



**Honda Civic**  
Standard Safety Equipment

2022



Adult Occupant



89%

Child Occupant



87%

Vulnerable Road Users



82%

Safety Assist



83%

## SPECIFICATION

Tested Model	Hona Civic 2.0 hybrid 'Sport', LHD
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1458kg
VIN From Which Rating Applies	- all Civics
Class	Small Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	●	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	●
Side pelvis airbag	✘	✘	✘
Centre Airbag	●	●	—

## SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	●
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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 33.9 Pts / 89%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 13.6 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction


Rear Impact 3.3 / 4 Pts

Rear Seat      Front Seat


 ADULT OCCUPANT

Total 33.9 Pts / 89%

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

Rescue and Extrication		1.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	

## Comments

The passenger compartment of the Civic remained stable in the frontal offset test. Protection of the driver's chest was rated as weak, based on dummy readings of compression. However, dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Honda demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Civic would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate both for the driver and the rear seat passenger. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Civic has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's test, with good protection of occupants' heads. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Civic has an advanced eCall system which alerts the emergency services in the event of a crash but it lacks a system to prevent secondary collisions in the event of an accident.

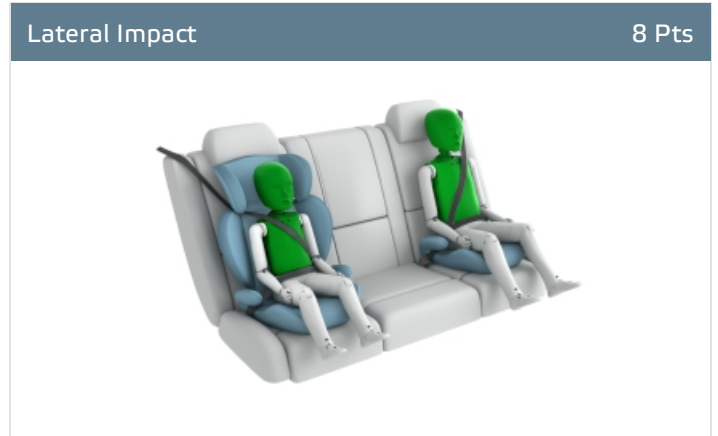
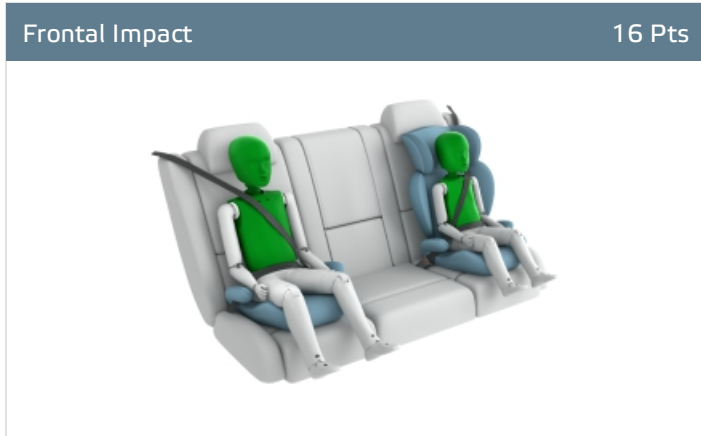
**CHILD OCCUPANT**

Total 43 Pts / 87%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Honda KIDFIX i-SIZE*  
 Restraint for 10 year old child: *Honda KIDFIX i-SIZE - booster only*

**Safety Features**

7.0 / 13 Pts

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

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 (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





## CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

## Comments

The Civic provided good protection for all critical body regions of both the 6 and 10 year dummies in the frontal offset and side barrier tests, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. All of the restraint types for which the Civic is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 44.4 Pts / 82%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Pedestrian

28.4 / 36 Pts



Head Impact	18.2 Pts
Pelvis Impact	4.2 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


16.0 / 18 Pts

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

 VULNERABLE ROAD USERS

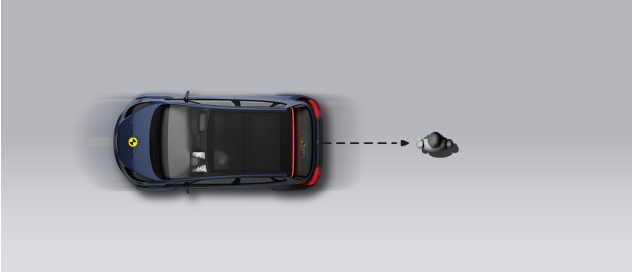
Total 44.4 Pts / 82%

AEB Pedestrian

 7.0 / 9 Pts

■ Day time

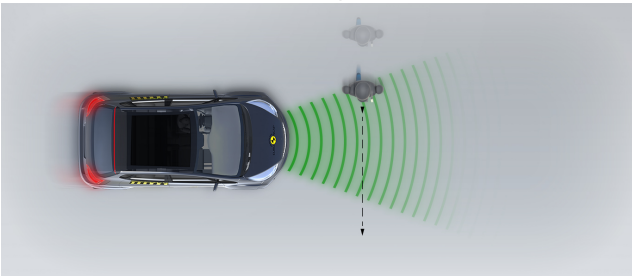
Vehicle reversing into standing pedestrian



