



2022

Honda HR-V

1.5 i-MMD hybrid FWD CVT



7.4 
/10

Clean Air
Index

4.9 
/10

Energy Efficiency
Index

3.4 
/10

Greenhouse Gas
Index



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
7.6/10 Cold Test					
7.9/10 Warm Test					
6.6/10 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.

Energy Efficiency Tests



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

/10

Greenhouse Gases Tests



Greenhouse gases

CO₂

N₂O

CH₄

4.7/10 Cold Test



5.6/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

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

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 JHMRV5830NS20xxx	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/100km	



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