



2024

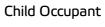








85%





86%

Vulnerable Road Users



80%



Safety Assist

**79**%

## **SPECIFICATION**

| Tested Model                  | Honda CR-V 2.0 Hybrid 'ADVANCE', LHD |
|-------------------------------|--------------------------------------|
| Safety pack                   | Honda Sensing 360                    |
| Body Type                     | - 5 door SUV                         |
| Year Of Publication           | 2024                                 |
| Kerb Weight                   | 1813kg                               |
| VIN From Which Rating Applies | - all CR-Vs with Honda Sensing 360   |
| Class                         | Small SUV                            |



# 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            | •      | _         | _    |

|                          | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| CHILD PROTECTION         |        |           |      |
| lsofix/i-Size            |        | ×         |      |
| Integrated CRS           |        | ×         | ×    |
| Airbag cut-off switch    |        |           | _    |
| Child presence detection |        | ×         |      |
| SAFETY ASSIST            |        |           |      |
| Seat Belt Reminder       | •      |           |      |



## SAFETY EQUIPMENT (NEXT)

| OTHER SYSTEMS                   |   |
|---------------------------------|---|
| Active Bonnet                   | × |
| AEB Vulnerable Road Users       |   |
| AEB Pedestrian - Reverse        | × |
| Cyclist Dooring Prevention      | × |
| AEB Motorcyclist                | • |
| AEB Car-to-Car                  | • |
| Speed Assistance                | • |
| Lane Assist System              | • |
| Fatigue / Distraction Detection | • |

Note: Other equipment may be available on the vehicle but was not considered in the test year.

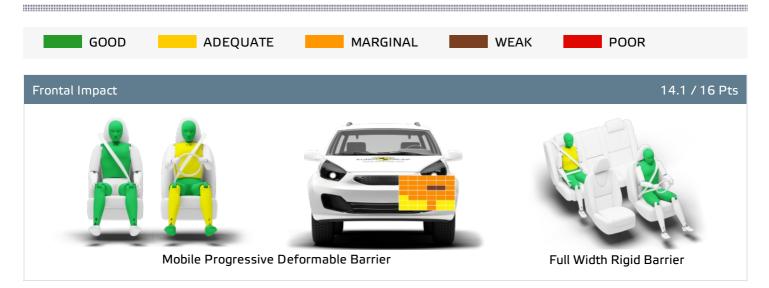
| Fitted to the vehicle as standard | Titted to the vehicle as part of the safety pa                     | cl |
|-----------------------------------|--|----|
| Filled to the vehicle as standard | <ul> <li>Fitted to the vehicle as part of the safety pa</li> </ul> | CK |

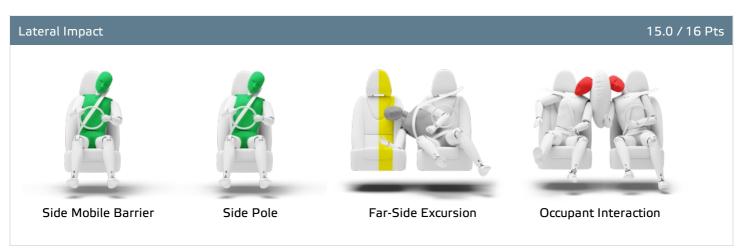
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

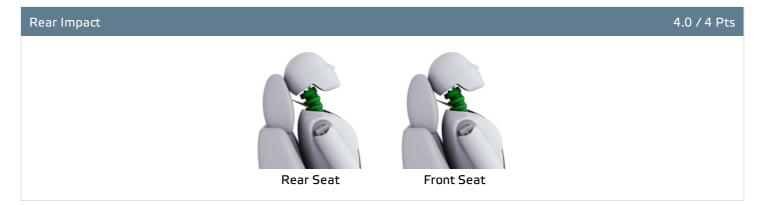




Total 34.2 Pts / 85%











Total 34.2 Pts / 85%

| GOOD ADEQUATE          | MARGINAL WEAK POOR       |
|------------------------|--------------------------|
| Rescue and Extrication | 1.2 / 4 Pts              |
| Rescue Sheet           | Available, ISO compliant |
| Advanced eCall         | Available                |
| Multi Collision Brake  | Available                |
| Submergence Check      | Partially Compliant      |

#### Comments

The passenger compartment of the CR-V remained stable in the frontal offset test. Dummy numbers showed 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 sitting in different positions. Protection was good for all critical body areas of the passenger, and good or adequate for the driver. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the CR-V would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good for the driver, and good or adequate for the rear passenger. In both the side barrier test and the more severe side pole impact, dummy readings indicated good protection of all critical body areas and the CR-V 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 adequate. The CR-V has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. Dummy numbers were good in Euro NCAP's test, with equal protection to the front driver and passenger. However, a penalty was applied because analysis showed that the front seat occupants' heads could sometimes get very close to contacting one another. 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 CR-V has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. Honda demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost but not that electric windows would remain functional long enough to allow occupants to escape.