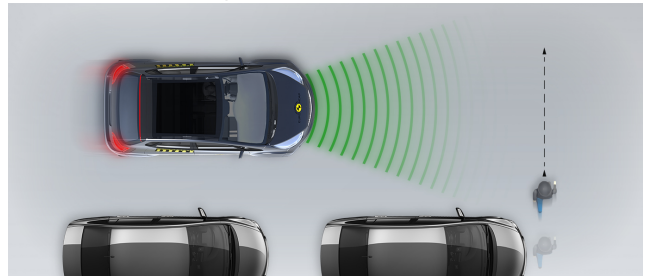
Pedestrian crossing a road into which a car is turning



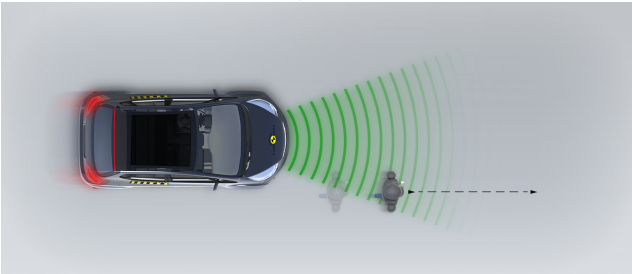
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

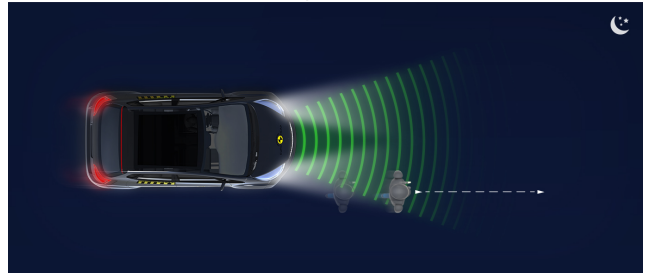


■ Night time

Adult crossing the road



Adult along the roadside

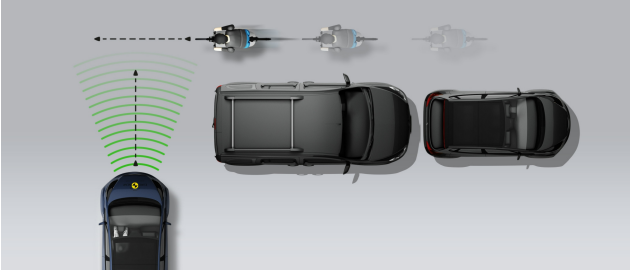


**VULNERABLE ROAD USERS**

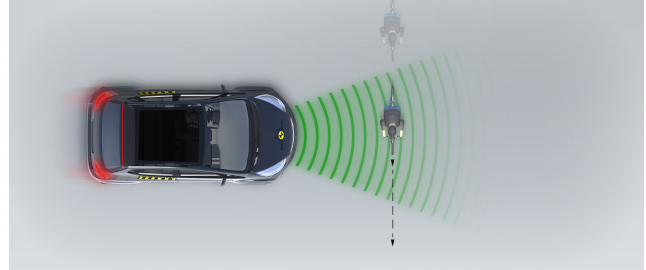
Total 44.4 Pts / 82%

**AEB Cyclist**
**9.0 / 9 Pts**

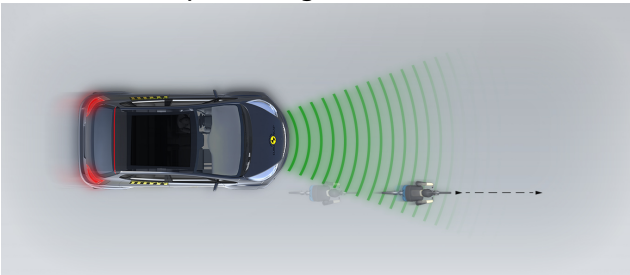
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside

**Comments**

The Civic has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to create more space to the hard structures in the engine compartment. Honda showed that the system worked robustly for different pedestrian statures and across a range of speeds and the car was tested with the bonnet in the raised 'deployed' position. Protection of the head of struck pedestrian was almost entirely good or adequate. The bumper offered good protection to pedestrians' legs but protection of the pelvis region was mixed. The autonomous emergency braking (AEB) system of the Civic can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most scenarios.

