


THE 2012 CIVIC JOURNEY
BEGINS HERE

VENTURE INTO THE GREAT UNKNOWN



When the engineers were given the project to design a new Civic to be the best in its class, they did not know how they would do it. So they threw out the rule-book.

Four years of fresh thinking and 20,000 miles of testing later, they achieved the desired result. It was a journey of discovery. Perfecting, optimising and learning lessons along the way.

**After all, if we never venture into the unknown,
how do we ever get anywhere new?**

INTRODUCING THE 2012 CIVIC

Honda's new clever and versatile family car has been designed exclusively for the demanding European market. Rigorous testing on roads our customers drive every day has helped to make the 9th generation Civic quieter, more refined, more efficient and more dynamic than ever before.

**THE 2012 HONDA CIVIC.
THE JOURNEY HAS BEGUN.**

CONTENTS

4	KEY PILLARS	30	AERODYNAMICS
6	2012 CIVIC AT A GLANCE	32	INTERIOR DESIGN
10	THE RANGE	38	PRACTICAL VERSATILITY
11	2012 CIVIC PRICES	42	2012 CIVIC ENGINES
12	CIVIC HISTORY	56	2012 CIVIC TRANSMISSION
16	RESPONSE & DEVELOPMENT	58	CHASSIS & SUSPENSION
17	QUESTIONS & ANSWERS	62	FOCUSED SAFETY
18	PEACE OF MIND MOTORING	66	INTEGRATED TECHNOLOGY
20	2012 CIVIC OVERVIEW	68	2012 CIVIC OWNERSHIP
22	WHAT'S NEW	76	MADE IN BRITAIN
24	2012 CIVIC DESIGN	80	HONDA & THE ENVIRONMENT
26	EXTERIOR DESIGN	84	SPECIFICATIONS & EQUIPMENT



KEY PILLARS

The 2012 Civic is underpinned by five key strengths which deliver a unique proposition to the discerning European customer.

- 1 STAND-OUT **LOOKS**
WITH CLASS-LEADING **SPACE**
- 2 UNPARALLELED
RELIABILITY
- 3 **HIGH QUALITY**
FIT AND FINISH
- 4 QUIET, CLEAN, ECONOMICAL ENGINES
DELIVERING **LOW CO₂ & RUNNING COSTS**
- 5 INNOVATIVE AND
USEFUL TECHNOLOGY



2012 CIVIC. THE CONFIDENT, CLEVER AND
VERSATILE FAMILY CAR YOU CAN TRUST



Loving the new
@Honda_UK Civic.
Want one now please!



2012 CIVIC **AT A GLANCE**

AVAILABLE WITH 1.4-LITRE 100PS OR 1.8-LITRE 142PS PETROL ENGINE AND A SMOOTH 150PS 2.2-LITRE i-DTEC DIESEL

CLASS-LEADING SPACE, VERSATILITY AND PRACTICALITY WITH HONDA'S UNIQUE MAGIC SEATS



FLUID-FILLED COMPLIANCE BUSHINGS FOR SUPERIOR RIDE QUALITY

BOLD AND SPORTY DESIGN WITH WIDE, LOW STANCE

ECO ASSIST, ECON MODE AND IDLE STOP TECHNOLOGY REDUCE EMISSIONS AND IMPROVE FUEL ECONOMY

NEW MODEL IS 9th GENERATION OF THE CIVIC

DEVELOPED FOR EUROPE IN EUROPE – UK'S UNIQUE AND DEMANDING ROADS WERE A KEY PART OF THE TESTING PROCESS

AVAILABLE TO ORDER NOW WITH DELIVERIES STARTING IN JANUARY 2012

2012 CIVIC AT A GLANCE

AVAILABLE IN SE, ES, EX AND EX GT TRIM LEVELS

DRIVER-FOCUSED ERGONOMICS AND PREMIUM MATERIALS FOR THE INTERIOR

POPULAR 2.2 i-DTEC ENGINE COMBINES 150PS, FROM 0-62MPH IN 8.5-SECONDS AND FROM JUST 110G/KM OF CO₂ EMISSIONS



AN ENGINE RANGE WITH CONSIDERABLY LOWER EMISSIONS AND MORE POWER

MADE IN BRITAIN AT HONDA'S SWINDON PRODUCTION FACILITY

BRINGING ADVANCED AND PREMIUM SAFETY FEATURES LIKE COLLISION MITIGATION BRAKING SYSTEM TO THE COMPACT FAMILY CAR SEGMENT

INSURANCE GROUPS FOUR TO FIVE GROUPS LOWER THAN OUTGOING CIVIC FOR REDUCED RUNNING COSTS

AROUND 22,000 CIVICS WILL BE SOLD PER YEAR IN THE UK, SPLIT APPROX 50:50 BETWEEN FLEET AND PRIVATE BUYERS

PRICED FROM £16,495 OTR TO £26,595 OTR



THE RANGE

CIVIC 1.4 i-VTEC

SE / SE-T

- > **PRICE**
From £16,495 OTR
- > **TOP SPEED**
116mph
- > **0-62MPH**
13.4sec
- > **COMBINED MPG**
52.3
- > **CO₂**
129g/km
- > **ENGINE**
1339cc i-VTEC
- > **POWER**
100PS @ 6000rpm
- > **TORQUE**
127 Nm @ 4800rpm
- > **TAX BAND**
D
- > **BiK**
20% tax payer – from £44 per month
40% tax payer – from £88 per month

CIVIC 1.8 i-VTEC

SE / SE-T / ES / ES-T / EX / EX GT

- > **PRICE**
From £17,995 OTR
- > **TOP SPEED**
134mph (auto – 130mph)
- > **0-62MPH**
9.1sec (auto – 10.9sec)
EX GT – 9.6sec (auto – 11.5sec)
- > **COMBINED MPG**
SE – 48.7mpg (auto – 44.8mpg)
ES/EX – 47.1mpg (auto – 44.8mpg)
EX GT – 46.3mpg (auto – 44.1mpg)
- > **CO₂**
SE – 137g/km (auto – 148g/km)
ES/EX – 143g/km (auto – 148g/km)
EX GT – 145g/km (auto – 150g/km)
- > **ENGINE**
1798cc i-VTEC
- > **POWER**
142PS @ 6500rpm
- > **TORQUE**
174Nm @ 4300rpm
- > **TAX BAND**
SE – E (auto – F)
ES/EX/EX GT – F
- > **BiK**
20% tax payer – from £54 per month
40% tax payer – from £107 per month

CIVIC 2.2 i-DTEC

SE / SE-T / ES / ES-T / EX / EX GT

- > **PRICE**
From £20,095 OTR
- > **TOP SPEED**
135mph
- > **0-62MPH**
8.5sec
EX GT – 8.8sec
- > **COMBINED MPG**
67.3
EX GT – 64.2
- > **CO₂**
110g/km
EX GT – 115g/km
- > **ENGINE**
2199cc, common rail diesel
- > **POWER**
150PS @ 4000rpm
- > **TORQUE**
350Nm @ 2000 – 2750rpm
- > **TAX BAND**
B
EX GT – C
- > **BiK**
20% tax payer – from £44 per month
40% tax payer – from £87 per month

2012 CIVIC PRICES

PETROL MODELS	CO ₂	COMBINED MPG	OTR PRICE
Civic 1.4 i-VTEC SE Manual	129g/km	52.3	£16,495
Civic 1.4 i-VTEC SE-T Manual	129g/km	52.3	£17,490
Civic 1.8 i-VTEC SE Manual	137g/km	48.7	£17,995
Civic 1.8 i-VTEC SE-T Manual	137g/km	48.7	£18,990
Civic 1.8 i-VTEC ES Manual	143g/km	47.1	£18,995
Civic 1.8 i-VTEC ES-T Manual	143g/km	47.1	£19,990
Civic 1.8 i-VTEC EX Manual	143g/km	47.1	£21,795
Civic 1.8 i-VTEC EX GT Manual	145g/km	46.3	£24,495

DIESEL MODELS	CO ₂	COMBINED MPG	OTR PRICE
Civic 2.2 i-DTEC SE Manual	110g/km	67.3	£20,095
Civic 2.2 i-DTEC SE-T Manual	110g/km	67.3	£21,090
Civic 2.2 i-DTEC ES Manual	110g/km	67.3	£21,095
Civic 2.2 i-DTEC ES-T Manual	110g/km	67.3	£22,090
Civic 2.2 i-DTEC EX Manual	110g/km	67.3	£23,845
Civic 2.2 i-DTEC EX GT Manual	115g/km	64.2	£26,595

CIVIC HISTORY

OVER 40 YEARS, EVERY CIVIC MODEL HAS ANTICIPATED THE DESIRES AND NEEDS OF ITS PARTICULAR GENERATION.

KEY MILESTONES

- **1972** – the very first Civic is launched
- Within 5 years, Civic sales reach **one million**
- Over **20 million** Civics have been sold globally
- Over **650,000** Civics have been sold in the UK
- Over **170,000** of the 8th generation Civic have been **sold in the UK**

“ WE’VE REACHED OUR TARGETS, BUT WE’LL NEVER STOP EVOLVING AND IMPROVING... ”

**MITSURU
KARIYA**
Large Project
Leader





1972 'CIVIC'

Civic & low emission CVCC engine introduced, achieving 1975 US Clean Air Act regulations & best fuel economy ratings in market. 2.1m sold.



1983 'WONDER CIVIC'

Evolved around a design concept called 'Man-Maximum, Machine Minimum'. Range included hatchback, sedan, Shuttle MPV and the sporty CR-X.



1991 'SPORTS CIVIC'

Aerodynamic design and super-economical VTEC-E and high-performance VTi models achieve 2.4m sales, pushing total sales over 10m.



2001 'CONSCIOUS CIVIC'

Civic with class-leading space emerges from second Swindon production line. High performance Civic Type R follows. Total sales to date top 16m.

1979 'SUPER CIVIC'

CVCC engine further developed for entire range of Civics. Cumulative sales rise to over 2.5m.



1987 'GRAND CIVIC'

World's first Variable Valve Timing and Lift Electronic Control - VTEC. 16-valve engines across the range for excellent efficiency. Over 7.5m now sold.



1995 'MIRACLE CIVIC'

3-stage VTEC engine, and Civic is first car certified as Low Emission Vehicle (LEV) in US. Civic 5 door and Aero deck specifically developed for, and in, Europe.



2006 'REVOLUTION CIVIC'

Radical styling specifically designed for Europe. Low CO₂ i-CTDi diesel engine and 200PS Type R set new performance standards.



RESPONSE & DEVELOPMENT

WE LISTENED

- **Polarising design**
- **Compromised rear visibility**
- **Ride comfort**
- **Interior quality**

WE EVOLVED



- Evolutionary approach – sporty exterior with emotional appeal from low, wide stance
- By lowering the rear window bar, fitting a wiper and a heated lower rear screen, visibility is much improved
- New suspension design specifically engineered to ensure supple ride comfort
- Extensive use of soft-touch materials and improved sound insulation fuses feel-good quality with traditional Civic integrity

QUESTIONS & ANSWERS

WHO IS YOUR TARGET CUSTOMER?

We expect the customer base to be similar to that of the 8th generation Civic. The target customer is around 45-years-old and predominantly male.

WHAT ARE THE CIVIC'S COMPETITORS?

The car has been benchmarked against the Volkswagen Golf throughout its development. The Ford Focus is also seen as a competitor.

WILL THERE BE OTHER BODY VARIANTS?

The new Civic will be launched as a 5-door hatchback only, as we feel this fulfils the needs of both 5-door utility and 3-door style.

WILL THERE BE A SMALLER DIESEL ENGINE?

We will introduce a small diesel engine to the Civic range towards the end of 2012. Further details will be announced closer to the launch.

WILL THERE BE A TYPE R?

Sporty and racing characteristics are important to Honda and we are investigating the direction of a next generation Type R which displays sporty characteristics, but reflects the changing environmental demands of society. Further plans have not been decided.

WHY NO HYBRID?

We already offer a comprehensive range of hybrid vehicles for the B & C sectors with the Insight, CR-Z and Jazz.

WHERE WILL THE NEW CIVIC BE BUILT?

The new Civic will be built at our UK production facility in Swindon.

WHEN WILL PRODUCTION OF THE NEW CIVIC BEGIN?

The first mass-produced model off the line is expected mid-November.

PEACE OF MIND MOTORING

Honda believes that reliability and customer service are just as important as ensuring the Civic is a class-leader in every area. Our customers expect a hassle-free ownership experience and low running costs. The new Civic, built in Swindon, continues a heritage of exceptional build quality and reliability. Here's a selection of awards that the last Civic and Honda have collected in the last few years alone.

MOST RELIABLE UK CAR MAKER

For an unprecedented sixth year in a row Honda has topped a survey by What Car? and Warranty Direct to find the UK's most reliable manufacturer, with an impressively low 9 per cent failure rate in the first 12 months.

WHICH? MAGAZINE NAMES HONDA MOST RELIABLE CAR BRAND

The 2011 Which Car? Survey named Honda as the most reliable car brand.

JD POWER: TOP VOLUME MANUFACTURER

Honda rated as 2nd place manufacturer in overall standings and first placed volume manufacturer in 2009, 2010 and 2011. Only luxury brand Lexus rated more highly.

CIVIC BEATS GOLF, A3 AND 1 SERIES

Eighth generation Civic beats Volkswagen Golf, Ford Focus, Audi A3 and BMW 1 Series to score 2nd place in the JD Power 'Small Family Car' segment.

FLEET BUYERS LOVE HONDA

Fleet News' prestigious FN50 Survey covers 1.5 million cars owned or managed by Britain's 50 largest contract hire companies. Not only were Honda named the most reliable car manufacturer in 2010, but Accord and Civic came second and ninth overall.



 New Civic
is pretty huh!!

2012 CIVIC OVERVIEW

The new Civic has a proud legacy to continue and with stand-out design, class-leading space and versatility and even higher quality we're confident that the ninth generation of the Civic is the best yet. With low CO₂ emissions it's also cheaper to run and has minimal impact on the environment.

Replacing the current Civic was never going to be easy. Launched in 2006, its radical design propelled the Civic in an exciting new direction. Naturally the next step is a thoughtful evolution, building on established strengths and consolidating its place as a boldly individual, high quality, practical and reliable choice. As you'd expect, the new Civic is spacious, packed with convenient features, uses less fuel and emits less CO₂.

So the new Civic has all the qualities the badge has stood for since 1972, all the qualities that more than 20-million customers globally have enjoyed over 40 years. By listening to their needs and the views of the press, the new Civic has made another stride in our dream of producing the very best family hatchback.

**Welcome to
the 2012 Civic.**

CIVIC



WHAT'S NEW?

THE MAIN CHANGES AT A GLANCE

INTERIOR STYLING

- › New functional cockpit layout
- › Full colour i-MID screen incorporating an eco driving support function, audio display and user support
- › New touch point surface materials used throughout for an improved quality feel
- › Redesigned steering wheel with easy operating controls and finished in extra-smooth leather with more comfortable stitching
- › Blue interior door lining illumination

EXTERIOR STYLING

- › Lower and wider aerodynamic profile
- › Sweeping elegant look seamlessly unifying all surfaces including the wheel arches and the body
- › New brake and indicator light cluster design
- › Rear light combination aids aerodynamic efficiency
- › New body colours
- › Addition of rear window wiper

COMFORT AND CONVENIENCE

- › Keyless drive on EX GT models
- › Bluetooth™ available on ES spec and above
- › Air chamber support front seats with lumbar and side support on EX GT models
- › Audio key-off timer and automatic station list update
- › Glass roof with electric sunshade on EX GT models
- › HDD navigation system with arrow display, 11 languages and an 800 x 480mm screen on EX and EX GT models
- › Power windows and folding wing mirrors operated by key fob on ES, EX and EX GT models
- › Hill start assist
- › Misfueling guard on diesel models
- › Multiple storage console, including USB/iPod and AUX inputs
- › Smoother gear shift feel

FUEL ECONOMY AND ENVIRONMENTAL PERFORMANCE

- › ECO Assist
- › ECON mode
- › Idle Stop (manual only)
- › Reduced engine friction
- › Optimised combustion
- › Air shutter grille on diesel models
- › A cleaner, more powerful and economical diesel engine to deliver lower running costs

SAFETY

- › LED day time running lights
- › Auto high-beam support system on EX GT models
- › Distinctive, high-mounted brake light
- › ACC (Adaptive Cruise Control) and CMBS (Collision Mitigation Brake System) available as an option on EX GT models
- › Variable speed limiter system
- › Improved hands-free microphone
- › Lowered rear window for a better view from the driver's seat
- › Improved crosswind stability

SUSPENSION

- › Fluid-filled compliance bushings for superior damping in rear suspension
- › H-Beam Trailing Arm with even higher rigidity than the predecessor Civic Type R for road stability

2012 CIVIC DESIGN

**BOLD AERODYNAMIC
DESIGN, CLASS-LEADING
QUALITY AND PRACTICALITY**

The team faced challenges of how a relationship could be formed between design and function; the design brief for the new Civic was that it needed to be clean, dynamic in look and premium in feel, yet function practically in all areas.

Inspiration can come in many forms and Daisuke Sawai, Creative Chief Designer, and his team looked beyond the Civic's history and competitor models when they approached the design of the 9th generation Civic.

"As we embarked on the design of the new Civic, we designers all felt the history of the automobile in relation to people, society and the

environment is fast approaching a turning point. This spurred us to try new design expressions." Sawai explains. "The beauty of a droplet of water on top of a leaf comes from the harmonious balance between internal forces and the pressure on the outside. If we transpose this into car designing, it is the bringing together of various functions and elements in a harmonious shape whose very existence appears natural. This is the thought we had in mind when we came up with the *Clean-Dynamic* concept."

Initial sketches focused on elegantly flowing designs taken from the 'blended body' airplane (a concept model designed by engineers at the University of Cambridge) and low resistance swimwear with no obvious borderlines between surfaces with bumper and fender lines blending seamlessly into the body. This concept was a clear break in

a new direction, rather than relying on sheer strength and engine power to convey a sporty image, a 'blended body' with reduced resistance would demonstrate a smarter image for the new Civic.

The team returned to these sources over and over again during the design process, using them as a touchstone when they needed to reaffirm their direction.

The result of the team's fresh thinking is a dynamic low and wide stance with an elegant monoform design, blending surfaces seamlessly and creating a lean, athletic and futuristic look. Sawai and his team felt that the previous Civic created its cutting edge look with cold, robotic design: the new Civic is a warmer, more natural and deliberately understated expression of an increasingly environmentally conscious future.



“WHAT WE HAVE ASPIRED TO ACHIEVE IN THE NEW CIVIC IS RAISING THE BAR AS HIGH AS POSSIBLE IN TERMS OF DYNAMISM AND FUNCTIONALITY.”

**DAISUKE
SAWAI**
Creative
Chief Designer

EXTERIOR DESIGN

**ATHLETIC, LEAN AND DYNAMIC,
WITH INTELLIGENT PRACTICALITY**

The new Civic's dynamic stance is 20mm lower and 10mm wider than previously and the hidden rear door handles and neat design touches give the car a sporty coupé-like profile.

Research led the designers to consider how the new Civic 5 door design could have a sporty look that could resemble the sporty characteristics often found in 3 door cars. Particular attention was paid to the ratio of side glass to the surface of the side of the body to capture an athletic, lean and dynamic look. This creates the look of having a small sleek cabin compared to the more traditional 5 door cars in the C segment.

The treatment of the side surfaces also contributes to the Civic's natural tension. Typically the peak point of the side body (the widest point) runs in parallel with the door handle. However the new Civics' peak point is lower due to the elegantly sculpted sides, coming around the middle height of the door panel. The result is a low,

uninterrupted line running from the front bumper, extending over the entire flank before reaching the rear bumper. This creates a sense that the Civic has a very low centre of gravity, reinforcing the overall sense of cohesive dynamism.



“THERE IS A CERTAIN POINT WHEN YOU KNOW ‘THIS IS IT’. YOU CAN’T TELL WHY BUT YOU KNOW THIS ONE IS THE DIRECTION WE HAVE TO GO.”

MITSURU KARIYA
Large Project Leader

When looking at the car, the eye traces a flowing line which extends from the low front along the sleek side profile underneath the windows. This is accentuated by the line of the aerodynamic wings. At the rear, the rear light combination has been optimised

for maximum visual impact as well as aerodynamic efficiency. As in the current Civic, the rear design identity features strong horizontal elements which enhance the car's wide stance and strong road presence.

EXTERIOR DESIGN

**ATHLETIC, LEAN AND DYNAMIC,
WITH INTELLIGENT PRACTICALITY**

On the new car the rear lights are placed on a higher level to ensure good visibility from following cars. The horizontal brake light combination also works as a spoiler with an aerodynamic function, managing airflow over the top of the car. The combination lamp has an aerodynamic function too, protruding at the optimal position to cut off body-side airflow. Three distinctive lines, sculpted into the sides of the rear lights, reduce drag by minimising the amount of air turbulence at the rear of the car.

To address criticisms of the previous model's compromised rearward visibility the rear window has also been restyled and receives a wiper and a de-icer function. Furthermore, the bottom edge of the extra window is now lower,

improving visibility for the driver when reversing. Combined with a C-pillar that has been moved back by approximately 100mm, the new Civic is an easier car to manoeuvre and more relaxing to drive as a result.



“ TO A CERTAIN EXTENT, ALL CAR MAKERS TRY TO COMBINE DYNAMISM AND FUNCTIONALITY. THE DIFFERENCE IS IN THE LEVEL OF COMMITMENT, HOW DEEPLY DYNAMISM AND FUNCTIONALITY ARE INGRAINED IN THE COMPANY'S CULTURE. ”

**KAZUKI
NISHIMOTO**

Packaging
Designer

 New #Civic looks better the more we look at it. Blends the best of the last design with top Honda design cues.

A E R O DYNAMICS

HIGH-SPEED STABILITY AND IMPROVED EFFICIENCY

Aerodynamic efficiency is the very basis of the new Civic's design and it is crucial to achieve exceptional high-speed stability and efficiency.

Honda's depth of engineering talent and motorsport expertise allowed Mitsuru Kariya, Large Project Leader, to recruit highly skilled and motivated aerodynamicists to the Civic programme. He enlisted the help of engineers with first-hand experience in Formula 1, a sport dominated by the expert management of airflow.

The aim was to provide security and stability at all times. As well as the low drag mono-form design, the Civic also uses a full-length bumper-to-bumper undertray with flared leading edges to manage the flow of air under the car.

Together with larger covers on the rear suspension, this undertray adds to stability, particularly when overtaking long vehicles on multi-lane roads.

The introduction of a shutter grille on the diesel model is another aerodynamic innovation never seen before on a Civic. The new diesel Civic reads water temperature, wheel speed and outside air temperature, and opens or closes the shutter to optimise cooling and to reduce drag wherever possible. Generally speaking the shutter is closed at everyday medium speeds to ensure maximum fuel efficiency. At low speeds, where aerodynamics are less critical, the shutter remains open. To ensure the best possible aerodynamic balance and reduce front-end lift the shutter also opens at high speeds.

The overall aerodynamic improvement of the new Civic

diesel has a CdA value of 12.6 per cent compared to its predecessor and a 10.8 per cent improvement with the petrol models.



“AERODYNAMICS HAVE ONLY ADVANTAGES... IF YOU IMPROVE AERODYNAMICS, IT IMPROVES THE FUEL CONSUMPTION, THE DRIVING PERFORMANCE, THE DYNAMIC PERFORMANCE AND SO ON.”

