



**Honda Jazz**  
Supermini

2015



Adult Occupant



93%

Child Occupant



85%

Pedestrian



73%

Safety Assist



71%

## SPECIFICATION

Tested Model	Honda Jazz 1.3 'Comfort', LHD
Body Type	- 5 door hatchback
Year Of Publication	2015
Kerb Weight	1100kg
VIN From Which Rating Applies	- all Jazz variants
Class	Supermini

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
ESC	●
AEB City	●
AEB Inter-Urban	✗
Speed Assistance System	○
Lane Assist System	○

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

- Fitted to the vehicle as standard   
 ○ Fitted to the vehicle as option  
○ Not fitted to the test vehicle but available as option   
 ✗ Not Available   
 — Not Applicable

**ADULT OCCUPANT**

Total 35.5 Pts / 93%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.3 Pts

Passenger
Driver

**Frontal Full Width** 7.6 Pts

Rear Passenger
Driver

**Whiplash Rear Impact** 2.6 Pts

Front seat
Rear seat

**Lateral Impact** 16 Pts

Car
Pole

**AEB City** 2

Performance: ■ Good

 ADULT OCCUPANT

Total 35.5 Pts / 93%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated 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 sat in different positions. In the full width rigid barrier test, protection of the driver was good, apart from the chest, protection of which was adequate. Adequate protection was provided to the neck and chest of the rear passenger dummy, and good protection to the head and femurs/pelvis. The Jazz scored maximum points in the side barrier test, with good protection of all body regions. Even in the more severe side pole impact, protection was good for all critical parts of the body. The seats and head restraints provided good protection against whiplash in the event of a rear-end collision. A geometric assessment of the rear seats indicated that good protection would also be provided to occupants of those seats. The Jazz has a standard-fit autonomous emergency braking system which provides additional protection at the low speeds at which many whiplash injuries are caused. The system performed well in Euro NCAP's tests.

**CHILD OCCUPANT**

Total 41.9 Pts / 85%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Crash Test Performance**

23.2 Pts

18 months old child 12 Pts

**Tested restraint (Fit):**  
Britax-Römer Babysafe ISOFIX Plus 2

■ Adequate

36 months old child 11.3 Pts

**Tested restraint (Fit):**  
Britax-Römer Duo Plus

■ Adequate

**Safety Features**

7 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

**CRS Installation Check**

11.7 Pts

● Install without problem   
 ● Install with care   
 ● Safety critical problem   
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

**CHILD OCCUPANT**

Total 41.9 Pts / 85%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



## CHILD OCCUPANT

Total 41.9 Pts / 85%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Römer King Plus (Belt)	●	●	●	●
Römer Duo Plus (ISOFIX)	✘	●	✘	●
Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	✘	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Römer KidFix (ISOFIX)	✘	●	✘	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed


## Comments

The Jazz lost just a fraction of a point for its protection of the 1½ dummy in the dynamic impact tests. In the frontal offset test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive, although chest and neck decelerations were marginally elevated. The front passenger airbag can be disabled to allow a rearward-facing 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. All of the restraint types for which the Jazz is designed could be properly installed in the car, with the exception of the Group I universal restraint, which was not stable when installed in the rear centre position.

 PEDESTRIAN PROTECTION

Total 26.3 Pts / 73%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Protection	26.3 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">17.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	17.1 Pts	Pelvis Impact	3.2 Pts	Leg Impact	6 Pts
Head Impact	17.1 Pts						
Pelvis Impact	3.2 Pts						
Leg Impact	6 Pts						

Comments

The Jazz scored maximum points for the protection provided by the bumper to pedestrians' legs. Protection of the pelvic region was more mixed with good and poor results recorded. The protection provided to the head of struck pedestrian ranged predominantly from marginal to good, with some weak and poor results recorded on the stiff windscreen pillars.



SAFETY ASSIST

Total 9.3 Pts / 71%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

2.3 Pts

Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	VSA	
<b>PERFORMANCE</b>		
Vehicle Yaw Rate @ COS + 1.00 s	1.45%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	1.71%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.12 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●

● Pass   
 ● Fail   
 — Not available

Lane Support

1 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	65 km/h
Warning	Audible
<b>PERFORMANCE</b>	
LDW Confirmation Test	Meets NHTSA requirements

 SAFETY ASSIST

Total 9.3 Pts / 71%

## Comments

Electronic stability control is standard on the Jazz, together with a seatbelt reminder for the front and rear seats. A lane departure warning system and a speed assistance system are both options which are expected to be widely fitted, so qualified for assessment by Euro NCAP. An autonomous emergency braking system which operates at highway speeds is not currently available.