HONDA HR-V

APRIL 2022 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2022

★ ★ ★ ★ ☆

RATING YEAR	2022
VEHICLE TYPE	Small SUV
ENGINE TYPE	Petrol / Hybrid
BUILT FROM	February 2022
ON SALE FROM	April 2022
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head

The Honda HR-V was introduced in Australia in April 2022. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is not available.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed assistance system (SAS) are standard on all variants. AEB Backover is not available.

82% ADULT OCCUPANT PROTECTION

77% CHILD OCCUPANT PROTECTION

72% VULNERABLE ROAD USER PROTECTION

69% SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Honda HR-V Vi X	5 door SUV	1.5 litre petrol	2WD	✓	-
Honda HR-V e:HEV L	5 door SUV	1.5 litre hybrid	2WD	✓	-

ADULT OCCUPANT PROTECTION

82%
31.34 POINTS
OUT OF 38

The passenger compartment of the Honda HR-V remained stable in the frontal offset (MPDB) test. Protection of the chest and lower legs of both the driver and front passenger was ADEQUATE, while protection was GOOD for all other critical body regions.

The front structure of the Honda HR-V presented a relatively low risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.82 point penalty was applied.

In the full width frontal test protection of the chest of the driver dummy was ADEQUATE, and protection was MARGINAL for the chest of the rear passenger. GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the side impact and oblique pole tests, protection offered to all critical body regions was GOOD and the Honda HR-V scored maximum points in these tests.

A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the Honda HR-V. Tests to measure potential injury risk in far-side impacts were therefore not conducted. Prevention of excursion (movement towards the other side of the vehicle) in the far-side impact tests was assessed as MARGINAL for both the vehicle-to-vehicle and vehicle-to-pole scenarios.

A Rescue Sheet providing information for first responders in the event of a crash is available. A multi-collision braking system is not available.

FRONTAL OFFSET (MPDB)#	6.39 (out of 8)
FULL WIDTH FRONTAL#	7.39 (out of 8)
SIDE IMPACT#	6.00 (out of 6)
OBLIQUE POLE#	6.00 (out of 6)
WHIPLASH PROTECTION	3.60 (out of 4)
FAR SIDE IMPACT	0.96 (out of 4)
RESCUE & EXTRICATION	1.00 (out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	2.71 pts
Upper legs:	4.00 pts
Lower legs:	2.89 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	3.87 pts
Upper legs:	4.00 pts
Lower legs:	3.38 pts
Deductions:	Nil

COMPATIBILITY

Deductions: -0.82 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.89 pts
Upper legs:	4.00 pts
Deductions:	Nil

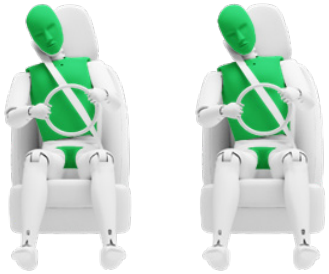
REAR PASSENGER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.58 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✕	Not Available
Advanced eCall	✕	1.00 pt default

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	Nil

FAR SIDE IMPACT

[NO COUNTERMEASURE FITTED]

SIDE IMPACT (MDB)

Head:	1.00 pts
Neck:	0.75 pts
Chest & Abdomen:	1.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	1.00 pts
Neck:	1.00 pts
Chest & Abdomen:	1.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: Not assessed

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger: 2.60 pts
Rear passenger: 1.00 pts

CHILD OCCUPANT PROTECTION

77%
37.73 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while in the side impact test, protection of the head of the 10 year dummy was WEAK.

Protection offered to all other critical body regions of both the 10 and 6 year dummies in both tests was GOOD.

The Honda HR-V is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats.

Installation of typical child restraints available in Australia showed most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions.

DYNAMIC TEST (FRONT)	11.85 (out of 16)
DYNAMIC TEST (SIDE)	6.46 (out of 8)
RESTRAINT INSTALLATION	11.43 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT (60km/h)

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✕	●	-	-	-
Integrated child restraints	✕	✕	-	-	-
Top tether anchorage	✕	●	-	-	-
Airbag disabling	✕	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

77%
37.73 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	–	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	–	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

72%
39.13 POINTS
OUT OF 54

The bonnet of the Honda HR-V provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. The leading edge of the bonnet showed WEAK or POOR protection of the pelvis, while the bumper provided GOOD protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians. Testing of this system showed GOOD performance in forward pedestrian test scenarios.

The AEB system does not react to vulnerable road users in reverse, and hence AEB Backover tests were not conducted.

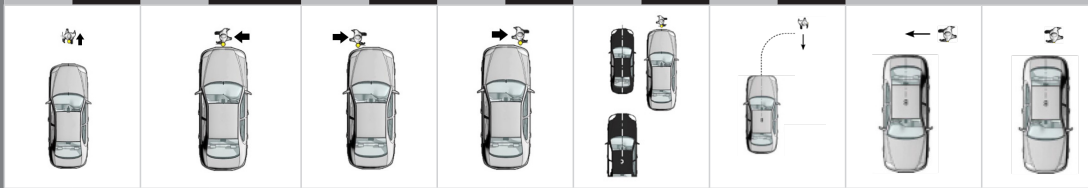
GOOD performance was seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios. Overall, the system's effectiveness for vulnerable road user protection was rated as GOOD.