**MITSURU
KARIYA**
Large Project
Leader



 New Civic is pretty huh!!

INTERIOR DESIGN

PREMIUM CAR MATERIALS

Honda's reliability and quality is industry leading.

However, customer and press feedback suggested that the perception of quality could be higher in the Civic, particularly for demanding European customers.

The interior design team focused on using higher-grade soft-touch materials at all touch points and the luxurious feel is also greatly enhanced by superior noise insulation and the substantial improvement in ride quality. The Civic has always been amongst the most reliable cars on sale, now that quality is more tangible than ever before.

Attention to detail in every minute detail is the key to the new Civic's more premium feel. The materials throughout the interior have been carefully selected for a soft, highly

tactile feel. The Driver Interface Zone uses a plastic chosen for its specific grain, which combines a leather look with a geometric pattern that compliments the interior's high-tech image. The door lining is illuminated by cool blue ambient lighting. Two interior colour options are available: black and grey.

Finer stitching, located on the back of the steering wheel, creates a totally smooth surface, ensuring nothing interrupts the interaction between driver and EPS system. The grip shape has been revised and the steering wheel diameter has increased for optimum control.

The gearstick has also been tailored for sporty dynamics with smooth, proficient gear shifting, to match advances in the new Civic's powertrain. It has been moved so the angle of operation is more natural.

“HAPPINESS IS WHAT THE CIVIC CUSTOMER VALUES. THIS BECAME THE KEY WORD WHEN WE DEVELOPED THE INTERIOR.”

**HISAYUKI
YAGI**

Development Leader
Interior Design



INTERIOR DESIGN

CLASS-LEADING SPACE, WITH IMPROVED MATERIALS

Practicality, versatility and a sheer sense of space have long been Civic qualities.

The new Civic is still a class-leader in terms of interior space and with Honda's unique Magic Seats you can take advantage of its capaciousness in many different ways. What's new is a sense of opulent luxury from soft-touch materials and driver engagement with a new cockpit-style dash, plus even greater refinement and a host of convenient features as standard.

DRIVER-FOCUSED

To reflect the new Civic's athletic appearance, the interior is more driver-focused than ever. From the driver's seat the instruments seem to wrap around and place you right at the centre of the driving experience, fully relaxed but totally in control. All the controls are perfectly positioned and any information you require is easily available via the i-MID Intelligent Multi-Information Display.

Sources of inspiration came from the control panel layout from a jet fighter plane cockpit and a race car cockpit that enables natural and intuitive operation of all controls. The feeling of sitting in the driver's seat reflects a driver focused space with a feeling of relaxation and control. The feeling is of a car designed around the driver – the ultimate expression

of Honda's 'Man-Maximum, Machine Minimum' principle.

The cockpit has two control zones, which separate the control areas known as the Information Interface Zone and the Driver Interface Zone. The latter is housed in a smooth upper visor, which arcs over the main instrument binnacle.

The Driver Interface Zone gathers essential information at the natural point of focus. The Information Interface Zone is positioned on the centre console and includes the colour i-MID screen, it controls functions including audio and the air conditioning, putting both within easy reach of driver and passenger.

“THE NEW CIVIC HAS A HIGH QUALITY CABIN, BOTH IN THE WAY IT FEELS AND LOOKS, OFFERING CLASS-LEADING BOOT SPACE WITH THE VERSATILE SEAT COMBINATIONS MEANS THAT IT'S THE MOST PRACTICAL YET.”

**MITSURU
KARIYA**
Large Project
Leader

The Driver Interface Zone is part of the Dual Link concept carried over from the previous Civic. An intuitive design, the Dual Link concept places the most essential information such as the digital speedometer at the top of the dashboard where the driver can consult it frequently without impeding concentration on the road ahead. Secondary information and controls are then placed below. To add to the dynamic ambience the main round instruments are trimmed with a metallic surround.



INTERIOR DESIGN

INTENSIVE PROGRAMME TO IMPROVE REFINEMENT

Engineers on the new Civic were so determined to improve refinement and reduce noise intrusion into the cabin that an entirely new test programme was initiated.

They reasoned that a quiet car felt safer at high speeds, reduced driver fatigue and imparted a feeling of premium luxury, so the intensive programme was devised. The test focused not just on reducing overall noise levels, but also on minimising the contrast between the different frequencies of noise reaching the driver's ear from outside the cabin due to varying road surfaces, for example.

NOISE WAS MEASURED DURING THE FOLLOWING EIGHT SCENARIOS:

- Upon entering the car
- When starting the engine
- When initially pulling away
- Whilst crawling in traffic
- Driving at low speeds in urban traffic
- Under hard acceleration
- Driving on rough surfaces
- Driving at motorway speeds

This holistic approach allowed engineers to measure overall levels and the different types of noise (including isolating those that caused the most discomfort) that were delivered to the cabin. From here they began an engineering-led operation to scrutinise every

component and reduce the noise and vibration wherever was possible.

The result is that noise reduction is at the very core of the new Civic's construction. For example, large noise-absorbing panels have been added to the rear wheel arches, the roof is specially engineered to eliminate vibration and sound-deadening glass wool is used in the engine bay to reduce NVH. Inside the cabin a new sound-insulating material is interlaid in the windscreen, there is thicker window glass in the front doors and new seals have been introduced throughout.



For added convenience this noise-reduction programme extends to clever new technology for the hands-free telephone system. By adapting a new microphone system, clear and

clean telephone conversations are guaranteed. This unique digital technology captures the driver's voice and background sound with multiple microphones and digitally processes the sound to effectively

cut out ambient noise. Noise is also cut completely when the driver is not speaking. This greatly improves sound quality and voice recognition and effectively reduces the stress of conversation while driving.



New Civic on Honda stand.
It was worth getting up early.
#iwantone



PRACTICAL VERSATILITY

**CLASS-LEADING SPACE,
VERSATILITY AND COMFORT**

Creating a more dynamic and premium Civic doesn't mean ignoring its core values of practicality, class-leading space for passengers and unrivalled versatility.

The new Civic has the most spacious interior in the C-segment, and a class-leading boot capacity of 401-litres, increased by a further 76-litres with the convenient under-floor compartment. It has 1431mm of shoulder room between driver and front seat passenger and 795mm of tandem distance (between driver and rear seat passenger).

Between the front seats there is storage for two 1-litre bottles and two 350ml bottles. Plug outlet,

USB and Aux-in ports are also included. For ease of use, these storage spaces have been carefully placed in the driver's natural line of movement. Of course Honda's unique 'Magic Seat' system also offers unrivalled versatility.

A major challenge for the Civic engineers was to improve the handling of the car. An easy solution would have been to abandon the torsion beam in the rear suspension, however this would have resulted in losing a lot of boot space and the rear 'Magic Seats'. Following a personal experience of the development team during a customer feedback survey in France where a customer had shown his dog nestled in the space where the seat was.

The engineers decided that the practicality offered by the Magic Seats was a real benefit and so they kept them.

For added comfort and control a new driver's seat in EX GT trim levels increases the feeling of connection with the car. Featuring an air cell lumbar and side support, the new seat can be adjusted to comfortably support drivers of any size and shape. A compact pump pressurises two air cells in the lower seat back on demand, offering adjustable levels of lumbar support, while further air cells in the side bolsters of the seat base can be pressurised to improve lateral support and fit the seat to smaller, slimmer drivers.

PRACTICAL VERSATILITY

TRANSFORM YOUR SPACE WITH HONDA'S MAGIC SEATS

The Magic Seat system allows an incredible range of configurations for maximum versatility.

Flip up. Fold down. Recline. You can transform the interior of the Civic at the lift of a lever or push of a button. The rear seats lift up, fold over and lock down in one easy movement, and the 60:40 split folding design creates near-endless configurations for your ever-changing requirements.

With a simple 'dive-down' motion the rear seat backs can be folded down completely to give a flat boot space that is 1600mm long and 1350mm wide. The resulting space is large enough to carry for example three mountain bikes (with the front wheels removed), three extra

large Samsonite cases or three large golf bags. This is possible even with the front seats in their rearmost position. The rear seat bases can also be flipped up to reveal a large floor for carrying tall objects.

A 60:40 split in the seat base offers even more options for carrying both people and cargo. It also offers an alternative load area if access via the tailgate is limited.

“...WE CANNOT HELP BUT ADD WHAT MIGHT BE CALLED TYPICALLY JAPANESE HOSPITALITY. THE VERSATILE REAR MAGIC SEATS ARE THE PERFECT ILLUSTRATION OF OUR THINKING.”

**DAISUKE
SAWAI**
Creative
Chief Designer



2012 CIVIC ENGINES

DRIVETRAIN, ECO ASSIST, IDLE STOP, CHASSIS & BRAKES

The challenge for new Civic was to increase driving pleasure, improve ride quality and refinement, provide easily accessible and thrilling performance and at the same time reduce CO₂ emissions and lower fuel consumption.

Intelligent engine optimisation, plus the adoption of Idle Stop technology, improves power and reduces emissions. New ratios for the 6-speed manual gearbox also improve driveability and enhance economy.

The driver is always at the centre of the new Civic experience. ECO Assist, a system that calculates the optimum gear for any given situation, engages with the

driver to help them to achieve the lowest fuel consumption and can contribute to up to 15 per cent better economy.

Intensive testing on Europe's demanding roads ensures the new Civic offers greater stability, manoeuvrability and, thanks to redesigned rear suspension with a much stiffer torsion beam and fluid-filled compliance bushings, a quieter and more supple ride.

- **Retuned and more direct EPS (Electric Power Steering)**
- **Stiffer torsion beam, fluid-filled compliance bushing**
- **Improved refinement and greater ride comfort**
- **Intensive European development for precise dynamics and high-speed stability**

AVAILABLE WITH TWO PETROL ENGINES AND ONE DIESEL:

- **1.4-litre i-VTEC**
6-speed manual gearbox:
100PS @ 6000rpm,
127Nm @ 4800rpm,
from 129g/km
- **1.8-litre i-VTEC**
6-speed manual or
5-speed automatic gearbox:
142PS @ 6500rpm,
174Nm @ 4300rpm,
from 137g/km
- **2.2-litre i-DTEC**
6-speed manual gearbox:
150PS @ 4000rpm,
350Nm @ 2000-2750rpm,
from 110g/km





2012 CIVIC ENGINES

PERFORMANCE & RESPONSIBILITY

An engine range with lower emissions, more power and Idle Stop technology.

8th GENERATION

9th GENERATION

PETROL

1.4 i-VTEC SE
100PS / 127Nm
CO₂: 135g/km
EURO 5

1.4 i-VTEC SE
100PS / 127Nm
CO₂: 129g/km
EURO 5

1.8 i-VTEC SE
140PS / 174Nm
CO₂: 152g/km
EURO 5

1.8 i-VTEC SE
142PS / 174Nm
CO₂: 137g/km
EURO 5

DIESEL

2.2 i-CTDi SE
140PS / 340Nm
CO₂: 134g/km
EURO 4

2.2 i-DTEC SE
150PS / 350Nm
CO₂: 110g/km
EURO 5

@Honda_UK The new Civic is looking fantastic! Congratulations on a great job. Looking forward to learning more soon.



ENGINE TECHNOLOGY

ECO ASSIST AND IDLE STOP TECHNOLOGY

ECO ASSIST: OPTIMISING THE MOST IMPORTANT COMPONENT, THE DRIVER

Seeking out even the tiniest gains to contribute towards much-improved efficiency, smoothness and driving enjoyment were vital during the development of the new Civic.

Every mechanical and electric component was scrutinised and refined like never before. However from lessons learnt during the Insight development programme, where Honda found that different driving styles could create as much as a 15 per cent variance in fuel economy, it was clear that ECO Assist should become a key part of the new Civic's personality.

