
</tr>
<tr>
<td></td>
<td>Driver</td>
<td></td>
</tr>
<tr>
<td>Frontal Full Width</td>
<td>Rear Passenger</td>
<td>7.2Pts</td>
</tr>
<tr>
<td></td>
<td>Driver</td>
<td></td>
</tr>
<tr>
<td>Whiplash Rear Impact</td>
<td>Front seat</td>
<td>1.7Pts</td>
</tr>
<tr>
<td></td>
<td>Rear seat</td>
<td></td>
</tr>
<tr>
<td>Lateral Impact</td>
<td>Car</td>
<td>16Pts</td>
</tr>
<tr>
<td></td>
<td>Pole</td>
<td></td>
</tr>
<tr>
<td>AEB City</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Performance:</td>
<td>Good</td>
<td></td>
</tr>
</tbody>
</table>

Total 35.0 Pts / 92%
## ADULT OCCUPANT

<table>
<thead>
<tr>
<th></th>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>35.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage</td>
<td>92%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total 35.0 Pts / 92%

Euro NCAP © Honda Civic July 2017 4/12
The passenger compartment 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 sat in different positions. In the full-width rigid barrier test, protection of the driver was good or adequate. However, for the rear passenger, dummy readings of chest compression indicated a weak level of protection for this part of the body. For the side barrier and side pole tests, the Civic scored maximum points with good protection of all critical body areas. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection in those positions. The standard-fit autonomous emergency braking system performed well in tests of its functionality at the low speeds typical of city driving at which many whiplash injuries are caused, with collisions avoided at all test speeds.
**CHILD OCCUPANT**

**Total 33.0 Pts / 67%**

<table>
<thead>
<tr>
<th>GOOD</th>
<th>ADEQUATE</th>
<th>MARGINAL</th>
<th>WEAK</th>
<th>POOR</th>
</tr>
</thead>
</table>

**Crash Test Performance based on 6 & 10 year old children**

Frontal Impact 11.7 Pts

Lateral Impact 4 Pts

Restraint for 6 year old child: Britax Römer Kidfix XP

Restraint for 10 year old child: Nania

**Safety Features**

<table>
<thead>
<tr>
<th></th>
<th>Front Passenger</th>
<th>2nd row outboard</th>
<th>2nd row center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isofix</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>i-Size</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
</tr>
</tbody>
</table>

* Fitted to test car as standard
* Not on test car but available as option
* Not available

**CRS Installation Check**

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)
TEST RESULTS

CHILD OCCUPANT Total 33.0 Pts / 67%

- ISOFIX CRS
  - Maxi Cosi Cabriofix & FamilyFix (ISOFIX)
  - BeSafe iZi Kid X4 ISOfix (ISOFIX)
  - Britax Römer Duo Plus (ISOFIX)
  - Britax Römer KidFix XP (ISOFIX)

- Universal Belted CRS
  - Maxi Cosi Cabriofix (Belt)
  - Maxi Cosi Cabriofix & EasyBase2 (Belt)
  - Britax Römer King II LS (Belt)
  - Britax Römer KidFix XP (Belt)
In the frontal offset test, dummy readings of neck tensions indicated marginal protection for both the 6 and the 10 year dummy. In the 10 year dummy, chest deceleration also indicated weak protection of this part of the chest. In the side barrier test, the head of the 10 year dummy (on the impacted side) 'bottomed out' the curtain airbag and a hard contact was recorded. This hard contact and the head injury values it generated indicated poor head protection. 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 regarding the status of the airbag and the system was rewarded. Nevertheless, universal restraints failed the installation test on the front passenger seat owing to the position of the buckle. Otherwise, all restraint types for which the Civic is designed could be installed and accommodated in the car.
TEST RESULTS

PEDESTRIAN IMPACT PROTECTION

Total 31.7 Pts / 75%

<table>
<thead>
<tr>
<th>Pedestrian Impact Protection</th>
<th>27.031 Pts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head Impact</td>
<td>15.031 Pts</td>
</tr>
<tr>
<td>Pelvis Impact</td>
<td>6 Pts</td>
</tr>
<tr>
<td>Leg Impact</td>
<td>6 Pts</td>
</tr>
</tbody>
</table>

AEB Pedestrian

<table>
<thead>
<tr>
<th>System Name</th>
<th>Collision Mitigation Braking System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Auto-Brake with Forward Collision Warning</td>
</tr>
<tr>
<td>Operational From</td>
<td>5 km/h</td>
</tr>
<tr>
<td>Additional Information</td>
<td>Defaults on for every journey; operates above 40km/h and in low ambient light</td>
</tr>
</tbody>
</table>