Total 42.2 Pts / 86%



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

24.0 / 24 Pts





Restraint for 6 year old child: *Britax Römer Kidfix i-Size* Restraint for 10 year old child: *Britax Römer Kidfix i-Size* 

Safety Features 6.3 / 13 Pts

|                          | Front<br>Passenger | 2nd row<br>outboard | 2nd row<br>center |
|--------------------------|--------------------|---------------------|-------------------|
| Isofix                   | ×                  | •                   | ×                 |
| i-Size                   | ×                  | •                   | ×                 |
| Integrated CRS           | ×                  | ×                   | ×                 |
| Top tether               | ×                  | •                   | ×                 |
| Child Presence Detection | ×                  | •                   | •                 |

Fitted to test car as standard

O Not on test car but available as option

💥 Not available

CRS Installation Check 12.0 / 12 Pts

| 🐚 i-Size   | Seat Position |                    |      |        |       |  |
|------------|---------------|--------------------|------|--------|-------|--|
|            | Front 2nd row |                    |      |        |       |  |
|            |               | ⊗°,<br><b>~</b> (2 | Left | center | Right |  |
| <b>L</b> j | ×             | ×                  | •    | ×      | •     |  |

Easy

Difficult

Safety critical

X Not allowed

Airbag ON

Rearward facing restraint installation not allowed

Airbag OFF



# CHILD OCCUPANT

Total 42.2 Pts / 86%

| <b>(</b> Isofix | Seat Position |                          |      |         |       |  |
|-----------------|---------------|--------------------------|------|---------|-------|--|
|                 | Frc           | ont                      |      | 2nd row |       |  |
|                 |               | <b>⊗</b> *⁄ <sub>2</sub> | Left | center  | Right |  |
|                 | ×             | ×                        | •    | ×       | •     |  |
|                 | ×             | ×                        | •    | ×       | •     |  |
| K               | ×             | ×                        | •    | ×       | •     |  |
| E               | ×             | ×                        | •    | ×       | •     |  |
|                 | ×             | ×                        | •    | ×       | •     |  |
|                 | ×             | ×                        | •    | ×       | •     |  |

| Easy     |    | Difficult     | Safety critical           | <b>X</b> Not allowed |            |
|----------|----|---------------|---------------------------|----------------------|------------|
| Airbag ( | NC | Rearward faci | ng restraint installation | not allowed          | Airbag OFF |

| Seatbelt Attached | Seat Position |          |         |        |       |  |
|-------------------|---------------|----------|---------|--------|-------|--|
|                   | Fro           | ont      | 2nd row |        |       |  |
|                   |               | <b>⊗</b> | Left    | center | Right |  |
|                   | ×             | •        | •       | •      | •     |  |
|                   | •             | •        | •       | •      | •     |  |
|                   | •             | •        | •       | •      | •     |  |
|                   | •             | •        | •       | •      | •     |  |
|                   | •             | •        | •       | •      | •     |  |
|                   | ×             | •        | •       | •      | •     |  |



Difficult

Safety critical

🗶 Not allowed

Airbag ON Rearward facing restraint installation not allowed

💥 Airbag OFF





Total 42.2 Pts / 86%

#### Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the Honda CR-V 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. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The CR-V is equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. All of the child restraint types for which the CR-V is designed could be properly installed and accommodated in the car.



# 🚶 VULNERABLE ROAD USERS

Total 50.8 Pts / 80%

| GOOD | ADEQUATE | MARGINAL | WEAK | POOR |  |
|------|----------|----------|------|------|--|

**VRU** Impact Protection

28.8 / 36 Pts



| Pedestrian & Cyclist Head | 12.9 Pts |
|---------------------------|----------|
| Pelvis                    | 2.4 Pts  |
| Femur                     | 4.5 Pts  |
| Knee & Tibia              | 9.0 Pts  |

**VRU** Impact Mitigation

21.9 / 27 Pts

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

**AEB** Pedestrian

6.3 / 9 Pts

| Scenario  | Day time | Night time |
|---|----------|------------|
| Car reversing into adult or child                 |          | _          |
| Adult crossing a road into which a car is turning |          | _          |
| Adult crossing the road                           |          |            |
| Child running from behind parked vehicles         |          |            |
| Adult along the roadside                          |          |            |

— Currently not tested

AEB Cyclist 7.6 / 8 Pts

| Scenario  | Day time |
|---|----------|
| Approaching cyclist crossing from behind parked parked vehicles |          |
| Turning across path of an oncoming cyclist                      |          |
| Approaching a crossing cyclist                                  |          |
| Approaching a cyclist along the roadside                        |          |





Total 50.8 Pts / 80%

0.0 / 1 Pts

2.0 / 3 Pts

| GOOD ADEQUATE MARGINAL WEAK PO | OOR |
|--------------------------------|-----|

#### Cyclist Dooring Prevention

Dooring a passing cyclist

| Scenario |              |
|----------|--------------|
|          | information" |

### AEB Motorcyclist 6.0 / 6 Pts

| Scenario   | Autobrake function only | Driver reacts to warning |
|--|-------------------------|--------------------------|
| Approaching a stationary motorcyclist            |                         |                          |
| Approaching a braking motorcyclist               |                         |                          |
| Turn across the path of an oncoming motorcyclist |                         | _                        |