ECO Assist optimises fuel efficiency by minimising the differences in fuel consumption caused by varying driving styles. Originally developed

to assist drivers of the Insight, CR-Z and Jazz Hybrid models, it uses the car's speedometer illumination to advise drivers on how their driving style is impacting fuel economy. This helps drivers to get the best economy from their car in everyday situations and gives real time feedback on how their driving style affects their fuel costs and environmental footprint.

The speedometer lighting is blue when the car is idle and stays blue during sudden acceleration and deceleration. It turns to green if the car is driven in an economical manner. In between, blue-green lighting shows during gentle acceleration and deceleration when the driver is slightly exceeding the best level of throttle.



ECON BUTTON

For maximum efficiency the driver can also choose to press the green ECON button on the dashboard.

The ECON button activates a gentler throttle map to ensure a very smooth increase in torque for a more relaxing drive and greater fuel efficiency. It also improves the efficiency of the air conditioning system according to conditions



such as temperature and humidity. It controls the compressor and decreases the voltage of the fan drive to reduce the load on the engine, improving fuel efficiency.

In-keeping with the Civic's Europe-specific development, ECO Assist and the ECON feature have been extensively tested on a variety of roads, from Germany's derestricted autobahns to the demanding British B-roads.

IDLE STOP TECHNOLOGY: POWER ONLY WHEN YOU NEED IT

Even our i-VTEC and i-DTEC engines are at their very cleanest when they're not running at all. That's why Idle Stop technology is standard on all engines combined with the manual transmission

and this seamless system contributes up to a 5g/km of CO₂ saving for the diesel engine. Smooth operation and clear information for the driver are the key qualities of Idle Stop.

That's why the Idle Stop status is clearly displayed on the Civic's standard i-MID screen. Our engineering team also worked hard to achieve consistently smooth and reliable restarts to remove anxiety and reinforce the Civic's relaxed and confident dynamics. It is also worth noting that the driver displays and audio will not be interrupted. Idle Stop can also be disabled should the driver wish.

i-DTEC ENGINES

**HIGH PERFORMANCE,
LOW EMISSIONS**

Improvements to Honda's 2.2-litre i-DTEC engine, coupled with a low-drag body design, mean the new 2012 Civic emits only 110g/km of CO₂ – while producing a powerful 150PS and 350Nm of torque.

This new lower CO₂ figure signals a drop of up to 29g/km over the outgoing model and will enable customers to benefit from free road tax for the first year (and only £20 per year from then on), as well as cheaper fuel bills. Meanwhile, company car drivers will be able to take advantage of BiK tax rates among the lowest for a small family car.

The improved engine also shows that customers need not sacrifice

on power to achieve better economy – the 2.2 diesel delivers a 10PS boost over the outgoing engine.

Honda's advanced i-DTEC engine received a number of enhancements in the quest for lower emissions. The oil flow through the engine has been carefully managed to reduce circulation loss, while engine materials and components have been revised to reduce friction. A five g/km reduction in CO₂ was also achieved with the addition of Idle Stop (start/stop) technology.

Extensive wind tunnel testing was carried out to improve the car's aerodynamics, reduce drag and refine high speed stability, all of which contribute towards lowering emissions.

"To achieve a good CO₂ figure, you need to optimise every aspect of the car," says Katsushi Watanabe, Development Leader for the engine.

"Reducing the emissions was our key target and we're proud to say that we have achieved this without compromising the high performance character of the engine. We want our customers to have fun when they drive this car."

The i-DTEC engine is a transversely mounted four-cylinder unit with DOHC, four valves per cylinder, a balancer shaft for exceptional smoothness, 3rd generation common rail direct injection, a new shallow bowl combustion chamber and a variable vane turbo with lift sensor. The intake and exhaust parts are tailored for optimum performance and a compact design. The intercooler system is also reconfigured in a unique design with the DPF (Diesel Particulate Filter) moved to the engine side to reduce weight.

Like all engines in the new Civic range – it meets EURO 5 legislation.

“WE ACHIEVED A VERY GOOD CO₂ LEVEL OF 110g/km WHILE MAINTAINING THE DRIVEABILITY WHICH WAS SO IMPORTANT TO OUR GOAL OF POSITIONING THE CIVIC AS A DYNAMIC, FUN TO DRIVE CAR.”

**CHRISTOPH
KARGER**
Powertrain
Engineer

i-DTEC IN DETAIL

- **ENGINE**
2199cc, common rail diesel
- **DRIVETRAIN**
6-speed manual, front-wheel drive
- **POWER**
150PS @ 4000rpm
- **TORQUE**
350Nm @ 2000 – 2750rpm
- **COMBINED MPG**
67.3
EX GT – 64.2
- **CO₂ OUTPUT**
110g/km
EX GT – 115g/km
- **TOP SPEED**
135mph
- **0-62MPH**
8.5sec
EX GT – 8.8sec

COMPETITOR COMPARISON

MODEL	ENGINE	POWER	CO ₂
2012 Honda Civic	2.2 i-DTEC	150PS	110g/km
Volkswagen Golf	2.0 TDi BlueM Tech Match	140PS	114g/km
Ford Focus	2.0 TDi	163PS	129g/km
Vauxhall Astra	1.7 CDTi Ecoflex	130PS	99g/km



i-DTEC ENGINES

REDUCED FRICTION FOR IMPROVED EFFICIENCY

ENGINE INTERNAL FRICTION REDUCED FOR IMPROVED EFFICIENCY

The impressive fuel economy was reached by a number of measures, encompassing aerodynamics and gear ratios. However, the biggest contribution is of course down to the i-DTEC engine featuring the new Idle Stop system and optimum common-rail fuel injection control. Most importantly, the engine has been refined to reduce engine friction as much as possible. This was tackled from two angles: optimised oil flow and reduced friction.

OPTIMISED OIL FLOW:

- Optimisation of the piston jet
- Introduction of a new bearing metal with an innovative shape for the oil groove, reducing oil leakage
- Reduced balancer bearing clearance
- Elimination of the balancer chain jet
- The diameter of the rocker arm jet hole has been reduced
- Crank oil supply has been reduced through offset oiling
- Overall oil supply has been reduced and redistributed, boosting efficiency
- Reduced oil pump capacity for less friction and lost energy

REDUCED FRICTION:

- Cylinder block and bearing cap journal diameter has been reduced
- Piston height and the crankshaft pin and crankshaft main journal diameters decreased to reduce weight
- Pressure on the piston side reduced and a thinner conrod introduced
- Piston ring tension reduced
- Diameter of the balancer weight reduced for less resistance
- High pressure fuel pump flow rate reduced
- Cam journal surface roughness decreased to reduce friction loss
- Earlier intake valve closing introduced to decrease pressure loss at low revs
- New diesel engine oil introduced for improved fuel saving performance
- Water pump efficiency optimised



Honda Civic is soo Sexy :)
Love to own it some day :))

i-VTEC ENGINES

**HIGHLY SOPHISTICATED,
SMOOTH & EFFICIENT**

Honda's i-VTEC petrol engines are renowned for reliability, keen performance and excellent economy.

With intelligent technical refinements, Idle Stop technology and ECO Assist, the next generation of i-VTEC continues to offer customers a unique combination of dynamic response, peace of mind and low running costs.

New Civic is available with a choice of a 1.4-litre, 100PS or a 1.8-litre, 142PS i-VTEC petrol engine. Both comply with EURO 5 standards and offer greater economy than ever before. The 1.8-litre i-VTEC is around 10-percent more efficient than its predecessor despite offering a high power output.

The 1.4 i-VTEC SOHC and 1.8 i-VTEC DOHC engines benefit from new, low-viscosity engine oil, improved catalyser material and an improved knock control system. A new piston coating has been applied to reduce friction, boosting performance and reducing fuel consumption. A more durable starter motor has also been integrated to reflect the demands of Idle Stop technology.

The Civic 1.4 i-VTEC SE holds particular appeal for younger customers and downsizers who are attracted to the Civic's stylish looks and spacious practicality with lower purchase and running costs. The larger engine's responsive power delivery, strong performance and refinement showcases Honda's engineering expertise for even the most demanding customers.

OTHER IMPROVEMENTS TO MAXIMISE FUEL ECONOMY INCLUDE:

- ACG output has been increased to allow multi-stage control with a battery monitor to eliminate redundant power generation
- Decreased piston ring pressure and a new piston coating reduce friction
- The cylinder head has adopted a swirl port to improve combustion and a long reach dual needle spark plug introduced for better fuel economy and cleaner emissions
- Weight has been reduced with a lighter camshaft and radiator
- The catalyser material has been altered for more effective emissions reduction and heat resistance

“OUR i-VTEC TECHNOLOGY HAS BEEN REFINED FURTHER. THE SMOOTH, ENTHUSIASTIC POWER DELIVERY OF THESE ENGINES MOULDS PERFECTLY WITH NEW CIVIC'S ENHANCED DYNAMICS.”

**CHRISTOPH
KARGER**
Powertrain
Engineer



Want a Honda Civic!!!
:P its my dream car...
EVER!!!

i-VTEC ENGINES

**MORE POWER,
GREATER EFFICIENCY**

i-VTEC: HOW IT WORKS

Honda's familiar VTEC Variable Valve Timing System helps to achieve efficiency and power together. Depending on engine load and engine speed, an electronic controller chooses between two different cam profiles to determine how the intake valves will operate – maximising economy and performance.

At low revs, the timing of the two intake valves is staggered and the lift asymmetrically skewed in favour of the primary valve, which helps create a swirl effect within the combustion chamber that increases the efficiency of the burn process.

At higher rpm the secondary valve changes to a long-duration mode that increases the volume of air/fuel mixture moving into the combustion chamber. This additional mixture helps increase power at high engine speeds.

1.4 i-VTEC IN DETAIL

- **ENGINE**
1339cc, SOHC, i-VTEC
- **DRIVETRAIN**
6-speed Manual, front-wheel drive
- **POWER**
100PS @ 6000rpm
- **TORQUE**
127Nm @ 4800rpm
- **COMBINED MPG**
52.3
- **CO₂ OUTPUT**
129g/km
- **TOP SPEED**
116mph
- **0-62MPH**
13.4sec

1.8 i-VTEC IN DETAIL

- **ENGINE**
1798cc, SOHC, i-VTEC
- **DRIVETRAIN**
6-speed Manual, front-wheel drive
- **POWER**
142PS @ 6500rpm
- **TORQUE**
174Nm @ 4300rpm
- **COMBINED MPG**
SE – 48.7mpg (auto – 44.8mpg)
ES/EX – 47.1mpg (auto – 44.8mpg)
EX GT – 46.3mpg (auto – 44.1mpg)
- **CO₂ OUTPUT**
SE – 137g/km (auto - 148g/km)
ES/EX – 143g/km (auto – 148g/km)
EX GT – 145g/km (auto - 150g/km)
- **TOP SPEED**
134mph (auto – 130mph)
- **0-62MPH**
9.1sec (auto – 10.9sec)
EX GT – 9.6sec (auto – 11.5sec)



@Honda_UK wow, colour and styling looks great, very sleek, im back in love with it again, good work guys.

2012 CIVIC TRANSMISSION

LIGHTWEIGHT & INTELLIGENT

Honda's light, accurate and tactile gearboxes have always been a stand-out feature.

LIGHTWEIGHT 6-SPEED MANUAL

The new Civic comes as standard with a compact and lightweight 6-speed manual with several detail changes to improve the shift action and contribute to the overall efficiency gains. The gear change is now more slick and the stick has been moved to give it a more natural feel. The gear ratios have been optimised with higher 5th and 6th gears and a taller final drive ratio, improving high-speed refinement and delivering better fuel efficiency. Furthermore, synchroniser specifications for 2nd and 3rd gear have been updated to create an even more positive and satisfying action.

To provide as much clear information to the driver as possible the new Civic features a Shift Indicator Light (SIL) function in the driver display area. Taking information from the engine management system, which detects whether the level of torque is appropriate to the current driving conditions, the SIL provides the driver with a visual prompt of the best point at which to change gear to maximise economy.