HEAD IMPACTS	17.21	(out of 24)
UPPER LEG IMPACTS	0.19	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	7.00	(out of 7)
AEB - Pedestrian (backover)		NOT TESTED (out of 2)
AEB - Cyclist	8.73	(out of 9)

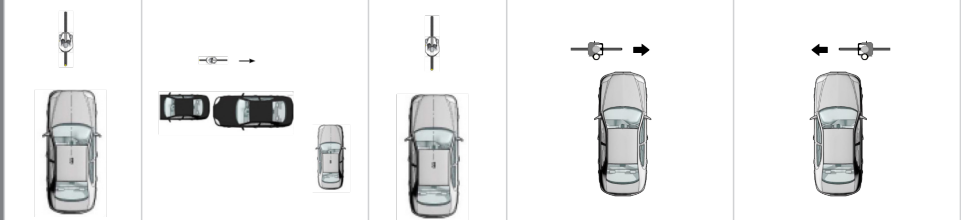
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Collision Mitigation Braking System
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-100 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	AEB + FCW	FORWARD								BACKOVER	
	Adult walking along road	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY / NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
TEST SCENARIO													
PERFORMANCE			–						–		–		
	GOOD												

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
TEST SCENARIO					
PERFORMANCE					
	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

69%
11.05 POINTS
OUT OF 16

The Honda HR-V is fitted with an autonomous emergency braking (AEB) system, a lane support system (LSS) with lane keep assist (LKA), and emergency lane keeping (ELK) as standard.

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in all scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle or pedestrian. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of lane support system functionality showed some GOOD performance, including several of the more critical emergency lane keeping test scenarios. Over performance of the LSS system was classified as GOOD.

A speed limit information function (SLIF), informing the driver of the local speed limit, is standard equipment. Hybrid (e HEV L) variants are fitted with a more advanced Intelligent Speed Assistance, however this is not available on the Petrol Vi X variant and is therefore not included in this assessment.

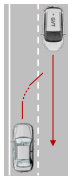
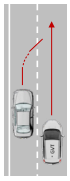
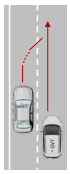
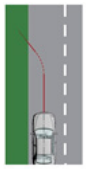
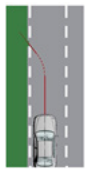
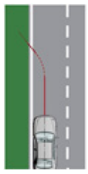
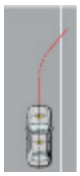
A seatbelt reminder system is fitted to all seating positions, however occupancy detection is not available for rear seating positions. A driver drowsiness monitor system is not available.

OCCUPANT STATUS		
- Seat belt reminders	1.00	(out of 2)
- Driver monitoring	0.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	0.88	(out of 3)
LANE SUPPORT SYSTEMS	3.50	(out of 4)
AEB - Car-to-Car	3.67	(out of 4)
AEB - Junction Assist	2.00	(out of 2)

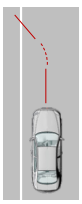
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Road Departure Mitigation System (RDM)
OPERATIONAL FROM: 65-170 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
TEST SCENARIO											
PERFORMANCE											
	GOOD										

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

69%
11.05 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Collision Mitigation Braking System
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-170 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
	GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✕
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	✕	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	Not standard

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	–
Seat belt pre-tensioners (front)	●	–
Seat belt pre-tensioners (rear outboard) - 2nd row	●	–
Seat belt pre-tensioners (rear centre) - 2nd row	–	–
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	–
Intelligent seat belt reminder (front passenger)	●	–
Intelligent seat belt reminder (2nd row seats)	●	–
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	–
Airbag - frontal (passenger)	●	–
Airbags - side, chest protection (front seats)	●	–
Airbags - side, chest protection (2nd row seats)	✕	–
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	–
Airbags - side, head protection (2nd row seats)	●	–
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	✕	–
Airbag - knee (driver)	✕	–
Airbag - knee (front passenger)	✕	–
Airbag disabling switch - automatic (front passenger)	✕	–
Airbag disabling switch - manual (front passenger)	✕	–
Head restraints for all seats	●	–
Active bonnet	✕	–
Adaptive cruise control (ACC)	●	–
Anti-lock braking system (ABS)	●	–
Autonomous emergency braking (AEB) - Car-to-Car	●	–
Autonomous emergency braking (AEB) - VRU	●	–
Autonomous emergency braking (AEB) - Backover	✕	–
Autonomous emergency braking (AEB) - Junction Assist	●	–
Automatic emergency call (eCall)	✕	–
Blind spot monitor (BSM)	●	–
Child presence alert	●	–
Electronic brakeforce distribution (EBD)	●	–
Electronic data recorder (EDR)	✕	–
Electronic stability control (ESC)	●	–
Emergency brake assist (EBA)	●	–
Emergency stop signal (ESS)	●	–
Fatigue reminder	✕	–
Fatigue monitor / detection	✕	–
Forward collision warning (FCW)	●	–
ISOFix	●	–
Lane departure warning (LDW)	●	–
Lane keep assist (LKA)	●	–
Pre-crash systems	✕	–
Rear cross-traffic alert (RCTA)	●	–
Reversing collision avoidance (camera)	●	–
Roll stability system	●	–
Secondary / multi-collision brake	✕	–
Speed assistance - auto / intelligent speed limiter	●	–
Speed assistance - manual speed limiter	●	–
Speed assistance - speed sign recognition & warning	●	–
Smart (intelligent) key	✕	–
Vehicle-to-infrastructure communication (V2I)	✕	–
Vehicle-to-vehicle communication (V2V)	✕	–

TESTED MAKE / MODEL	Honda HR-V
TESTED VEHICLE(S) BUILT	2021 + 2022
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.5 litre hybrid + petrol
RATING PUBLISHED	December 2022
RATING UPDATED	n/a

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS