



HONDA



2022

Honda HR-V

1.5 i-MMD hybrid FWD CVT



7.5
/10 

**Clean Air
Index**

4.9
/10 

**Energy Efficiency
Index**

3.4
/10 

**Greenhouse Gas
Index**



Laboratory Test

NMHC

NO_x

NH₃

CO

PN

7.7/10 Cold Test



8.0/10 Warm Test



7.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



Road Test

7.8/10 On-Road Drive



3.6/5 On-Road Short Trip



On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

The HR-V performs remarkably well in the Clean Air Index. In both the cold and the Warm Laboratory WLTC+ Tests, as well as the on-road drive, the vehicle demonstrates excellent control of the gaseous pollutants. For particle number, there is room for improvement. The Highway Test is the most challenging one, with a slight increase in ammonia (NH₃) and carbon monoxide (CO) emissions. Overall, with this car Honda proves that pollutant emissions don't have to be a problem for petrol engine powertrains.

	Laboratory Test	Energy
5.9/10	Cold Test	
6.6/10	Warm Test	
2.4/10	Highway	
Cold Ambient Test		Does not qualify for additional robustness testing

	Consumption	Driving Range
Average	6.4 l/100 km	658 km
Worst-case	8.5 l/100 km	471 km



n.a.



good



adequate



marginal



weak



poor

Comments

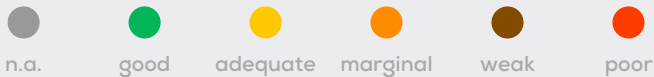
The HR-V is a relatively big SUV but it shows acceptable consumption figures in the WLTC+ tests (5 - 5.6 l/100 km) and even better at the standard on-road drive test – 4.8 l/100 km. The hybrid system works efficiently in lower vehicle speed ranges, but a consumption of 8.5 l/100 km in the Highway Test pulls down the overall score and illustrates the impact of aerodynamic drag at higher speeds.

3.4

Greenhouse Gases Tests

/10

 Greenhouse gases	CO ₂	N ₂ O	CH ₄
4.7/10 Cold Test			
5.6/10 Warm Test			
0.0/10 Highway			
Cold Ambient Test		Does not qualify for additional robustness testing	



Comments

The CO₂ emitted in both WLTC+ tests is close to the reported figure of 122 g/km CO₂ tests, but the additional greenhouse gas emissions from fuel production and supply (approx. 30 g CO₂-eq./km) push the test scores down to about half the possible points. The Honda scores no points at all in the Highway Test, exceeding the upper rating threshold of 225 g CO₂-eq./km. Laughing gas (N₂O) and methane (CH₄) are well controlled under all test conditions and grant the HR-V additional credit points for adequately managing these climate damaging gases.

Our Verdict

August 2023: The result of this car has been updated. Previously reported Ammonia (NH₃) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

Tested here is the new Honda HR-V with a 1.5 i-MMD hybrid powertrain and gasoline particulate filter. The vehicle demonstrates impressive Clean Air Performance and sound consumption figures in the moderate vehicle speed ranges. Highway driving increases the petrol consumption significantly – a behavior typical of SUVs. The higher the fuel demand, the worse the greenhouse gas emissions and this is where the Honda HR-V scores poorly. Additional improvements in the particle filtering efficiency and of the fuel consumption at higher speeds would help to boost the score. Overall, the HR-V's total score benefits from the Clean Air Index performance and reaches a weighted Overall Index of 5.2/10 or 3 Green Stars, a respectable result for a petrol hybrid SUV.

Disclaimer

Specifications

Publication Date 07 2022	Tested Car JHMRV5830NS20xxxx	Tyres 225/50 R18	Emissions Class Euro 6d AP
Mass 1,390 kg	Engine Size 1,498 cc	System Power/Torque 96 kW/253 Nm	Declared CO ₂ 122 g/km
Declared Battery Capacity 0.90 kWh	Declared Driving Range n.a.	Declared Consumption 5.4 l/100 km	



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