SAFETY ASSIST

Total 13.4 Pts / 83%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance ■ 2.5 / 3 Pts

System Name	Camera-based
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring ■ 2.0 / 3 Pts

> Seatbelt Reminder ■ 2.0 / 2 Pts

Applies To	Front and rear seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring 0.0 / 1 Pts

## SAFETY ASSIST

Total 13.4 Pts / 83%

## Lane Support

3.3 / 4 Pts

System Name	Road Departure Mitigation	
Type	LKA and ELK	
Operational From	65 km/h	
<b>PERFORMANCE</b>		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

## AEB Car-to-Car

5.7 / 6 Pts

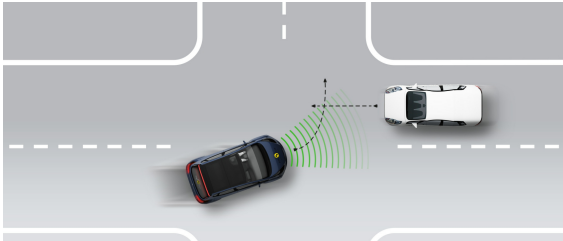
System Name	Collision Mitigation Braking System	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

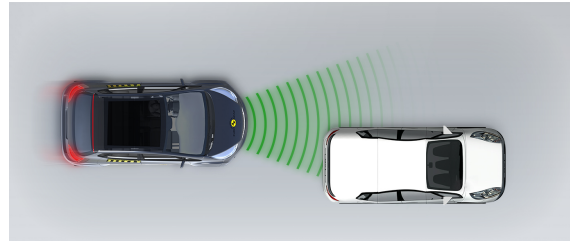
Total 13.4 Pts / 83%

■ Autobrake function only

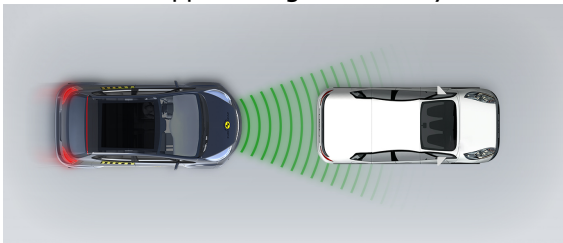
Car turning across the path of an oncoming car



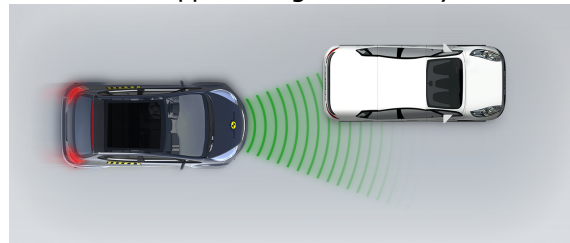
Approaching a stationary car



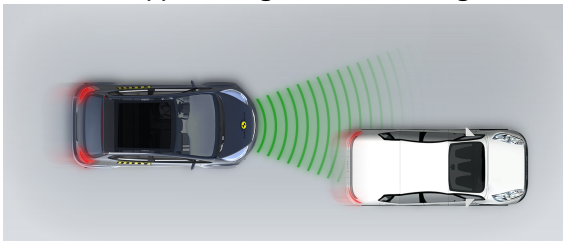
Approaching a stationary car



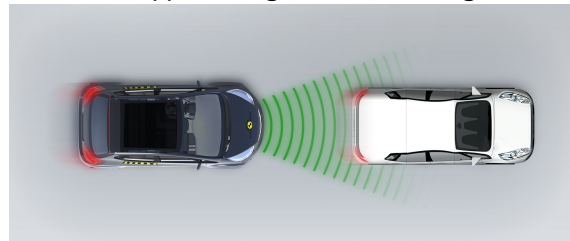
Approaching a stationary car



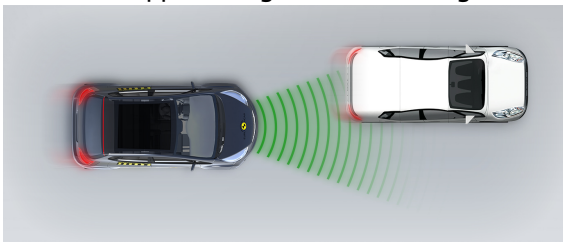
Approaching a slower moving car



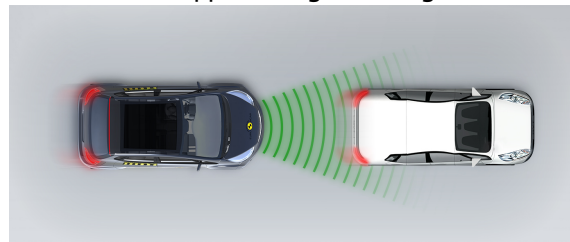
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

