



Honda JAZZ
Standard Safety Equipment

2020



Adult Occupant



87%

Child Occupant



83%

Vulnerable Road Users



80%

Safety Assist



76%

SPECIFICATION

Tested Model	Honda Jazz, 1.5 Hybrid 'Elegance', LHD
Body Type	- 5 door hatchback
Year Of Publication	2020
Kerb Weight	1246kg
VIN From Which Rating Applies	- all Honda Jazz
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 33.1 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 13.2 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 14.9 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 4.0 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 33.1 Pts / 87%

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 remained stable in the offset frontal test. Protection of the driver's chest was rated as weak, based on dummy measurements of compression. Dummy measurements 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. The Jazz's modest weight and benign front structure did not pose a high risk to the occupants of a colliding vehicle in a frontal offset impact. In the full-width rigid wall test, protection was good or adequate for all body critical body regions for both the driver and the rear seat passenger. In the side barrier test, representing a collision by another vehicle, protection of all critical body areas was good apart from the chest, protection of which was adequate. In the more severe side pole impact, protection was good all-round. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as marginal. The Jazz is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts. This system worked well in Euro NCAP's test, with good protection of the head for both front seat occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The Jazz has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

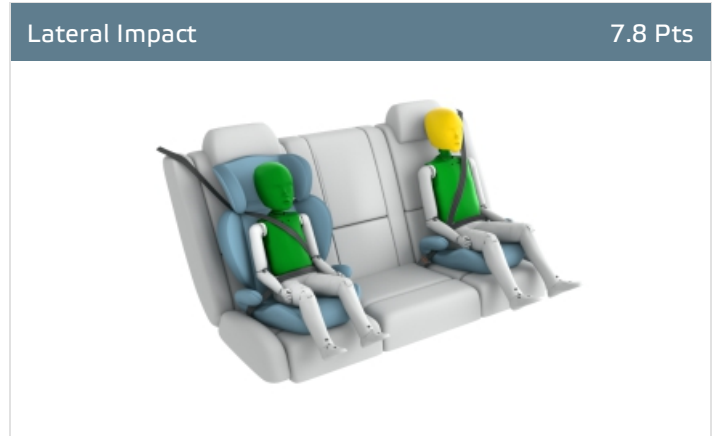
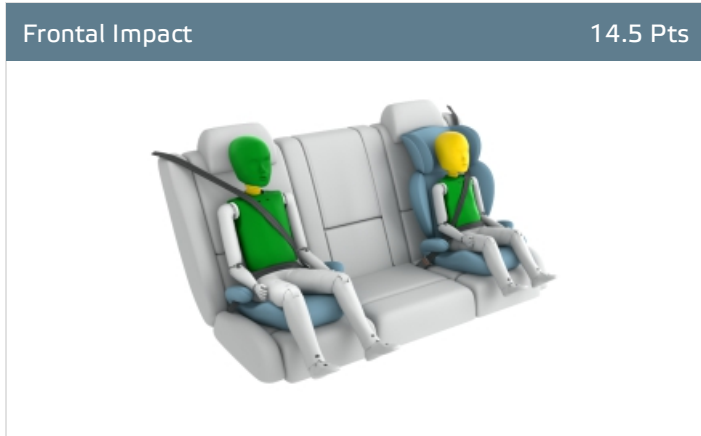
CHILD OCCUPANT

Total 41.1 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.4 / 24 Pts



Restraint for 6 year old child: *HONDA KIDFIX XP*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

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

CRS Installation Check

11.8 / 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)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41.1 Pts / 83%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 41.1 Pts / 83%

	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)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

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

Comments

In both the frontal offset and side barrier tests, protection of both child dummies was good or adequate for all critical parts of the body. 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. One child restraint could not be fitted stably in the centre rear seat. Otherwise, the restraints for which the Jazz is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 43.4 Pts / 80%

■ GOOD

■ ADEQUATE

■ MARGINAL

■ WEAK

■ POOR

Pedestrian

28.3 / 36 Pts



Head Impact	17.5 Pts
Pelvis Impact	4.8 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