INTELLIGENT 5-SPEED AUTOMATIC

New Civic's remarkable refinement and comfort can be further enhanced by choosing a 5-speed automatic gearbox (available on 1.8 i-VTEC models only). This sophisticated torque-converter automatic delivers near-seamless shifts yet retains good throttle response and a secure feeling of total control.



With more accurate line pressure control, a high capacity torque converter, reduced clutch friction and intelligent shift programming that delivers the Civic decisively into the higher ratios and reduces engine speeds, the 5-speed unit delivers a 2 per cent fuel consumption improvement and a more refined drive.

CRUISE CONTROL WITH A NEW VARIABLE SPEED LIMITER SYSTEM

Honda's cruise control combined with the new variable speed limiter system is standard on all trim levels ES and above. The addition of this technology enables you to set a maximum speed ensuring the car won't travel any faster than requested.

HILL START ASSIST

Hill Start Assist is applied as standard across the range. This system prevents the car rolling back when the driver releases the brake pedal and presses the accelerator. It holds the brakes for about a second, allowing a smooth start and adding to the smoothness of the overall ride quality.

The system has been specifically set and fine-tuned to contribute to the smooth, comfortable driving experience offered by the new Civic.





CHASSIS & SUSPENSION

**INCREASED STABILITY AND AGILITY,
WITH A GIANT LEAP IN RIDE QUALITY**

Conflicting targets require fresh thinking. New Civic had to deliver an even sportier, more exciting driving experience than its predecessor, but improved ride comfort and a more cocooning and luxurious ambience was also right at the top of the list of priorities.

These seemingly contradictory goals were achieved through extensive re-engineering of the Civic's suspension and EPS (Electric Power Steering) systems and for the first time in the C-segment in combination with a torsion beam,

the use of fluid-filled compliance bushes. The most extensive testing in Europe in the history of the Civic ensures that the new car deals with the roads our customers drive everyday with assured composure.

New Civic's dynamism and comfort is a bold step forward. However, very quickly it was decided that the Civic's existing packaging of MacPherson strut type suspension at the front and a torsion beam rear axle, with the fuel tank running along the centre line of the car, should be retained. This unique layout offers great interior versatility and space (our Magic Seat system wouldn't work with a different rear suspension system), plus the benefits of low weight, high rigidity and predictable handling characteristics. So the new Civic is an evolution, using

all-new components such as the very stiff new torsion beam and completely retuned EPS to create a more accurate, stable and composed driving experience.

Increased refinement was also a key target and every component has been optimised to reduce noise and vibration, giving the Civic a luxurious feel and helping reduce driver fatigue. Road, suspension and wind noise have all been significantly reduced thanks to a meticulous programme. The new Civic is more dynamic than ever and brings new standards in ride comfort and refinement to the C-segment.

**FLUID FILLED
COMPLIANCE BUSHING**

CHASSIS & SUSPENSION

IMPROVED RIDE, HANDLING AND COMFORT WITH REDUCED ROAD NOISE

REAR SUSPENSION: A STEP BEYOND TYPE R

New Civic retains a torsion beam rear axle, but it has been radical redesigned with benefits to handling stability and ride comfort. New fluid-filled compliance bushing replaces the standard rubber type. The advantages in terms of comfort and road noise isolation are substantial. Fluid-filled compliance bushing effectively creates a lower spring rate, reducing road noise while also offering high damping characteristics to absorb shock and vibrations on bumps. This component, also featured on the Honda Legend, is unique in a C-category car when combined with torsion beam axle suspension. A new urethane damper mount further improves driving comfort. Stability under braking is improved by opposing the windings of the two rear springs.

For improved stability and handling accuracy the H-Beam Trailing Arm that holds the compliance bush and the beam axle has been strengthened considerably. An indicator of the rigidity of this component is that it is now structurally stiffer than

the arm used on the previous Civic Type R. The sub frame structure has been changed from a rear beam to a cradle type to increase safety under collision impact. In order to control resonance and reduce noise and vibration, the sub frame also features a new mass damper.



“ PERFECTING THE BALANCE BETWEEN RIDE AND HANDLING WAS A STEP-BY-STEP PROCESS. IT GOT BETTER AND BETTER. THEN WE SUCCEEDED. THERE WERE TIMES WHEN WE HAD GOOSEBUMPS. WE FELT ‘THIS IS INCREDIBLE!’ ”

KAZUO SUNAOSHI
Development
Leader, Chassis

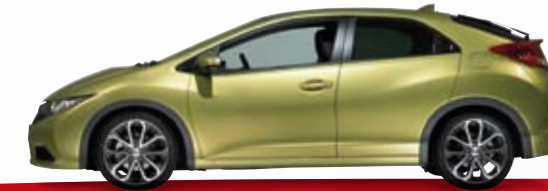
FRONT SUSPENSION AND EPS: INTUITIVE AGILITY AND QUIET COMFORT

The Civic's front suspension and steering system have been completely revised to improve handling and stability. Light and compact MacPherson struts are retained and they offer a great balance between sporty dynamics and comfort. Completely revised spring and damper rates create a more supple and composed chassis. A significant change is the adoption of a more direct steering ratio for the EPS system. Faster steering reduces the steering wheel angle required to change direction and brings a new agility to the Civic.

Of course agility is nothing without a tangible feeling for how the car is reacting to driver inputs and the road surface. By carefully considering the caster trail, knuckle arm length and compliance bushings, engineers optimised the forces generated on the tyres during cornering, giving a smooth and accurate turning sensation. The result is that the Civic is an intuitive car to drive, be it around town, in open countryside or on motorways.

BRAKES

All Civic models are equipped with ABS, controlled by a compact and lightweight VSA modulator. It is complemented by Electronic Brake force Distribution (EBD), which adjusts front-to-rear brake effort to achieve maximum braking performance and stability based on the vehicle's speed. Brake performance has been improved on the new model with disc and caliper sizes optimised at the front and rear. The calipers have been changed to a hammer-head type, reducing friction and boosting efficiency.



FOCUSED SAFETY

OFFERING THE BEST REAL WORLD SAFETY AS STANDARD

The most important area of focus throughout the development of the new 2012 Civic was safety – not just the occupants of the car but other road users too – such as pedestrians and cyclists.

Honda customers demand the very highest safety standards and the new Civic's safety innovations also include a load distribution cabin structure, a resin tailgate panel

and a new aluminium bumper beam. To make sure the new Civic is always noticed out on the road, wing mirrors with integrated LED indicator lights are standard. The mirror surface is wider than those of the current model, enhancing rearward visibility for the driver. In combination with reduced A-pillar width, this improves all-round visibility – a key aspect of vehicle safety.

“Honda has a high-tech crash test facility in Tochigi, Japan. There we were able to crash the new Civic into vehicles of different

weights and sizes, and at different angles and speeds. We wanted to make sure that we are offering the best ‘real world’ safety for our customers.” explains Mitsuru Kariya, Civic Development Leader.

One of the ways that this is achieved in the new Civic is through the Advanced Compatibility Engineering (ACE) body structure. This is a front-mounted polygonal frame that is designed to prevent the cabin becoming deformed by distributing forces away from the passenger compartment.



“HONDA IS NOT SO MUCH IN THE BUSINESS OF SELLING CARS. IT IS IN THE BUSINESS OF SELLING PRODUCTS THAT IMPROVE AND ENRICH PEOPLE’S LIVES. WE ALWAYS THINK OF HOW WE COULD HELP MAKE OUR CUSTOMER’S LIFE JUST THAT LITTLE BIT EASIER. I BELIEVE THIS THINKING IS AT THE HEART OF HONDA’S VEHICLE DESIGN PHILOSOPHY.”

DAISUKE TORIYAMA
Exterior Designer

COLLISION AVOIDANCE

“Just as important as technology that protects you in a crash is technology that helps you avoid an accident in the first place” says Kariya. “This is the first time that the CMBS system has been introduced on the Civic in Europe.”

Honda’s Collision Mitigation Braking System (CMBS) monitors the distance and closing rate between your vehicle and the car directly in front of it, warning the driver when a collision is likely and helping reduce impact when a collision becomes unavoidable.

The technology automatically assists with heavy braking and tightens the seat belts to reduce loading on the driver during an accident.

Honda’s Adaptive Cruise Control (ACC) and Collision Mitigation Braking System (CMBS) are available as a package in EX GT specification only for an extra £1,900 OTR.



FOCUSED SAFETY

SAFETY FOR ALL OCCUPANTS AND OTHER ROAD USERS

PEDESTRIAN DETECTION

The new Civic also features sophisticated pedestrian protection features. "I am very proud that Honda has a leading reputation for pedestrian safety. It's an area in the new Civic that has been constantly worked upon," commented Julian Warren, Senior Safety Engineer.

Pedestrian protection features include windscreen wiper pivots designed to break away on impact and energy absorbing front wing mounts.

Research shows that features such as these dramatically improve a pedestrian's chance of survival if struck by a moving vehicle.

AIRBAGS

Dual front and side airbags are standard on all models, as are full length side curtain airbags and three-point seatbelts in all five seating positions (those in the front have dual-stage pretensioners). Yaw rate sensors are now fitted to detect secondary vehicle movement after an impact. The sensors trigger the appropriate airbags protecting the driver from impact with the B-pillar and reducing the severity of head and temple injuries that can occur.

The Honda i-SRS intelligent driver airbag system manages to continuously stage the volume of airbag-inflating gas, which reduces the impact with the occupant in case it deploys. Key features include fast deployment, a longer period of inflation and protection and a reduced impact with the driver.

The front passenger airbag can also be deactivated to allow a rear facing child seat to be fitted to the front seat and the Civic is equipped with seatbelt reminders for both the front and rear seats. Front seats are also fitted with active headrests to minimise the potential for whiplash injuries.

ISOFIX

Two ISOFIX fittings in both the left and right rear seats together with tether anchor points in the rear roof ensure correct installation and provide secure child seat mounting points.



INTEGRATED TECHNOLOGY

FOR COMFORT,
CONVENIENCE AND SAFETY

The new Civic brings advanced and premium safety features to the compact family car segment. The technology is integrated to ensure intuitive operation and total driver confidence.

REAR PARKING CAMERA

The rear parking camera is now more intuitive to use. The rear view is displayed on the i-MID screen (shown in the NAVI screen if sat nav is specified) and grid lines help guide you. The rear parking camera is standard on all models ES spec and above.

MISFUELING – A THING OF THE PAST

If you talk to the breakdown people (for example, the AA), they will tell you that Honda cars rarely breakdown. Not a surprise there, we know that most Hondas are bulletproof. When the AA does get called out to fix or collect a Honda from the roadside, one of the top reasons for requesting recovery is as a result of misfueling. Honda has introduced a new feature on the Civic to eliminate this issue – a puck has been inserted so the petrol pump will no longer fit in a diesel model. Simple, yet effective.

An emergency fuel adaptor can be found in the boot alongside the jack and toolkit.

NEW SMART ENTRY

Available as standard on EX GT models, the new Civic's keyless entry system is designed to be as

easy to use as possible. Combined with new, more convenient bar type door handles and the engine start/stop button, the result is easy entrance into the car and one-touch engine starting. Exiting has also been made more user-friendly and a locked door can now be opened from the inside by simply pulling the handle.

Honda's smart entry has sensors in the front driver and passenger door handles and boot opening and detects the key within 80cm to unlock the door.

KEY-FOB OPERATED WINDOWS AND MIRRORS

One button press closes all open windows and folds mirrors.

IMPROVED AUDIO SYSTEM

The clever audio system now automatically updates radio stations so you no longer need to keep retuning the radio as you drive through areas with different frequencies. For the comfort of passengers, the radio can also remain on for up to 30 minutes after the car is switched off.

