

## TEST RESULTS



## Honda Jazz

RATING	SCORE	Front: 11	Side: 13	Seatbelt reminder: 1
ADULT OCCUPANT ★★☆☆☆	25			
CHILD OCCUPANT ★★☆☆☆	31			
PEDESTRIAN ★★★☆☆	19			

### Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

<span style="color: green;">■</span>	GOOD
<span style="color: yellow;">■</span>	ADEQUATE
<span style="color: orange;">■</span>	MARGINAL
<span style="color: brown;">■</span>	WEAK
<span style="color: red;">■</span>	POOR

### Child restraints

**18 month old Child** Britax Roemer Duo Plus, forward facing

**3 year old Child** Britax Roemer Duo Plus, forward facing

### Pedestrian protection

No image car front available

### Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

### Car details

Hand of drive	RHD
Tested model	Honda Jazz 1.4 SE
Body type	SUPERMINI
Year of publication	2004
Kerb weight	1050
VIN from which rating applies	applies to '04 model year Jazz

### Comments

The Jazz's cabin proved to be strong and stable, suffering only minimal deformation in the frontal impact. Its restraint systems worked well to protect the occupants and kept the driver's head away from the steering wheel. However, loads on the driver's chest in the side impact were high. Child protection was judged fair overall. Pedestrian protection was good with the Jazz becoming the first super-mini to achieve the three star rating since the introduction in January 2002 of the more stringent pedestrian testing protocol.

#### Front impact

The body displayed a high level of integrity, suffering only minimal distortion at fascia height and minimal intrusion at the footwell. The restraint systems included single-stage airbags for the driver and front seat passenger and safety belts fitted with dual pretensioners and load limiters. These worked well, although loads recorded on the driver's chest were a little high. But he and his passenger risked knee injuries from hard points beneath the fascia. Forces recorded on the driver's lower legs also gave concern.

#### Side impact

Protection for the driver's chest was poor but other areas of his body were safeguarded. The Jazz was penalised because forces transferred unrealistically to the dummy's back and up its spine, reducing measured chest loads.

#### Child occupant

The restraints recommended and used for both children were forward facing Britax Romer Duo Plus, fitted to the car using the ISOFix anchorages and top tethers. They provided mixed results. The children's heads were protected in the frontal and side impacts but the loads on their chests were high in the frontal impact. Honda does not recommend placing a child in a rear facing restraint fitted to the front passenger's seat. But apart from non-permanent pictograms on the door pillar and the screen, there were no warnings visible to

tell users about the consequent danger of death or serious injury in an accident.

### **Pedestrian**

The bonnet was fairly compliant where an adult or child pedestrian's head would most likely strike it, but the Jazz's wings and bonnet edges proved to be somewhat 'unfriendly'. Tests carried out on the bumper showed that it offered good protection against injury to vulnerable road users.