

HONDA ZR-V



APPLIES TO
All variants

BUILT FROM
March 2023

RATING CRITERIA
2023-2025

VEHICLE TYPE
Medium SUV

ON SALE FROM
May 2023

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Petrol + Hybrid

MODEL SERIES
N/A

AIRBAGS
Dual frontal, side chest, side head, centre, driver knee, passenger knee



ANCAP
SAFETY

TESTED
2023



The Honda ZR-V was introduced in Australia and New Zealand in May 2023. This ANCAP safety rating applies to hybrid and petrol variants.

Dual frontal, side chest-protecting and side head-protecting airbags, as well as driver and passenger knee airbags, are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard.

ASSESSMENT SCORES



Adult Occupant Protection

79%

31.92 out of 40



Child Occupant Protection

88%

43.25 out of 49



Vulnerable Road User Protection

81%

51.12 out of 63



Safety Assist

68%

12.41 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Honda ZR-V VTi X	5 door SUV	1.5 litre petrol	2WD	✓	-
Honda ZR-V VTi L	5 door SUV	1.5 litre petrol	2WD	✓	-
Honda ZR-V VTi LX	5 door SUV	1.5 litre petrol	2WD	✓	-
Honda ZR-V e:HEV LX	5 door SUV	2.0 litre hybrid	2WD	✓	-
Honda ZR-V Turbo	5 door SUV	1.5 litre petrol	2WD	-	✓
Honda ZR-V Sport	5 door SUV	2.0 litre hybrid	2WD	-	✓

* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

79%

31.92 out of 40

FRONTAL OFFSET (MPDB)*
5.36 points out of 8

OBLIQUE POLE*
6.00 points out of 6

RESCUE & EXTRICATION
0.50 points out of 4

FULL WIDTH FRONTAL*
7.58 points out of 8

WHIPLASH PROTECTION
3.49 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
3.00 points out of 4

* Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Honda ZR-V remained stable in the **frontal offset (MPDB) test**. Dummy readings indicated MARGINAL protection for the driver's chest and ADEQUATE protection for the lower legs. Protection of the front passenger lower legs was also ADEQUATE. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Honda ZR-V presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.29 point penalty (out of 8.00 points) was applied.

In the **full width frontal test**, protection of the driver dummy was GOOD for all critical body areas. For the rear passenger, dummy readings indicated MARGINAL protection of the chest with GOOD protection of all other critical body areas.

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

The Honda ZR-V is equipped with a centre airbag, however this did not provide sufficient protection against occupant interaction and a penalty was applied. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact tests** was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is not fitted. It was demonstrated that, if the car entered water, the doors of the Honda ZR-V would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	1.80 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.20 pts	3.94 pts
Deductions	Nil	Nil



COMPATIBILITY

Deductions	-2.29 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	4.00 pts	2.32 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h



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

OBLIQUE POLE TEST - 32km/h



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



Adult Occupant Protection

79%

31.92 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	-1.00 pt penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.49 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	✗	1.00 pt penalty
Multi-Collision Braking	✗	Not available
Advanced eCall	✗	1.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✗	Not available

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

88%

43.25 out of 49

DYNAMIC TEST (FRONT)

16.00 points out of 16

RESTRAINT INSTALLATION

12.00 points out of 12

DYNAMIC TEST (SIDE)

8.00 points out of 8

ON-BOARD SAFETY FEATURES

7.25 points out of 13

In the **frontal offset** and **side impact tests**, protection of the 10 year and 6 year dummies was GOOD and the Honda ZR-V scored maximum points in these tests.

The Honda ZR-V is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in the rear seating positions.

FRONTAL OFFSET (MPDB) TEST - 50km/h



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT TEST - 60km/h



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗	●	✗	-	-
Top Tether Anchorage	✗	●	●	-	-
Airbag Disabling	✗	-	-	-	-
Child Presence Detection 0.25 pts (out of 4.00pts)	✗	●	●	-	-

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE [^]		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	R
BELTED	Rearward-facing capsule	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Booster - 4 to 8 years	✗	●	●	●	-	-	-
	Booster - 4 to 10 years	✗	●	●	●	-	-	-
ISOFIX	Rearward-facing capsule	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

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.
 * 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 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.



Vulnerable Road User Protection

81%

51.12 out of 63

HEAD PROTECTION (Adult, Child, Cyclist)
13.72 points out of 18

PELVIS PROTECTION
1.84 points out of 4.5

FEMUR PROTECTION
4.50 points out of 4.5

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB PEDESTRIAN (Forward)
6.43 points out of 7

AEB PEDESTRIAN (Backover)
NOT TESTED out of 2

AEB CYCLIST
7.64 points out of 9

AEB MOTORCYCLE
6.00 points out of 6

LSS MOTORCYCLE
2.00 points out of 3

The bonnet of the Honda ZR-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.

Protection of the pelvis was mixed, with areas of ADEQUATE and POOR performance, while protection of the femurs and lower legs was GOOD. Australian / New Zealand vehicles are fitted with a different bumper beam to the vehicle tested by Euro NCAP. Information from Honda shows some WEAK and POOR protection of the femur of a struck pedestrian, however the overall rating would remain unchanged.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in forward **AEB Pedestrian** test scenarios including in turning scenarios, with collisions avoided or mitigated in most tests. **AEB Backover** is not fitted to Australian vehicles and is available on higher variants in New Zealand, however the standard AEB system does not react to vulnerable road users in reverse, and hence AEB Backover tests were not conducted.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios. The vehicle does not provide any warning when a bicycle is approaching from behind (cyclist anti-dooring).