AUTOMATIC LOCKING FOR EXTRA SECURITY

If you accidentally hit the unlock button on the key fob the car will automatically lock itself after 30 seconds if the door hasn't been opened.

ILLUMINATION FOR ENHANCED SAFETY

The Civic's main beam lights can be set so they remain on for 15 seconds after the car has been locked to illuminate the walk from

the car to your house for example. Press unlock and the lights will come back on. This technology is standard across the range.

AUTO HEADLIGHTS AND WIPERS AND BI-XENON HID HEADLIGHTS WITH HIGH BEAM SUPPORT SYSTEM (HSS)

Dusk-sensing headlights and rain-sensing wipers aid driver relaxation and visibility.

The High Beam Support System works together with the Bi-HID headlights and is fitted as standard to EX GT models. The technology is controlled by a camera fitted to the windscreen behind the rear view mirror. The camera detects oncoming headlights or the tail lights of a vehicle in front and automatically dips the headlights onto their normal setting if they are on high-beam and back onto high-beam once the road ahead is clear.

i-MID DRIVER INFORMATION SCREEN

Honda's Intelligent Multi Info Display provides you with useful information, such as fuel economy, settings and warnings via a 5-inch colour TFT screen. The i-MID Intelligent Multi-Information also displays the outside temperature gauge, a clock and trip meter and allows the driver to see extra entertainment information such as album and artist playing.

It also provides a wide range of user support information such as the audio volume, seatbelt warning and climate control data. The Idle Stop system status is also displayed on the i-MID.

You can also personalise the display by uploading your own picture and set it as the background.

2012 CIVIC OWNERSHIP

**PREMIUM EXPERIENCE,
LOW RUNNING COSTS,
GREAT RESIDUAL VALUES**

New Civic brings premium quality to the C-segment but remains competitively priced and affordable to run, whilst Honda's unrivalled reputation for reliability also helps secure strong residual values.

MODEL	PRICES (OTR)	BiK PER MONTH 20 PER CENT	BiK PER MONTH 40 PER CENT
Civic 1.4 i-VTEC SE	£16,495	£44	£88
Civic 1.4 i-VTEC SE-T	£17,490	£47	£93
Civic 1.8 i-VTEC SE	£17,995	£54	£107
Civic 1.8 i-VTEC SE (auto)	£19,380	£64	£128
Civic 1.8 i-VTEC SE-T	£18,990	£57	£113
Civic 1.8 i-VTEC SE-T (auto)	£20,375	£68	£135
Civic 1.8 i-VTEC ES	£18,995	£60	£120
Civic 1.8 i-VTEC ES (auto)	£20,380	£68	£135
Civic 1.8 i-VTEC ES-T	£19,990	£63	£126
Civic 1.8 i-VTEC ES-T (auto)	£21,375	£71	£142
Civic 1.8 i-VTEC EX	£21,745	£69	£137
Civic 1.8 i-VTEC EX (auto)	£23,130	£77	£153
Civic 1.8 i-VTEC EX GT	£24,495	£77	£154
Civic 1.8 i-VTEC EX GT (auto)	£25,880	£86	£172
Civic 2.2 i-DTEC SE	£20,095	£44	£87
Civic 2.2 i-DTEC SE-T	£21,090	£46	£92
Civic 2.2 i-DTEC ES	£21,095	£46	£92
Civic 2.2 i-DTEC ES-T	£22,090	£48	£96
Civic 2.2 i-DTEC EX	£23,845	£52	£104
Civic 2.2 i-DTEC EX GT	£26,595	£58	£116



Can't wait for the new Honda Civic.

GRADE

SPECIFICATIONS

T GRADE PACKAGE

Available on SE and ES trim levels from March 2012, the T-Grade package costs £995 and adds extra equipment to the specification including Bluetooth™ Hands Free Telephone (HFT) and integrated satellite navigation with full European mapping and touch screen display.

SE

1.4 i-VTEC (Manual)

1.8 i-VTEC (Manual & Automatic)

2.2 i-DTEC (Manual)

- > Climate control auto air conditioning
- > Idle Stop – Manual models
- > Econ mode switch
- > 16" alloy wheels
- > i-MID information display
- > USB port
- > LED Daytime Running Lights
- > Headlight/radio auto-off timer
- > Rear wiper
- > Jack-knife key
- > Shark fin radio antenna
- > 4 speaker audio system
- > Hill Start Assist (HSA)
- > Automatic grille shutters – i-DTEC models
- > Security alarm

ES

in addition to SE specification

1.8 i-VTEC (Manual & Automatic)

2.2 i-DTEC (Manual)

- > Bluetooth™ Hands Free Telephone (HFT)
- > Cruise control with speed limiter
- > Dual zone climate control air conditioning
- > Rear parking camera
- > Front fog lights
- > CAT 1 alarm
- > Automatic lights and windscreen wipers
- > Key fob operated windows and power folding mirrors
- > Leather steering wheel
- > Leather gearstick (Manual only)
- > Rear armrest
- > Auto up/down electric rear windows
- > Ambient lighting
- > 6 speaker audio system
- > Alloy pedals

EX

in addition to ES specification

1.8 i-VTEC (Manual & Automatic)

2.2 i-DTEC (Manual)

- > Leather upholstery
- > Heated front seats
- > HDD Navi (Hard-Drive Satellite Navigation with Traffic Message Channel)
- > Premium audio system

EX GT

in addition to EX specification

1.8 i-VTEC (Manual & Automatic)

2.2 i-DTEC (Manual)

- > Panoramic glass roof
- > Front & rear parking sensors
- > Smart entry and start
- > 17" alloy wheels
- > Bi Xenon HID headlights with HSS High Beam support
- > Driver and passenger seat power lumbar support adjust

- > Auto dimming rear view mirror
- > Sunglasses holder in centre storage console

ADDITIONAL EX GT OPTION

- > Adaptive Cruise Control (ACC) and Collision Mitigation Braking System (CMBS) can be added for an additional £1,900 OTR



COLOURS

NEW WHITE ORCHID
PEARLESCENT



URBAN TITANIUM
METALLIC



POLISHED METAL
METALLIC



ROYAL SAPPHIRE
BLUE PEARLESCENT



MILANO
RED SOLID



ALABASTER
SILVER METALLIC



CRYSTAL BLACK
PEARLESCENT



NEW YELLOW
TOPAZ METALLIC



NEW WOODLAND
GREEN PEARLESCENT



Someone buy me a black Honda Civic please. I know I can't drive but they're just so sexy.

INSURANCE GROUPS

With significant improvements in insurance ratings, the new Civic is best in class.

NEW CIVIC MODEL	ABI PROVISIONAL RATING	CHANGE FROM 8 TH GENERATION CIVIC
1.4 i-VTEC SE	8E	-4
1.8 i-VTEC SE	16E	-5
1.8 i-VTEC ES	16E	-5
1.8 i-VTEC EX	17E	-5
1.8 i-VTEC EX GT	17E	-5
2.2 i-DTEC SE	18E	-5
2.2 i-DTEC ES	19E	-4
2.2 i-DTEC EX	19E	-4
2.2 i-DTEC EX GT	20E	-4

RESIDUAL VALUES

Honda's reliability record and reputation for high quality products means the Civic is forecast to offer impressive residual values. Just another reason that the Civic will have some of the lowest running costs in the C-segment.

Used value guides including EurotaxGlass's and CAP Monitor have announced strong residual value predictions for the new Civic, a testament to its appealing low running costs, style, innovation and generous specification levels.

Based on a three year / 60,000 mile profile EurotaxGlass's predicts the 150PS 2.2 i-DTEC ES will retain 42 per cent of its cost new price over a three year/60,000 mile period.

Whilst CAP estimates that both the Civic 150PS 2.2 i-DTEC ES and entry-level 100 PS 1.4 i-VTEC

will achieve a trade value of 38 per cent of their cost new price. This equates to £8,050 and £6,175 respectively.

Martin Ward, Manufacturer Relationships Manager at CAP, recently announced that the Civic was one of his favourite new models at the 2011 Frankfurt Motor Show, concluding that it will make a good fleet choice.



MADE IN BRITAIN

HONDA OF THE UK MANUFACTURING LTD (HUM)

The Civic 3 and 5 door models have been built at Honda of the UK Manufacturing Ltd (HUM) since 1993, and the new European Civic will continue to be produced at the plant.

Established in Swindon, Wiltshire, in 1985, HUM has been producing cars for just under 20 years.

Honda is committed to manufacturing in the UK and the annual awards and accolades presented to the products built at HUM demonstrate the plants priority on producing high quality products for the European market.

Over the last 25 years, Honda has invested over £1.4 billion into its manufacturing operation in Swindon and employs 3,000 Associates building the new Civic alongside the CR-V and Jazz.

KEY FACTS:

- Honda of the UK Manufacturing Ltd (HUM) is a fully integrated car manufacturing facility, producing the total car (casting, engine assembly, pressing, welding, painting and frame assembly) on one site in Swindon, Wiltshire.
- 370 acre site (1.5 million m²)
- Production Capacity: 250,000 units per year
- 3,000 Associates
- HUM built Civic, CR-V and Jazz models are exported to over 60 countries worldwide
- Production distribution:
 - 40 per cent – UK
 - 50 per cent – Europe
 - 10 per cent – other regions

MADE IN BRITAIN

UK PRODUCTION, MILESTONES & SUSTAINABLE MANUFACTURING

TOTAL HUM PRODUCTION

Annual result (January-December)		Fiscal year (April-March)	
2007	237,783	2007 / 2008	247,189
2008	230,423	2008 / 2009	174,535
2009	75,583	2009 / 2010	99,346
2010	139,264	2010 / 2011	139,114

HONDA OF THE UK MANUFACTURING LTD (HUM) - PRODUCTION MILESTONES

- 1985 HUM Established
- 1989 Engine Plant production begins
- 1992 Car manufacturing in Car Plant 1 commences (Accord)
- 1993 Civic production commences
- 1998 1 millionth engine produced
- 2001 Car Plant 2 begins production
- 2002 CR-V is exported to US
- 2003 1 millionth car produced at HUM
- 2005 Diesel engine production commences
- 2007 1 millionth Civic produced
- 2011 Production of new Civic begins



HONDA & THE ENVIRONMENT

AN ENVIRONMENTALLY AWARE COMPANY THAT SOCIETY WANTS TO EXIST

“AFTER MATERIALS ARE CARRIED INTO THE FACTORY, NOTHING BUT PRODUCTS SHOULD BE CARRIED OUT FROM IT.”

SOICHIRO HONDA
1956



The statement to the left, voiced by Honda's founder, Soichiro Honda over 50 years ago, establishes how long Honda has been committed to the environment as well as showing how much importance it places on addressing the issues of climate change and the depletion of energy and other resources.

The company is addressing climate change—thought to be caused by the sudden rise in atmospheric concentrations of CO₂, CFCs, and other greenhouse gases—through the introduction of hybrid and other fuel economy-enhancing technologies, while at the same time reducing CO₂ emissions throughout the entire spectrum of its corporate activities.

Honda is also addressing concerns over resource depletion by developing technologies to support a sustainable society. This includes fuel cell technologies as embodied in the FCX Clarity, engaging in solar cell development, researching biofuels and developing energy-saving technologies such as the micro-cogeneration unit – with a total energy efficiency of 85.5 per cent – which burns gas to generate electricity and heat water simultaneously for the home.



HONDA WAS THE WORLD'S FIRST AUTOMAKER TO ANNOUNCE VOLUNTARY GLOBAL, PER-UNIT CO₂ EMISSION REDUCTION TARGETS FOR ITS PRODUCTS AND FOR THE PRODUCTION PLANTS THAT PRODUCE THEM.

Ultimately, Honda's ambition is to develop products with the lowest in-use CO₂ emissions through corporate activities with the lowest possible CO₂ emissions.

Having achieved Honda's own global CO₂ reduction targets for 2010 – which was to reduce all of its product's CO₂ emissions by 10 per cent versus 2000 levels- Honda has just recently set a new global challenge to push to reduce its emissions to 30 per cent by 2020.