PERFORMANCE |

<table>
<thead>
<tr>
<th>Autobrake Function</th>
<th>Avoidance</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Running Adult crossing from Farside</td>
<td>Collision avoided up to 20 km/h</td>
<td>Impact mitigated up to 35 km/h</td>
</tr>
<tr>
<td>Walking Adult crossing from Nearside -25%</td>
<td>Collision avoided up to 35 km/h</td>
<td>Impact mitigated up to 60 km/h</td>
</tr>
<tr>
<td>Walking Adult crossing from Nearside -75%</td>
<td>Collision avoided up to 40 km/h</td>
<td>Impact mitigated up to 60 km/h</td>
</tr>
<tr>
<td>Running Child from behind parked vehicles</td>
<td>Collision avoided up to 30 km/h</td>
<td>Impact mitigated up to 45 km/h</td>
</tr>
</tbody>
</table>

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian but weak and poor results were recorded along the base of the windscreen and along the stiff windscreen pillars. The protection provided by the bumper to pedestrians' legs was good at all test locations and maximum points were scored. Protection of the pelvis was also good. The autonomous emergency braking system can detect pedestrians as well as other vehicles. In tests, the system performed well with impacts avoided or mitigated at all test speeds.
## SAFETY ASSIST

**Total 10.7 Pts / 88%**

<table>
<thead>
<tr>
<th>System Name</th>
<th>Intelligent Speed Limiter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Limit Information Function</td>
<td>Camera based, subsigns supported</td>
</tr>
<tr>
<td>Warning Function</td>
<td>System advised</td>
</tr>
<tr>
<td>Speed Limitation Function</td>
<td>System advised (accurate to 10km/h)</td>
</tr>
</tbody>
</table>

### Speed Assistance

2.3 Pts

<table>
<thead>
<tr>
<th>Applies To</th>
<th>All seats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warning</td>
<td>Driver Seat</td>
</tr>
<tr>
<td>Visual</td>
<td>●</td>
</tr>
<tr>
<td>Audible</td>
<td>●</td>
</tr>
</tbody>
</table>

- **Pass**
- **Fail**
- **Not available**

### Seat Belt Reminder

3 Pts

<table>
<thead>
<tr>
<th>Applies To</th>
<th>All seats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warning</td>
<td>Driver Seat</td>
</tr>
<tr>
<td>Visual</td>
<td>●</td>
</tr>
<tr>
<td>Audible</td>
<td>●</td>
</tr>
</tbody>
</table>

### Lane Support

2.7 Pts

<table>
<thead>
<tr>
<th>System Name</th>
<th>Road Departure Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Lane Keep Assist and Lane Departure Warning</td>
</tr>
<tr>
<td>Operational From</td>
<td>72 km/h</td>
</tr>
<tr>
<td>Warning</td>
<td>Audible</td>
</tr>
</tbody>
</table>

**PERFORMANCE**

<table>
<thead>
<tr>
<th>Test Type</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>LKA Confirmation Test</td>
<td>Pass (5/5)</td>
</tr>
<tr>
<td>LDW Confirmation Test</td>
<td>Pass</td>
</tr>
</tbody>
</table>
SAFETY ASSIST

Total 10.7 Pts / 88%

AEB Interurban

<table>
<thead>
<tr>
<th>System Name</th>
<th>Collision Mitigation Brake System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Forward Collision Warning with Auto-Brake</td>
</tr>
<tr>
<td>Operational From</td>
<td>5 km/h</td>
</tr>
<tr>
<td>Additional Information</td>
<td>Default On</td>
</tr>
</tbody>
</table>

PERFORMANCE

<table>
<thead>
<tr>
<th>Performance</th>
<th>Autobrake Function Only</th>
<th>Driver reacts to warning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operational Speed</td>
<td>5-200 km/h</td>
<td>5-200 km/h</td>
</tr>
<tr>
<td>Approaching a stationary car</td>
<td>See AEB City</td>
<td>Crash avoided up to 75km/h. Crash speed reduced up to 80km/h.</td>
</tr>
<tr>
<td>Approaching a slower moving car</td>
<td>Crash avoided up to 70km/h.</td>
<td>Crash avoided up to 80km/h.</td>
</tr>
</tbody>
</table>

FOLLOWING A CAR AT SHORT DISTANCE

| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Mitigation | Avoidance |

FOLLOWING A CAR AT LONG DISTANCE

| Car in front brakes gently | Avoidance |
| Car in front brakes harshly | Avoidance |

Comments

The autonomous emergency braking system performed well in the tests of its functionality at highways speeds, with collisions avoided or mitigated at all test speeds. The Civic has a seatbelt reminder system for the front and rear seats. Also standard is an intelligent speed limiter. This indicates the local speed limit to the driver, who can then choose to set the limiter appropriately. A lane keep assistance system alerts the driver when the car is drifting out of lane and gently steers the car away from the lane marking.
## Variants of Model Range

<table>
<thead>
<tr>
<th>Body Type</th>
<th>Engine</th>
<th>Drivetrain</th>
<th>Rating Applies</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 door hatchback</td>
<td>1.0 petrol*</td>
<td>4x2</td>
<td>LHD</td>
</tr>
<tr>
<td>5 door hatchback</td>
<td>1.5 petrol</td>
<td>4x2</td>
<td></td>
</tr>
</tbody>
</table>

* Tested variant

## Annual Reviews and Facelifts

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 2017</td>
<td>Rating Published</td>
<td>2017</td>
</tr>
</tbody>
</table>