HONDA CR-V

APPLIES TO
All variants

VEHICLE TYPE
Medium SUV

ENGINE / MOTOR TYPES
Petrol + Hybrid

BUILT FROM
July 2023

ON SALE FROM
AUS: September 2023
NZ: October 2023

MODEL SERIES
n/a

RATING CRITERIA
2023-2025

RATING EXPIRES
December 2031

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

ANCAP SAFETY

TESTED 2024

★ ★ ★ ★ ☆

The Honda CR-V was introduced in Australia in September 2023 and New Zealand in October 2023. This ANCAP safety rating applies to all 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.

SAFETY NOTE

There are no top tether anchorages for child restraints fitted to the third row of seven seat vehicles. This vehicle is therefore not suitable for transporting young children in the third row.

ASSESSMENT SCORES

Adult Occupant Protection
88%
35.23 out of 40

Child Occupant Protection
88%
43.25 out of 49

Vulnerable Road User Protection
76%
48.48 out of 63

Safety Assist
68%
12.26 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Honda CR-V e:HEV RS	5 door SUV	2.0 litre hybrid	FWD	✓	✓
Honda CR-V VTi X	5 door SUV	1.5 litre petrol	FWD	✓	-
Honda CR-V VTi L	5 door SUV	1.5 litre petrol	FWD	✓	-
Honda CR-V VTi X7	5 door SUV	1.5 litre petrol	FWD	✓	-
Honda CR-V VTi L7	5 door SUV	1.5 litre petrol	FWD	✓	-
Honda CR-V VTi L AWD	5 door SUV	1.5 litre petrol	AWD	✓	-
Honda CR-V VTi LX AWD	5 door SUV	1.5 litre petrol	AWD	✓	-
Honda CR-V Sport 7	5 door SUV	1.5 litre petrol	FWD	-	✓
Honda CR-V Sport AWD	5 door SUV	1.5 litre petrol	AWD	-	✓

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

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

88%

35.23 out of 40

FRONTAL OFFSET (MPDB)#
6.19 points out of 8

OBLIQUE POLE#
6.00 points out of 6

RESCUE & EXTRICATION
2.17 points out of 4

FULL WIDTH FRONTAL#
7.93 points out of 8

WHIPLASH PROTECTION
3.95 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 remained stable in the **frontal offset (MPDB)** test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions of the driver and the front passenger.

The front structure of the Honda CR-V presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.63 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. Protection was ADEQUATE for the chest of the rear passenger 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 CR-V scored maximum points in these tests.

The Honda CR-V is equipped with a centre airbag, however this did not provide sufficient protection against occupant interaction and a penalty was applied, resulting in a head protection score of POOR. 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, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the Honda CR-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	3.63 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.37 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-2.63 pts

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	3.71 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

88%

35.23 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 pts

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.95 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	0.67 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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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 maximum points were scored in these tests.

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

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 second row seating positions.

NOTE: **There are no top tether anchorages for child restraints fitted to the third row of seven seat vehicles. This vehicle is therefore not suitable for transporting young children in the third row.**

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 L	2nd ROW C	2nd ROW R	3rd ROW# L	3rd ROW# C	3rd ROW# 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

Applies to seven seat vehicles

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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

76%

48.48 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **12.93 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **7.41 points** out of 9
PELVIS PROTECTION **2.43 points** out of 4.5	AEB PEDESTRIAN (Forward) **4.21 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **NOT TESTED** out of 2	LSS MOTORCYCLE **2.00 points** out of 3

In **physical impact** tests, the bonnet of the Honda CR-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 GOOD and POOR performance, while protection of the femurs and lower legs was GOOD. Australian / New Zealand variants have different elements for pedestrian impact protection. Data provided by Honda showed that protection of the knee/tibia was POOR or WEAK in some places, however the overall rating would be 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 ADEQUATE performance in forward **AEB 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 **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds, however the vehicle does not detect or warn of cyclists approaching from behind (cyclist anti-dooring) and this was not tested.

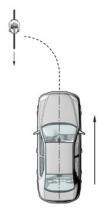
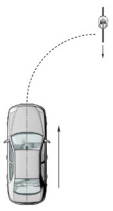
GOOD performance was seen in the **AEB Motorcycle** tests, including in the turning scenarios, with ADEQUATE performance in the **lane support** overtaking scenarios involving the motorcycle.

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	5-195km/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

76%

48.48 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														
	ADEQUATE													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Road Departure Migration 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				

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

Safety Assist

68%

12.26 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.35 points out of 2

SPEED ASSISTANCE SYSTEMS
1.82 points out of 3

AEB / AES (Car-to-Car)
3.38 points out of 4

AEB / AES (Junction & Crossing)
2.71 points out of 4

AEB / AES (Head-On)
0.50 points out of 1

LANE SUPPORT SYSTEMS
2.50 points out of 3

The Honda CR-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) and lane departure warning (LDW). A blind spot monitoring system (BSM) is not standard.