- Currently not tested

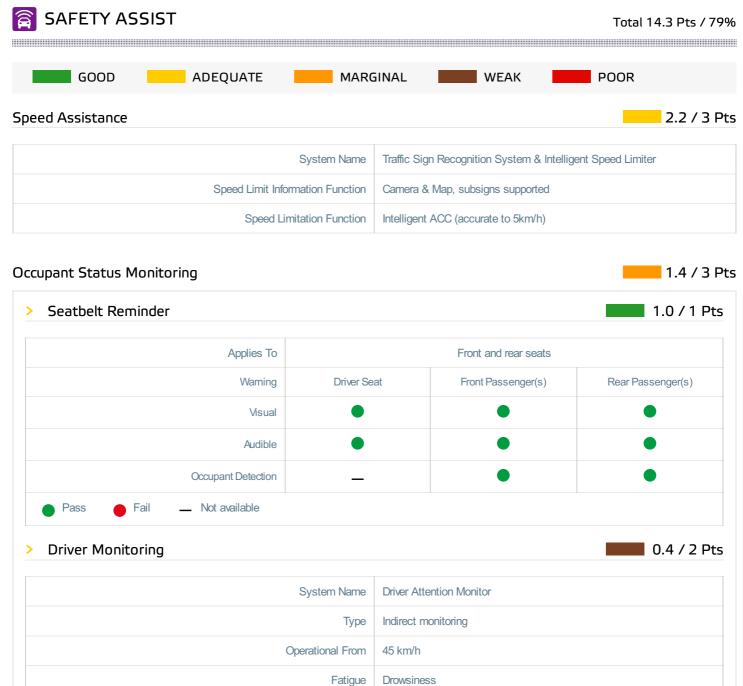
#### Lane Support Motorcyclist

| Scenario  | Day time |
|---|----------|
| Changing lane across the path of an oncoming motorcyclist   |          |
| Changing lane across the path of an overtaking motorcyclist |          |

#### Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded only on the stiff windscreen pillars. Protection of the pelvis was mixed, while that of the femur and of the knee and tibia was good across the whole width of the car. The autonomous emergency braking (AEB) system of the Honda can respond to vulnerable road users as well as to other vehicles. 'Honda Sensing 360', an optional safety pack featuring multi-radar and camera fusion, performs better than the standard single-radar system. In tests of its reaction to pedestrians, performance was adequate and was good when tested in cyclist scenarios. Similarly, the AEB system performed well in all tests of its response to motorcyclists and the lane support function also performed adequately in this regard.







Total 14.3 Pts / 79%

## Lane Support 3.0 / 3 Pts

| System Name             | Road Departure Mitigation System (RDM) |
|-------------------------|--|
| Туре                    | LKA and ELK                            |
| Operational From        | 65 km/h                                |
| PERFORMANCE             |  |
| Emergency Lane Keeping  | GOOD                                   |
| Lane Keep Assist        | GOOD                                   |
| Human Machine Interface | GOOD                                   |

### AEB Car-to-Car 7.8 / 9 Pts

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

| Scenario                                   | Autobrake function only | Driver reacts to warning |
|--|-------------------------|--------------------------|
| Approaching a car crossing a junction      |                         |                          |
| Approaching a car head-on                  |                         | _                        |
| Turning across the path of an oncoming car |                         | _                        |
| Approaching a stationary car               |                         |                          |
| Approaching a slower moving car            |                         | _                        |
| Approaching a braking car                  |                         | _                        |

### — Currently not tested





Total 14.3 Pts / 79%

#### Comments

Overall, when fitted with the optional 'Honda Sensing 360'pack, the autonomous emergency braking (AEB) system of the Honda CR-V performed well in tests of its reaction to other vehicles, including in the head-on test scenarios. In Euro NCAP's tests, collisions were avoided in almost all scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats but the driver status monitoring system did not score highly, detecting only driver fatigue, not distraction. 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. 'Honda Sensing 360' adds blind spot monitoring to the functionality of the base system. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.



## **RATING VALIDITY**

## Variants of Model Range

| Body Type  | Engine & Transmission    | Model Name/Code      | Drivetrain | Rating   | Applies  |
|------------|--------------------------|----------------------|------------|----------|----------|
|            |                          |                      |            | LHD      | RHD      |
| 5 door SUV | 2.0 litre hybrid         | ADVANCE *            | 4 x 4      | ✓        | ✓        |
| 5 door SUV | 2.0 litre hybrid         | ELEGANCE / EXECUTIVE | 4 x 4      | <b>✓</b> | <b>✓</b> |
| 5 door SUV | 2.0 litre hybrid         | ELEGANCE / EXECUTIVE | 4 x 2      | <b>✓</b> | <b>✓</b> |
| 5 door SUV | 2.0 litre plug-in hybrid | ADVANCE TECH         | 4 x 2      | ✓        | ✓        |

### Annual Reviews and Facelifts

| Date       | Event            | Outcome      |   |
|------------|------------------|--------------|---|
| April 2024 | Rating Published | 2024 🖈 🖈 🖈 ★ | ✓ |

<sup>\*</sup> Tested variant