GOOD performance was seen in the **AEB Motorcycle** tests, including in the turning scenarios, although performance in LSS overtaking scenarios was ADEQUATE.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Collision Mitigation Braking System
Type	Autonomous emergency braking with forward collision warning
Operational From	5-100km/h

AEB CYCLIST TEST SCENARIOS (forward)	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	×
Warning (driver door)	×
Retention (driver door)	×
Warning or retention (all other doors)	×

● PASS × FAIL - N/A

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Vulnerable Road User Protection

81%

51.12 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	POOR			

AEB PEDESTRIAN TEST SCENARIOS (forward)	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE														
	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			TARGET MOTORCYCLE SPEED		
				40m HEADWAY			30km/h	45km/h	60km/h
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	GOOD						GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Road Departure Mitigation System (RDM)
Operational From	65-185 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (GVT at 72km/h)		Overtaking motorcycle (GVT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	ADEQUATE				



Safety Assist

68%

12.41 out of 18

SEAT BELT REMINDERS
1.00 points out of 1DRIVER MONITORING
0.35 points out of 2SPEED ASSISTANCE SYSTEMS
1.60 points out of 3AEB / AES (Car-to-Car)
3.40 points out of 4AEB / AES (Junction & Crossing)
3.44 points out of 4AEB / AES (Head-On)
0.38 points out of 1LANE SUPPORT SYSTEMS
2.25 points out of 3

The Honda ZR-V is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW). A blind spot monitoring system (BSM) is available on some variants.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in many of the **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle.

The AEB system is effective in mitigating collisions in the **Head-On** travelling straight scenario, but not in the lane change scenario, where an oncoming vehicle moves into the path of the test vehicle.

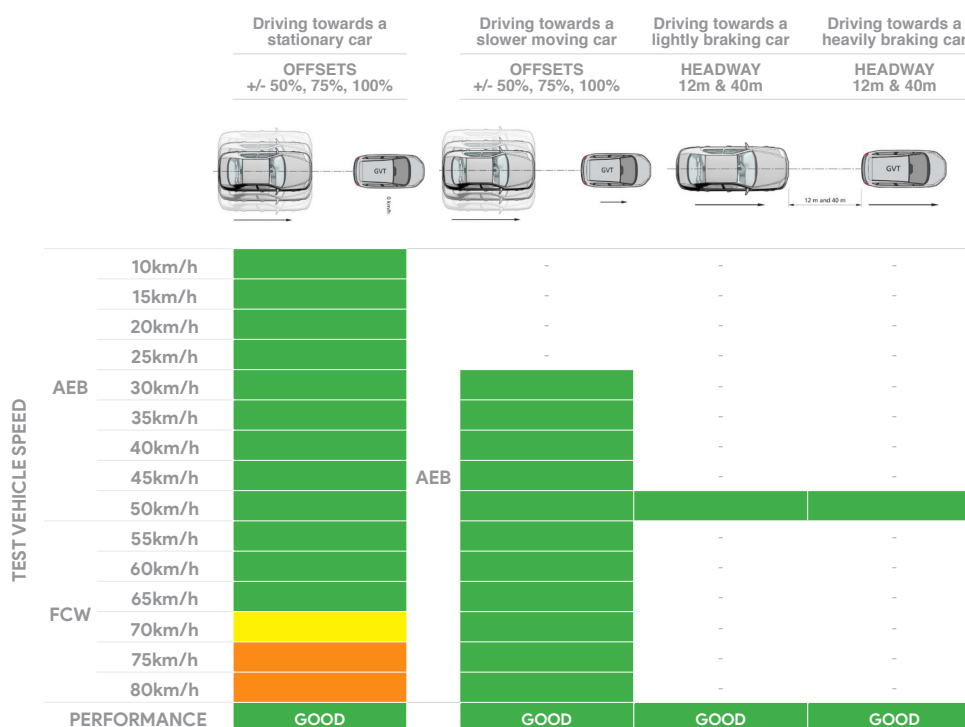
Tests of **lane support system** functionality showed GOOD performance in LKA scenarios, and ADEQUATE performance in the more critical ELK scenarios.

A **speed assistance system** (SAS) with speed limit information function (SLIF) and Intelligent Speed Limiter (ISL) is standard, informing the driver of the local speed limit and automatically changing the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver monitoring system (DMS) detecting driver drowsiness (indirect) is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Collision Mitigation Braking System
Type	Autonomous emergency braking with forward collision warning
Operational From	5-173 km/h







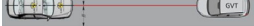





Safety Assist

68%

12.41 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle				CROSSING (T-BONE) Crossing the path of another vehicle			
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop								
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD				GOOD			

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle	
				50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
PERFORMANCE				MARGINAL	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Road Departure Mitigation System (RDM)
Operational From	65-185 km/h

		Dashed line	Solid line
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car			
PERFORMANCE		GOOD	

		Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE									
		ADEQUATE							



Safety Assist

68%

12.41 out of 18

OCCUPANT STATUS

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

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	×	×
Fatigue	●	●
Unresponsive Driver	-	×

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera only
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	×
Intelligent Speed Limitation (ISL)	●

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	×
AEB: Restraint activation / dynamic retractors	×
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	×

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	✗	✗
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	●	✗
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●	●
Cyclist dooring detection / alert	✗	✗
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	✗	✗
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	✗	✗
Speed assistance - intelligent adaptive cruise control (iACC)	✗	✗
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Honda ZR-V, Advance, LHD

TESTED VEHICLE ENGINE
2.0 litre hybrid

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
August 2024