15.1 / 18 Pts

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

 VULNERABLE ROAD USERS

Total 43.4 Pts / 80%

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

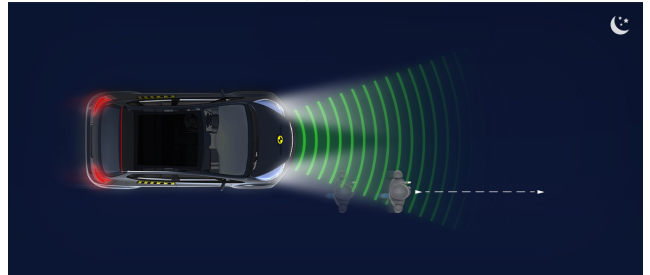


■ Night time

Adult crossing the road




Adult along the roadside

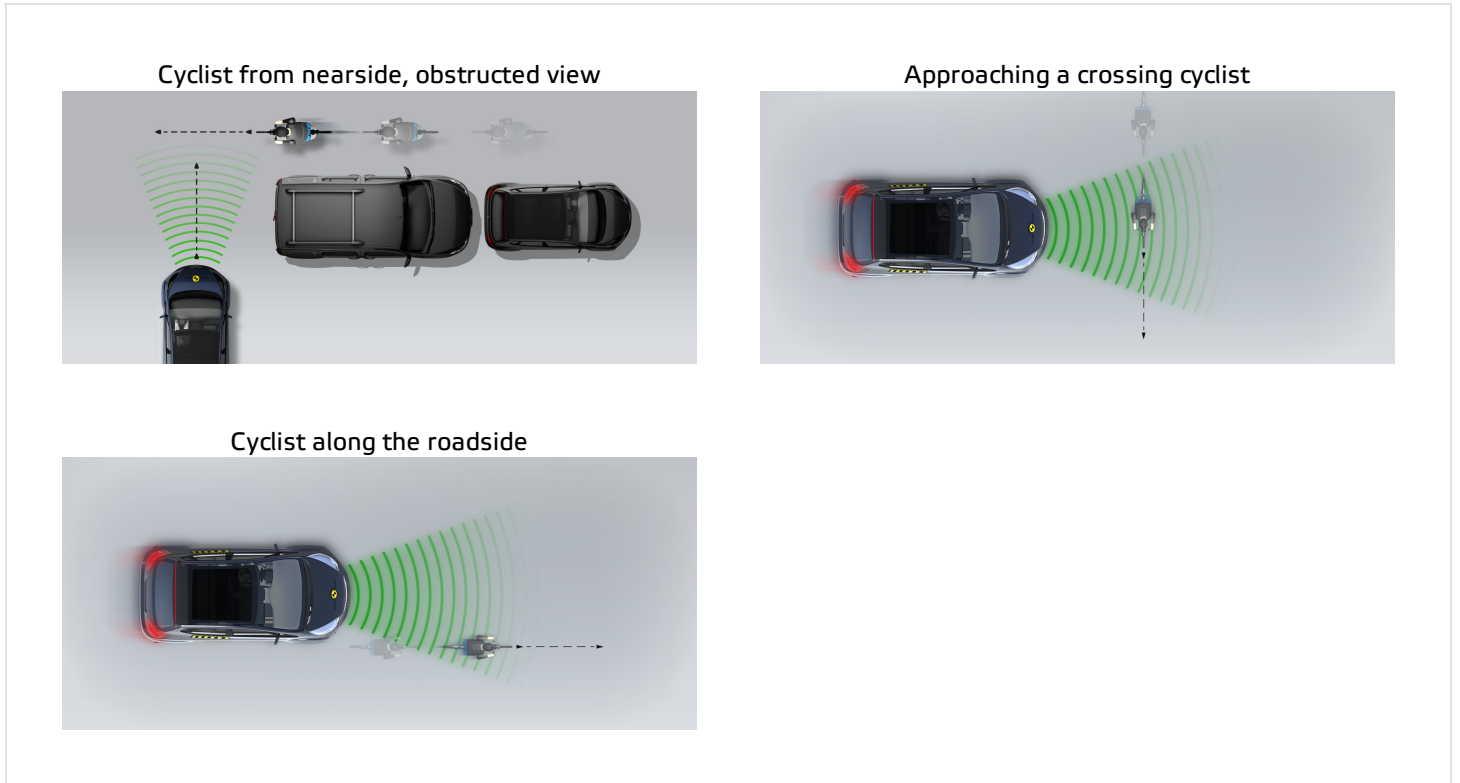


 VULNERABLE ROAD USERS

Total 43.4 Pts / 80%

AEB Cyclist

 8.1 / 9 Pts



Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results recorded on the stiff windscreen pillars. The bumper provided good or adequate protection to pedestrians' legs and protection of the pelvis was good at most test positions but poor in some. The Jazz's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to such road users was good, with collisions avoided or mitigated in most cases. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.

SAFETY ASSIST

Total 12.3 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

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

Occupant Status Monitoring

■ 1.0 / 3 Pts

> Seatbelt Reminder

■ 1.0 / 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 12.3 Pts / 76%

Lane Support

3.5 / 4 Pts

System Name	Road Departure Mitigation	
Type	LKA and ELK	
Operational From	64 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

5.3 / 6 Pts

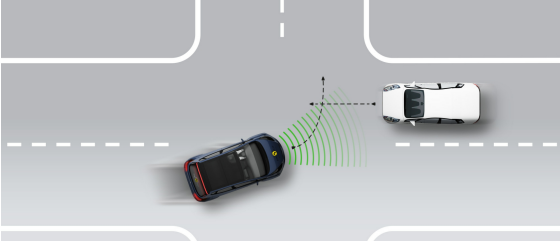
System Name	Collision Mitigation Braking System	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	Camera	

 SAFETY ASSIST

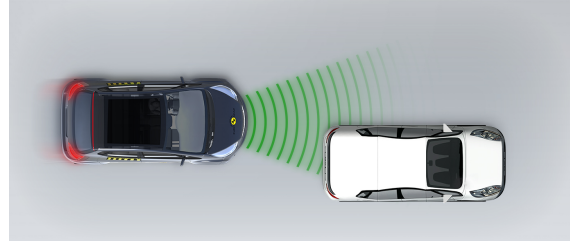
Total 12.3 Pts / 76%

■ Autobrake function only

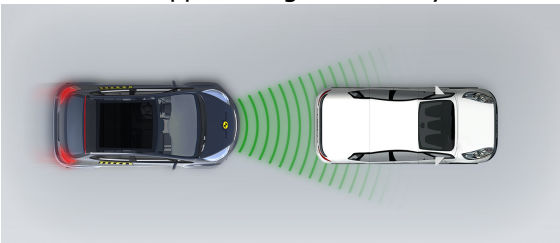
Car turning across the path of an oncoming car



