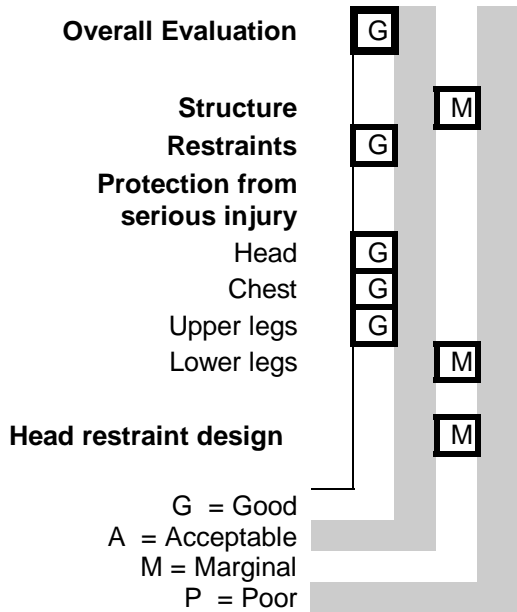


# New Car Safety Crash Tests 1999 Honda CR-V Dual Airbags

## FRONTAL CRASH TEST PERFORMANCE



Kerb weight: 1500 kg Vehicles built: Jan 1999

### OVERALL EVALUATION : GOOD

The passenger compartment of the Honda CR-V held its shape reasonably well in both crash tests. Protection from serious injury was good for both the driver and passenger except that protection from serious lower leg injury was marginal for the driver in the offset crash test.

#### Safety features

Dual airbags are standard equipment.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt.

All seats except the centre rear seat have adjustable head restraints.

### STRUCTURE : MARGINAL

#### Full frontal crash test

The passenger compartment held its shape well in the full frontal crash test. All doors remained closed during the crash. After the crash the right rear door needed considerable manual effort to open but the other doors could be easily opened.

#### Offset crash test

The passenger compartment held its shape reasonably well in the offset crash test. The front part of the driver's floor was pushed rearwards 22cm and the floor was starting to separate from the transmission tunnel. The brake pedal moved rearwards by 26cm, ending up within 10cm of the seat. The dash moved 11cm towards the driver. The width of the driver's doorway shortened by 12cm. All doors remained closed during the crash. After the crash tools were required to open the driver's door.



Offset crash test at 64km/h

### RESTRAINTS: GOOD

#### Full frontal crash test

Airbags cushioned the head of the driver and passenger and protection from serious head injury was good for both. The driver's knees hit the dash. The passenger's knees hit the glove box, which shattered.

#### Offset crash test

Airbags cushioned the head of the driver and passenger and protection from serious head injury was good for both. The steering column moved to the right but this did not affect driver airbag performance and rebound was well controlled. The driver's knees hit the dash and steering column cover. The passenger's knees hit the glove box and dash.

### INJURY MEASUREMENTS

Refer to the information sheet "How the evaluations are performed" for more details

	Full Frontal Crash Test at 56km/h		Offset Crash Test at 64km/h	
	Driver	Passn	Driver	Passn
Head (HIC)	374	343	617	295
Chest (mm)	42	40	32	34
Chest (g)	46	42	59	34
Upper legs L (kN)	2.4	0.8	2.7	0.9
Upper legs R (kN)	2.4	4.9	5.0	2.4
Lower leg L index	-	-	1.19	-
Lower leg R index	-	-	0.87	-
Injury Risk %	11%	9%	23%	6%
Overall Injury Risk			16%	8%

Injury risk is the probability of receiving a life-threatening injury. It is based on dummy head & chest measurements.



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