HONDA'S HISTORY OF REDUCING CO₂

- 1966** Air Pollution Laboratory established at Honda R&D
- 1971** Compound Vortex Controlled Combustion (CVCC) engine launched. Leaner burning and more efficient, it allowed Honda cars to pass new US emissions legislation – the toughest at the time – even without a catalytic converter
- 1976** Community Forest Initiative is started, creating and preserving ecosystems around Honda factories
- 1988** VTEC (Variable Valve Timing and Lift Electronic Control) introduced to improve volumetric efficiency of petrol engines
- 1996** Fully electric Honda EV-PLUS is introduced in the US and Japan. Range: around 100 miles
- 1999** Insight Hybrid is launched
- 2000** Zero landfill waste operations achieved at all Honda factories in Japan
- 2001** Civic Hybrid introduced
- 2006** Honda becomes the first car manufacturer to commit to voluntary targets for the reduction of CO₂ emissions by 2010
- 2007** World's first production hydrogen fuel cell vehicle, the Honda FCX Clarity, is introduced
- 2009** New Insight Hybrid is launched
- 2010** World's first sporty hybrid coupé, the CR-Z, goes on sale
- 2011** Jazz Hybrid is introduced
- 2012** New Civic 2.2 i-DTEC, producing just 110g/km, goes on sale

HONDA & THE ENVIRONMENT

HONDA OF THE UK MANUFACTURING LTD (HUM) & THE ENVIRONMENT

Earlier this year Honda confirmed its commitment to a sustainable approach to the environment through the long term approach of 'Blue Skies for Our Children'.

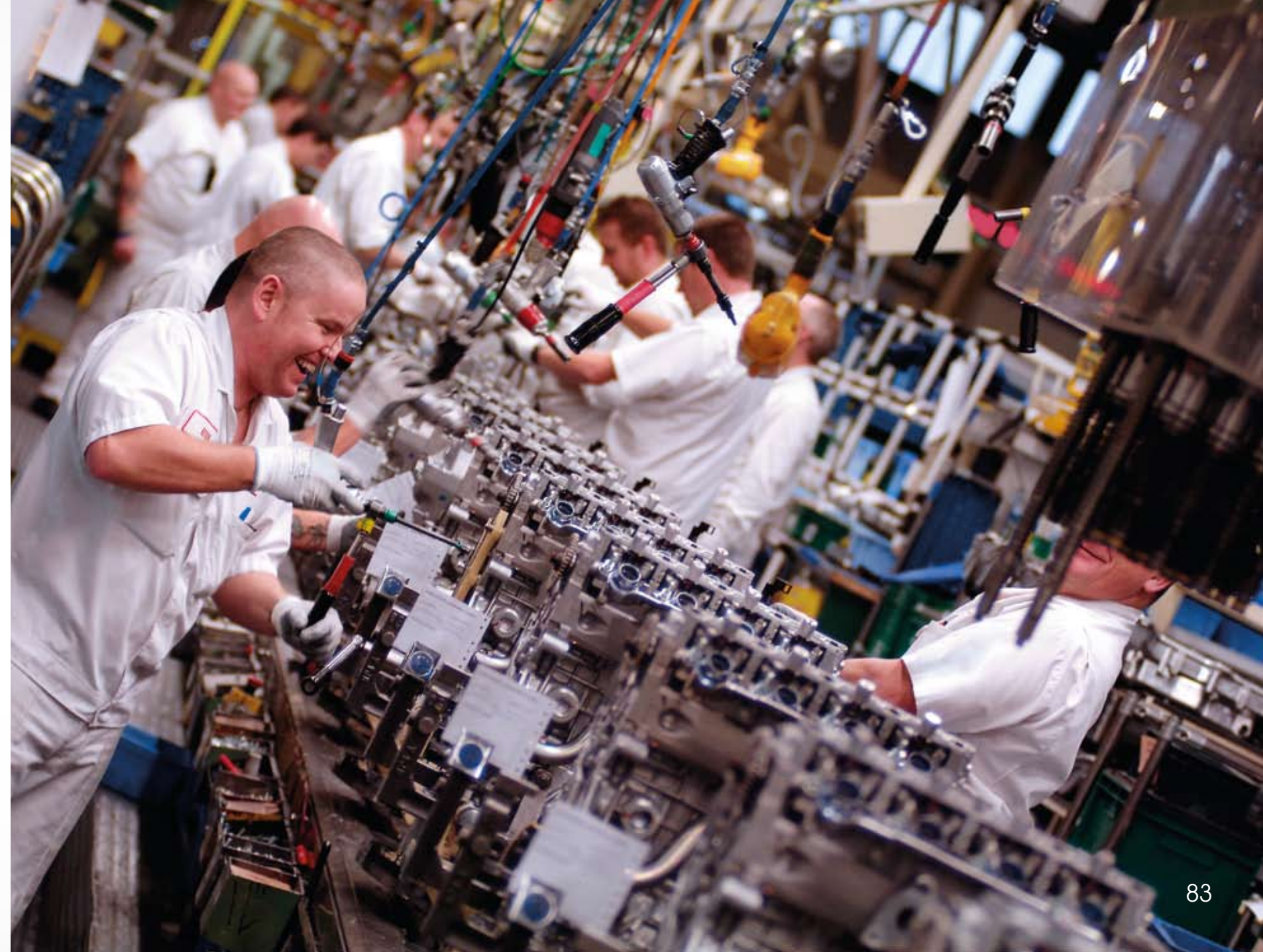
Under this commitment all aspects of the global business are required to minimise their environmental impact. For all its manufacturing operations, a key aspect of this is to reduce their reliance on fossil fuels through the development of renewable energy sources.

HUM has a strategy for developing a mix of renewable energy and has actively been studying the use of wind, solar and biomass technologies over the last five years. For example, there are a number of Honda's own solar panels in use at the factory and has recently commenced growing miscanthus grass on site to study how efficient this could be for use as an alternative energy source.

In 2010, HUM also achieved its goal of sending zero waste to landfill.

HUM actively works with its suppliers to raise their environmental performance and as a result, 92 per cent of the 200 parts and material suppliers it works with are ISO14001 compliant. All delivery companies going to the plant have been asked to ensure their vehicles run on low-sulphur diesel. Further, a specially designed trucking schedule has been created to minimise vehicle impact on local roads during peak times.

Going forward, Honda will continue to innovate and challenge the engineering boundaries in order to reduce emissions from all its products and facilities, save energy and ultimately, work to ensure 'Blue Skies for Our Children'.



SPECIFICATIONS

	1.4 SE MANUAL	1.8 SE MANUAL	1.8 SE AUTOMATIC	1.8 ES MANUAL	1.8 ES AUTOMATIC	1.8 EX MANUAL	1.8 EX AUTOMATIC
ENGINE & DRIVE TRAIN							
ENGINE TYPE	PETROL	PETROL	PETROL	PETROL	PETROL	PETROL	PETROL
CC (CUBIC CAPACITY)	1339	1798	1798	1798	1798	1798	1798
CYLINDER LAYOUT	IN-LINE	IN-LINE	IN-LINE	IN-LINE	IN-LINE	IN-LINE	IN-LINE
BORE × STROKE (mm)	73 × 80	81 × 87.3	81 × 87.3	81 × 87.3	81 × 87.3	81 × 87.3	81 × 87.3
COMPRESSION RATIO	10.5	10.6	10.6	10.6	10.6	10.6	10.6
VALVE TRAIN (chain-driven)	SOHC	SOHC	SOHC	SOHC	SOHC	SOHC	SOHC
DRIVEN WHEELS	FWD	FWD	FWD	FWD	FWD	FWD	FWD
EMISSION STANDARD	EURO 5	EURO 5	EURO 5	EURO 5	EURO 5	EURO 5	EURO 5
FUEL REQUIRED	UNLEADED (95)	UNLEADED (95)	UNLEADED (95)	UNLEADED (95)	UNLEADED (95)	UNLEADED (95)	UNLEADED (95)
PERFORMANCE							
MAX SPEED (mph)	116	134	130	134	130	134	130
0-62 MPH (sec)	13.4	9.1	10.9	9.1	10.9	9.1	10.9
MAX POWER (kW @ RPM)	73 / 6000	104 / 6500	104 / 6500	104 / 6500	104 / 6500	104 / 6500	104 / 6500
MAX POWER (PS @ RPM)	100 / 6000	142 / 6500	142 / 6500	142 / 6500	142 / 6500	142 / 6500	142 / 6500
MAX TORQUE (Nm @ RPM)	127 / 4800	174 / 4300	174 / 4300	174 / 4300	174 / 4300	174 / 4300	174 / 4300
FUEL CONSUMPTION							
URBAN (mpg)	42.2	38.7	32.5	37.2	32.5	37.2	32.5
EXTRA URBAN (mpg)	60.1	57.6	57.6	55.4	57.6	55.4	57.6
COMBINED (mpg)	52.3	48.7	44.8	47.1	44.8	47.1	44.8
EMISSIONS							
CO ₂ (g/km)	129	137	148	143	148	143	148
CARBON MONOXIDE, CO (mg/km)	379.1	327.2	264.8	281.8	264.8	281.8	264.8
TOTAL HYDRO CARBON, HC (mg/km)	41.7	30.8	37.7	26.2	37.7	26.2	37.7
NON-METHANE HYDRO CARBON, HC (mg/km)	38.7	26.6	34.6	22.8	34.6	22.8	34.6
NITROGEN OXIDES, NOX (mg/km)	15.4	10.5	8.3	11.9	8.3	11.9	8.3
PARTICULATES (mg/km)	-	-	-	-	-	-	-

SPECIFICATIONS

	1.8 EX GT MANUAL	1.8 EX GT AUTOMATIC	2.2 SE MANUAL	2.2 ES MANUAL	2.2 EX MANUAL	2.2 EX GT MANUAL
ENGINE & DRIVE TRAIN						
ENGINE TYPE	PETROL	PETROL	DIESEL	DIESEL	DIESEL	DIESEL
CC (CUBIC CAPACITY)	1798	1798	2199	2199	2199	2199
CYLINDER LAYOUT	IN-LINE	IN-LINE	IN-LINE	IN-LINE	IN-LINE	IN-LINE
BORE × STROKE (mm)	81 × 87.3	81 × 87.3	85 × 96.9	85 × 96.9	85 × 96.9	85 × 96.9
COMPRESSION RATIO	10.6	10.6	16.3	16.3	16.3	16.3
VALVE TRAIN (chain-driven)	SOHC	SOHC	DOHC	DOHC	DOHC	DOHC
DRIVEN WHEELS	FWD	FWD	FWD	FWD	FWD	FWD
EMISSION STANDARD	EURO 5	EURO 5	EURO 5	EURO 5	EURO 5	EURO 5
FUEL REQUIRED	UNLEADED (95)	UNLEADED (95)	DIESEL	DIESEL	DIESEL	DIESEL
PERFORMANCE						
MAX SPEED (mph)	134	130	135	135	135	135
0-62 MPH (sec)	9.6	11.5	8.5	8.5	8.5	8.8
MAX POWER (kW @ RPM)	104 / 6500	104 / 6500	110 / 4000	110 / 4000	110 / 4000	110 / 4000
MAX POWER (PS @ RPM)	142 / 6500	142 / 6500	150 / 4000	150 / 4000	150 / 4000	150 / 4000
MAX TORQUE (Nm @ RPM)	174 / 4300	174 / 4300	350 / 2000-2750	350 / 2000-2750	350 / 2000-2750	350 / 2000-2750
FUEL CONSUMPTION						
URBAN (mpg)	37.2	32.5	55.4	55.4	55.4	54.3
EXTRA URBAN (mpg)	54.3	56.5	76.3	76.3	76.3	72.4
COMBINED (mpg)	46.3	44.1	67.3	67.3	67.3	64.2
EMISSIONS						
CO ₂ (g/km)	145	150	110	110	110	115
CARBON MONOXIDE, CO (mg/km)	326.6	304.3	311.1	311.1	311.1	241.2
TOTAL HYDRO CARBON, HC (mg/km)	29.2	37.1	-	-	-	-
NON-METHANE HYDRO CARBON, HC (mg/km)	25.7	34.1	-	-	-	-
NITROGEN OXIDES, NOX (mg/km)	9.1	10.5	143.4	143.4	143.4	149
PARTICULATES (mg/km)	-	-	0.13	0.13	0.13	0.11