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 some of the 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 subject vehicle).

Tests of **lane support system** functionality showed GOOD performance in lane keep assist 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), informing the driver of the local speed limit and automatically changing the speed accordingly, is fitted as standard.

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	5-186 km/h

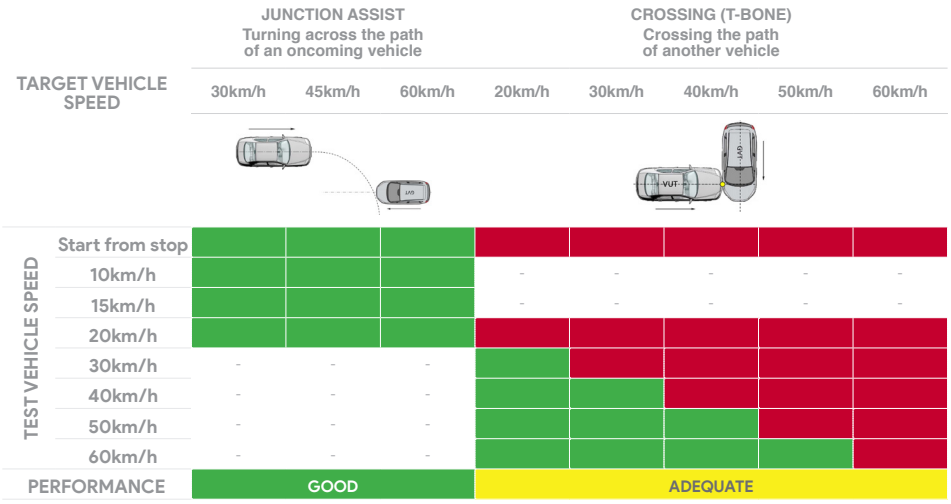
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

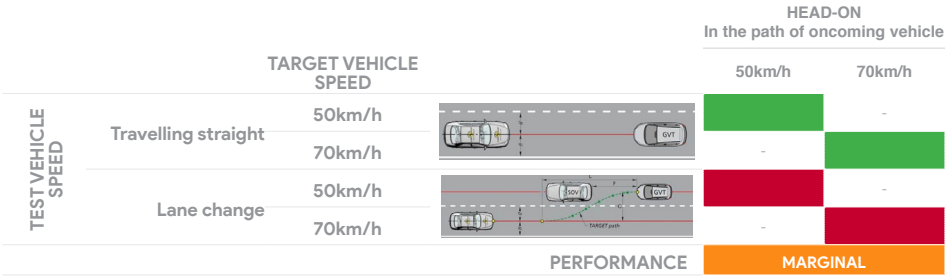
Safety Assist

68%

12.26 out of 18

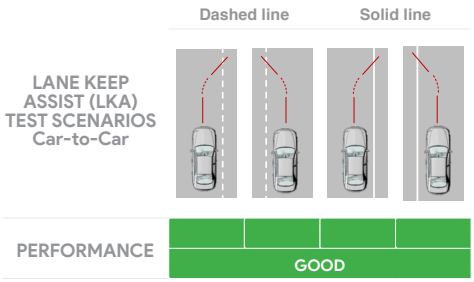
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

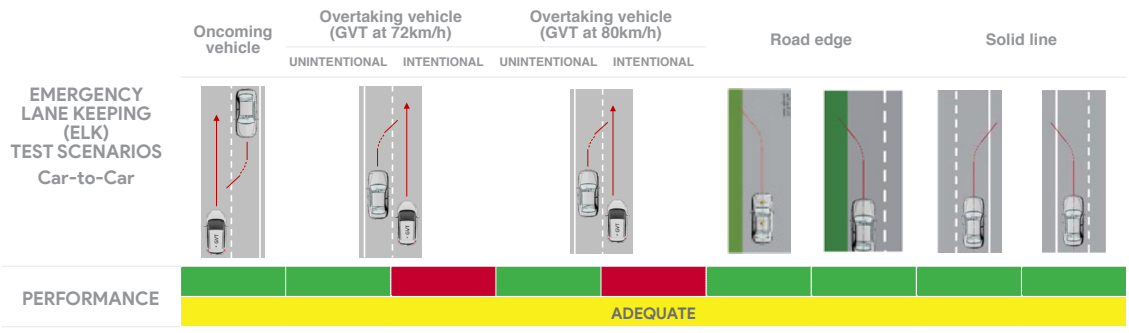




LANE SUPPORT SYSTEMS (Car-to-Car)

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





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

Safety Assist

68%

12.26 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	Not Standard

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

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 CR-V
Elegance/Executive LHD

TESTED BODY TYPE
5 door SUV

TESTED VEHICLE ENGINE
2.0 litre hybrid

RATING PUBLISHED
August 2024

RATING UPDATED
December 2025