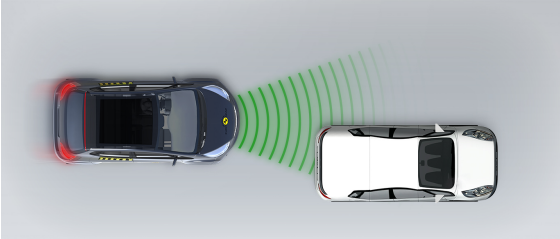


 SAFETY ASSIST

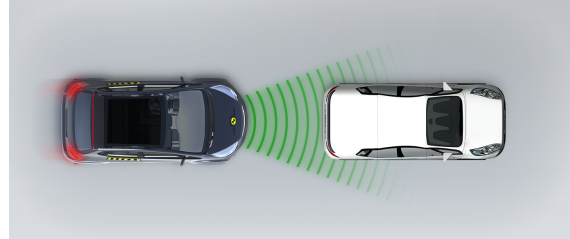
Total 13.4 Pts / 83%

■ Driver reacts to warning

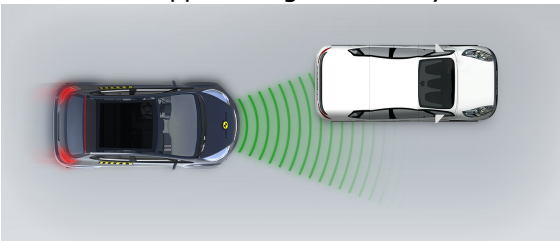
Approaching a stationary car



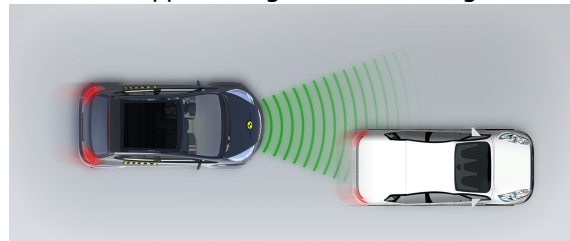
Approaching a stationary car



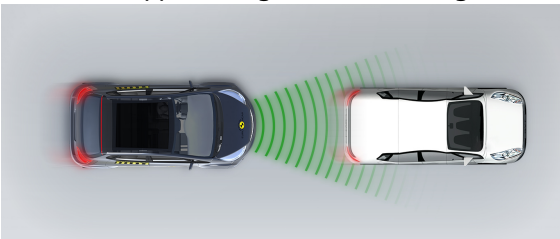
Approaching a stationary car



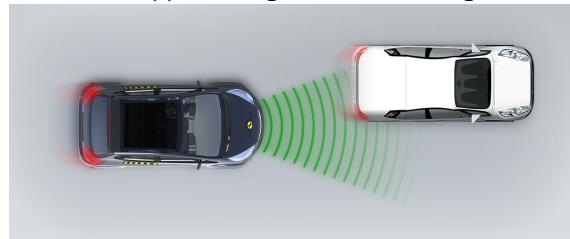
Approaching a slower moving car



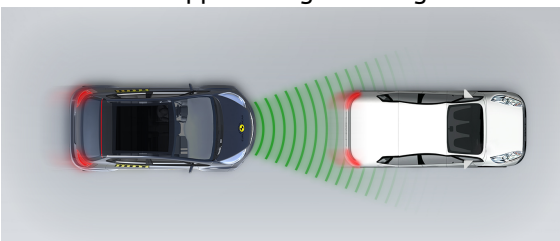
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car







## SAFETY ASSIST

Total 13.4 Pts / 83%

## Comments

The Civic's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats but the car does not have a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. A speed assistance system detects the local speed limit and the driver can choose to set the limiter or let the system do so automatically.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	2.0 petrol hybrid	Elegance	4 x 2	✓	✓
5 door hatchback	2.0 petrol hybrid	Sport*	4 x 2	✓	✓
5 door hatchback	2.0 petrol hybrid	Advance	4 x 2	✓	✓

\*Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
November 2022	Rating Published	2022 ★ ★ ★ ★ ★ ✓