



HONDA



2020

Honda CR-V

2.0 i-MMD hybrid 4x2 CVT



5.3
/10 

Clean Air
Index

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Greenhouse Gas
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Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
5.8/10 Cold Test	adequate	good	adequate	marginal	weak
7.1/10 Warm Test	good	good	adequate	adequate	weak
4.1/10 Cold Ambient Test	weak	good	marginal	weak	weak
0.0/10 Highway	adequate	good	poor	poor	weak



Road Test

6.2/10 On-Road Drive	n.a.	good	n.a.	adequate	weak
4.3/8 On-Road Heavy Load	n.a.	good	n.a.	poor	weak
3.3/5 On-Road Light Load	n.a.	good	n.a.	good	weak
4.4/5 On-Road Short Trip	n.a.	good	n.a.	adequate	adequate
2.0/2 Congestion	n.a.	good	n.a.	n.a.	n.a.



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

Oxides of Nitrogen are well controlled in all tests, including the aggressive highway cycle and the cold ambient temperature test, and are well below the values recorded in the vehicle's type-approval tests. Carbon monoxide emissions are marginal in the standard lab test but robustness is poor, and values of CO are high in the highway cycle and the on-road heavy load test. A gasoline particulate filter (GPF) would have helped to reduce emissions of this pollutant matter.

Energy Efficiency Tests



Laboratory Test

Energy

5.9/10 Cold Test



6.9/10 Warm Test



2.5/10 Cold Ambient Test



1.8/10 Highway



Consumption

Driving Range

Average

7.0 l/100 km

847 km

Worst-case

9.2 l/100 km

620 km



n.a.



good



adequate



marginal



weak
















poor

Comments

Values of CO₂ are below the value recorded during type approval for most of the test scenarios but exceed it in the high-load test and the cold ambient temperature tests. With a test weight of over 1,800 kg, the vehicle does well to achieve an Energy Efficiency Index of 4.2.

4.1 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
3.6/7	Cold Test			
4.0/7	Warm Test			
2.3/7	Cold Ambient Test			
1.9/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


The CR-V displays impressive control of Methane (CH₄) and, especially, of Nitrous Oxide (N₂O), which is not regulated by legislation. Scoring well for its control of these gases contributes to a Greenhouse Gas Index of 4.1.

Our Verdict

The CR-V is Honda's best-selling model and, according to them, the best-selling SUV in the world. Launched in 1995, it is tested here in its fifth-generation form, with a 2.0 petrol hybrid engine, producing 135 kW and continuously variable transmission (CVT). It is Honda's biggest SUV in Europe and weighed in at over 1,800 kg for Green NCAP's tests. A 2½ star rating is good going, and its performance is well balanced between the three areas of assessment. For pollutant emissions, levels of particulate emissions are below legislative limits in all scenarios, even though Green NCAP's tests are considerably tougher, but the car is not equipped with a gasoline particulate filter (GPF) which would have reduced emissions of this pollutant very considerably. Green NCAP is informed that vehicles produced from the end of 2020 are equipped with a GPF. As tested here, the car struggles mainly with the high-load test, in which carbon monoxide and ammonia (NH₃, a greenhouse gas not regulated by legislation) are high. But, overall, the car gets a very creditable rating for a vehicle of its size.

Disclaimer

Publication Date 11 2020	Tested Car JHMRT5860KX20xxx	Emissions Class Euro 6d-Temp	Tyres 235/60R18
Mass 1,812 kg	Engine Size 1,993 cc	Engine Power/Torque 107 kW/175 Nm	Published CO ₂ 156 g/km
	Battery Capacity 1.41 kWh	Published Driving Range n.a.	

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