

# Honda CR-V

E:HEV 2.0 I-MMD HYBRID AWD AUTOMATIC



7.3  
/10 

**Clean Air  
Index**

3.7  
/10 

**Energy Efficiency  
Index**

2.4  
/10 

**Greenhouse Gas  
Index**



## Laboratory Test

NMHC

NO<sub>x</sub>

NH<sub>3</sub>

CO

PN

7.4/10 Cold Test



7.9/10 Warm Test



7.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



## Road Test

7.2/10 On-Road Drive



3.5/5 On-Road Short Trip



On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

Clean Air is the part of the assessment where the Honda CR-V performs best. All tests score over 7 out of 10 points, demonstrating adequate and robust control of the gaseous pollutants. As it is typical for modern direct injection petrol engines, further reduction of exhaust particle number would be necessary to improve the results even more. However, it is worth mentioning that the particle emissions remain well below the legal requirement and Green NCAP's upper threshold, again highlighting the Honda's capable aftertreatment.

# Energy Efficiency Tests



## Laboratory Test

## Energy

5.0/10 Cold Test



5.3/10 Warm Test



0.8/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

## Consumption

## Driving Range

Average

7.4 l/100 km

806 km

Worst-case

9.8 l/100 km

582 km



n.a.



good



adequate



marginal



weak



poor

## Comments

The CR-V is a relatively heavy SUV and this takes its toll on the petrol consumption figures. The value of 9.8 l/100 km in the Highway Test costs the Honda many points for energy efficiency. This again confirms the experience that the hybridisation of the powertrain can only moderately help gain economy under motorway conditions, where the high aerodynamic drag and the reduced recuperation events negatively impact the petrol demand. Even though the standard lab tests and the On-Road Drive use notably less – a total of 6 to 6.5 l/100 km, the final score in this category is a rather low 3.7/10.

# 2.4

/10

## Greenhouse Gases Tests



### Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

3.5/10 Cold Test



3.9/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

### Comments

This Index is based on a Well-to-Wheel+ approach. Neither methane (CH<sub>4</sub>) nor laughing gas (N<sub>2</sub>O) are of a concern for the CR-V, and the vehicle receives all the foreseen bonus points for their successful abatement. In the standard Cold Lab Test 144 g CO<sub>2</sub>/km are measured at the tailpipe - less than the official 151 g/km. With the addition of some 37 g/km from petrol production and supply, the total CO<sub>2</sub>-equivalent emissions rise to 181 g/km. In the Highway Test the total figure is 280 g CO<sub>2</sub>-eq./km. Reduction of fuel consumption is needed to improve the performance in this part of the assessment.

## Our Verdict

Tested here is the Honda CR-V e:HEV 2.0 i-MMD. This is a hybrid vehicle with an all-wheel drive and eCVT transmission. The car is a large and relatively heavy SUV with an empty mass of 1,817 kg. The hybrid system helps deliver reasonable consumption values in mixed driving scenarios and is efficient in city driving, where in Green NCAP's 8 km Short Urban Trip it used only 5.6 l/100 km. However, operating at high speed with high power accelerations on the Highway will make the SUV demand around 10 l/100 km. The high consumption figures negatively impact the Greenhouse Gas Index, where the vehicle scores only 2.4/10 despite the excellent methane and laughing gas control. The best category of the assessment is Clean Air where the Japanese SUV is able to score high 7.3 out of 10 and impresses with efficient and robust control of the gaseous exhaust pollutants. Particle number can be further reduced for an even higher score. The Honda CR-V finishes Green NCAP's tests with an average score of 44% and receives 2½ Green stars.

## Disclaimer [↗](#)

## Specification

### Tested Car

LVHRS6877R750xxxx

<b>Publication Date</b> 06 2024	<b>Vehicle Class</b> Small SUV	<b>Tyres</b> 235/60 R18	<b>Emissions Class</b> Euro 6d AP
<b>Mass</b> 1,817 kg	<b>Engine Size</b> 1,993 cc	<b>System Power/Torque</b> 135 kW/335 Nm	<b>Declared CO<sub>2</sub></b> 151 g/km
<b>Declared Battery Capacity</b> n.a.	<b>Declared Driving Range</b> n.a.	<b>Declared Consumption</b> 6.7 l/100 km	

### Heating Concept

Waste heat & PTC



Think before you print