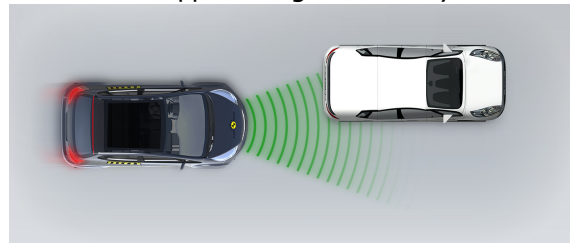
Approaching a stationary car



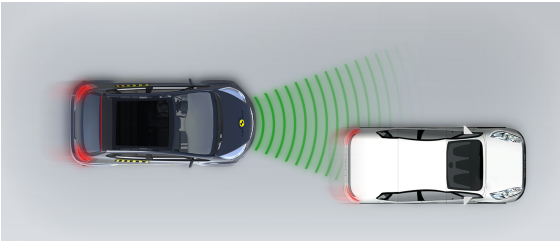
Approaching a stationary car



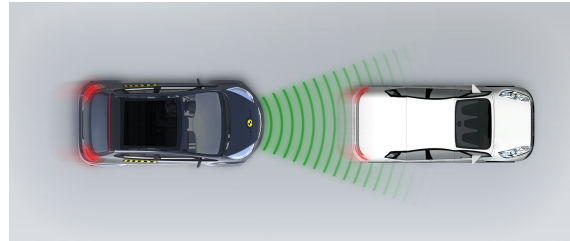
Approaching a stationary car



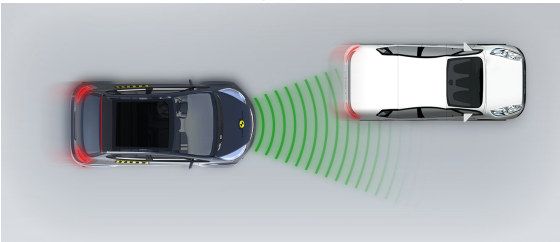
Approaching a slower moving car



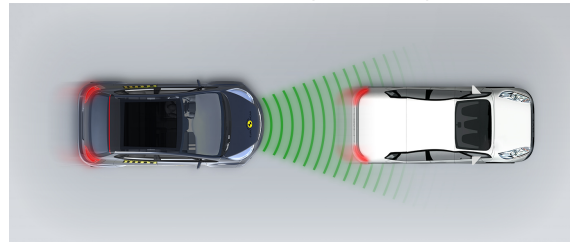
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 12.3 Pts / 76%

■ Driver reacts to warning

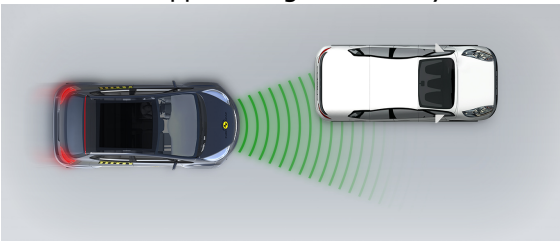
Approaching a stationary car



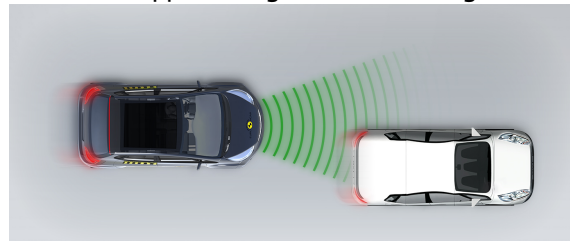
Approaching a stationary car



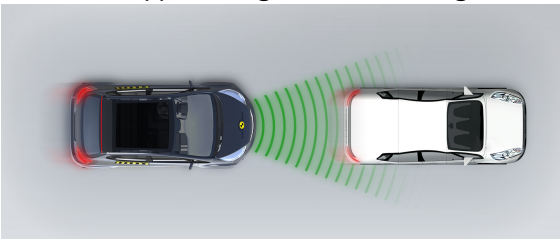
Approaching a stationary car



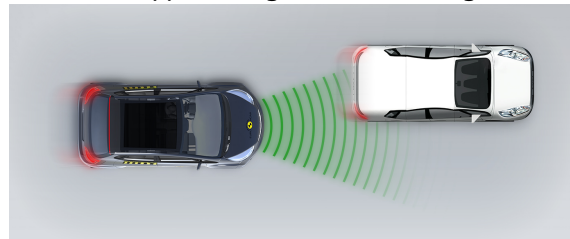
Approaching a slower moving car



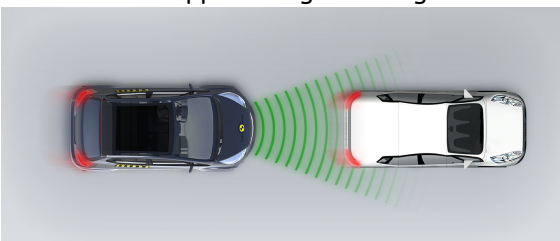
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 12.3 Pts / 76%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. The Jazz has a seatbelt reminder for front and rear seats but no driver monitoring system to check for driver fatigue or impairment. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes much more aggressively in some critical situations. A speed assistance system uses a camera to detect the local speed limit. This information is presented to the driver who can confirm that the car is to be limited to that speed.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.5 litre hybrid*	SE, SR, EX	4 x 2	✓	✓
5 door hatchback	1.5 litre hybrid	Crosstar	4 x 2	✓	✓

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
November 2020	Rating Published	2020 ★★★★★ ✓
November 2021	Annual Review	2020 ★★★★★ ✓
November 2022	Annual Review	2020 ★★★★★ ✓
February 2023	Facelift Review	2020 ★★★★★ ✓