SPECIFICATIONS

	1.4 SE MANUAL	1.8 SE MANUAL	1.8 SE AUTOMATIC	1.8 ES MANUAL	1.8 ES AUTOMATIC	1.8 EX MANUAL	1.8 EX AUTOMATIC
TRANSMISSION							
GEARS / TYPE	6 / MT	6 / MT	5 / AT	6 / MT	5 / AT	6 / MT	5 / AT
GEAR RATIO – 1 ST	3.461	3.142	2.666	3.142	2.666	3.142	2.666
GEAR RATIO – 2 ND	1.869	1.869	1.534	1.869	1.534	1.869	1.534
GEAR RATIO – 3 RD	1.235	1.303	1.066	1.303	1.066	1.303	1.066
GEAR RATIO – 4 TH	0.948	1.054	0.76	1.054	0.76	1.054	0.76
GEAR RATIO – 5 TH	0.809	0.853	0.551	0.853	0.551	0.853	0.551
GEAR RATIO – 6 TH	0.727	0.727	–	0.727	–	0.727	–
GEAR RATIO – REVERSE	3.307	3.307	1.956	3.307	1.956	3.307	1.956
GEAR RATIO – FINAL DRIVE	4.750	4.111	4.437	4.294	4.437	4.294	4.437
DIMENSIONS							
LENGTH (mm)	4300	4300	4300	4300	4300	4300	4300
WHEELBASE (mm)	2595	2595	2595	2595	2595	2595	2595
HEIGHT – UNLADEN (mm)	1470	1470	1470	1470	1470	1470	1470
WIDTH EXC. MIRROR (mm)	1770	1770	1770	1770	1770	1770	1770
WIDTH INC. MIRROR (mm)	2065	2065	2065	2065	2065	2065	2065
GROUND CLEARANCE – WITH DRIVER (mm)	140	140	140	140	140	140	140
TREAD – FRONT (mm)	1540	1540	1540	1540	1540	1540	1540
TREAD – REAR (mm)	1540	1540	1540	1540	1540	1540	1540
TURNING CIRCLE – AT BODY (m)	5.63	5.63	5.63	5.63	5.63	5.63	5.63
STEERING WHEEL LOCK TO LOCK (wheel turns)	2.62	2.62	2.62	2.62	2.62	2.62	2.62
WEIGHT							
CURB WEIGHT (kg)	1185-1272	1209-1292	1242-1378	1270-1344	1242-1378	1270-1344	1242-1378
MAX PERMISSIBLE WEIGHT (kg)	1680	1720	1790	1750	1790	1750	1790
PAYLOAD (kg)	408	428	412	406	412	406	412
MAX PERMISSIBLE AXLE WEIGHT – FRONT / REAR (kg)	900 / 820	920 / 820	990 / 830	950 / 830	990 / 830	950 / 830	990 / 830
MAX BRAKED TOWING WEIGHT (kg)	1200	1400	1000	1400	1000	1400	1000
MAX UN-BRAKED TOWING WEIGHT (kg)	500	500	500	500	500	500	500
MAX ROOF LOAD (kg)	75	75	75	75	75	75	75

SPECIFICATIONS

	1.8 EX GT MANUAL	1.8 EX GT AUTOMATIC	2.2 SE MANUAL	2.2 ES MANUAL	2.2 EX MANUAL	2.2 EX GT MANUAL
TRANSMISSION						
GEARS / TYPE	6 / MT	5 / AT	6 / MT	6 / MT	6 / MT	6 / MT
GEAR RATIO – 1 ST	3.142	2.666	3.933	3.933	3.933	3.933
GEAR RATIO – 2 ND	1.869	1.534	2.037	2.037	2.037	2.037
GEAR RATIO – 3 RD	1.303	1.066	1.250	1.250	1.250	1.250
GEAR RATIO – 4 TH	1.054	0.76	0.928	0.928	0.928	0.928
GEAR RATIO – 5 TH	0.853	0.551	0.734	0.734	0.734	0.734
GEAR RATIO – 6 TH	0.727	–	0.634	0.634	0.634	0.634
GEAR RATIO – REVERSE	3.307	1.956	4.008	4.008	4.008	4.008
GEAR RATIO – FINAL DRIVE	4.294	4.437	3.045	3.045	3.045	3.045
DIMENSIONS						
LENGTH (mm)	4300	4300	4300	4300	4300	4300
WHEELBASE (mm)	2595	2595	2595	2595	2595	2595
HEIGHT – UNLADEN (mm)	1470	1470	1470	1470	1470	1470
WIDTH EXC. MIRROR (mm)	1770	1770	1770	1770	1770	1770
WIDTH INC. MIRROR (mm)	2065	2065	2065	2065	2065	2065
GROUND CLEARANCE – WITH DRIVER (mm)	140	140	145	145	145	145
TREAD – FRONT (mm)	1530	1530	1540	1540	1540	1530
TREAD – REAR (mm)	1530	1530	1540	1540	1540	1530
TURNING CIRCLE – AT BODY (m)	5.91	5.91	5.62	5.62	5.62	5.91
STEERING WHEEL LOCK TO LOCK (wheel turns)	2.47	2.47	2.81	2.81	2.81	2.66
WEIGHT						
CURB WEIGHT (kg)	1270-1344	1242-1378	1367-1487	1367-1487	1367-1487	1367-1487
MAX PERMISSIBLE WEIGHT (kg)	1750	1790	1910	1910	1910	1910
PAYLOAD (kg)	406	412	423	423	423	423
MAX PERMISSIBLE AXLE WEIGHT – FRONT / REAR (kg)	950 / 830	990 / 830	1090 / 845	1090 / 845	1090 / 845	1090 / 845
MAX BRAKED TOWING WEIGHT (kg)	1400	1000	1500	1500	1500	1500
MAX UN-BRAKED TOWING WEIGHT (kg)	500	500	500	500	500	500
MAX ROOF LOAD (kg)	45	45	75	75	75	45

SPECIFICATIONS

	1.4 SE MANUAL	1.8 SE MANUAL	1.8 SE AUTOMATIC	1.8 ES MANUAL	1.8 ES AUTOMATIC	1.8 EX MANUAL	1.8 EX AUTOMATIC
CAPACITIES							
FUEL TANK CAPACITY (litres)	50	50	50	50	50	50	50
MAX SEATING CAPACITY (persons)	5	5	5	5	5	5	5
TRUNK CAPACITY – REAR SEAT UP (litres, VDA method)	477	477	477	477	477	467	467
TRUNK CAPACITY – REAR SEAT DOWN & LOAD TO WINDOW (litres, VDA method)	1210	1210	1210	1210	1210	1200	1200
TRUNK CAPACITY – REAR SEAT DOWN & LOAD TO ROOF (litres, VDA method)	1378	1378	1378	1378	1378	1368	1368
GENERAL							
INSURANCE RATING	8E	16E	16E	16E	16E	17E	17E
STANDARD MANUFACTURER WARRANTY (mileage)	90,000	90,000	90,000	90,000	90,000	90,000	90,000
STANDARD MANUFACTURER WARRANTY (years)	3	3	3	3	3	3	3
MANUFACTURER SURFACE CORROSION WARRANTY (years)	3	3	3	3	3	3	3
MANUFACTURER STRUCTURAL CORROSION WARRANTY (years)	12	12	12	12	12	12	12
MANUFACTURER EXHAUST SYSTEM WARRANTY (years)	5	5	5	5	5	5	5
MANUFACTURER CHASSIS CORROSION WARRANTY (years)	10	10	10	10	10	10	10

SPECIFICATIONS

	1.8 EX GT MANUAL	1.8 EX GT AUTOMATIC	2.2 SE MANUAL	2.2 ES MANUAL	2.2 EX MANUAL	2.2 EX GT MANUAL
CAPACITIES						
FUEL TANK CAPACITY (litres)	50	50	50	50	50	50
MAX SEATING CAPACITY (persons)	5	5	5	5	5	5
TRUNK CAPACITY – REAR SEAT UP (litres, VDA method)	467	467	477	477	467	467
TRUNK CAPACITY – REAR SEAT DOWN & LOAD TO WINDOW (litres, VDA method)	1200	1200	1210	1210	1200	1200
TRUNK CAPACITY – REAR SEAT DOWN & LOAD TO ROOF (litres, VDA method)	1342	1342	1378	1378	1368	1342
GENERAL						
INSURANCE RATING	17E	17E	18E	19E	19E	20E
STANDARD MANUFACTURER WARRANTY (mileage)	90,000	90,000	90,000	90,000	90,000	90,000
STANDARD MANUFACTURER WARRANTY (years)	3	3	3	3	3	3
MANUFACTURER SURFACE CORROSION WARRANTY (years)	3	3	3	3	3	3
MANUFACTURER STRUCTURAL CORROSION WARRANTY (years)	12	12	12	12	12	12
MANUFACTURER EXHAUST SYSTEM WARRANTY (years)	5	5	5	5	5	5
MANUFACTURER CHASSIS CORROSION WARRANTY (years)	10	10	10	10	10	10

STANDARD EQUIPMENT

	SE		SE-T*		ES		ES-T*		EX		EX GT	
	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT
SAFETY												
DRIVER i-SRS AIRBAG (dual-stage inflation)	●	●	●	●	●	●	●	●	●	●	●	●
PASSENGER SRS AIRBAG WITH CUT OFF SWITCH	●	●	●	●	●	●	●	●	●	●	●	●
SIDE AIRBAGS (front)	●	●	●	●	●	●	●	●	●	●	●	●
SIDE CURTAIN AIRBAGS (front & rear)	●	●	●	●	●	●	●	●	●	●	●	●
WHIPLASH LESSENING FRONT HEADRESTS	●	●	●	●	●	●	●	●	●	●	●	●
FRONT & REAR BRAKE DISK	●	●	●	●	●	●	●	●	●	●	●	●
ABS (Anti-lock Braking System)	●	●	●	●	●	●	●	●	●	●	●	●
ELECTRONIC BRAKEFORCE DISTRIBUTION (EBD)	●	●	●	●	●	●	●	●	●	●	●	●
BRAKE ASSIST (BA)	●	●	●	●	●	●	●	●	●	●	●	●
VEHICLE STABILITY ASSIST (VSA)	●	●	●	●	●	●	●	●	●	●	●	●
HILL START ASSIST (HSA)	●	●	●	●	●	●	●	●	●	●	●	●
FRONT SEAT BELTS WITH 2-STAGE EMERGENCY LOCKING RETRACTOR (ELR)	●	●	●	●	●	●	●	●	●	●	●	●
REAR SEAT BELTS WITH EMERGENCY LOCKING RETRACTOR (ELR)	●	●	●	●	●	●	●	●	●	●	●	●
ISO FIX POINTS (outer rear seats)	●	●	●	●	●	●	●	●	●	●	●	●
COLLISION MITIGATION BRAKING SYSTEM (CMBS)	-	-	-	-	-	-	-	-	-	-	○	○
SECURITY												
IMMOBILISER SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●
SECURITY ALARM SYSTEM	●	●	●	●	●	●	●	●	●	●	●	●
ULTRASONIC SENSOR	-	-	-	-	●	●	●	●	●	●	●	●
SUPER LOCKING	●	●	●	●	●	●	●	●	●	●	●	●
SELECTABLE DOOR UNLOCK	●	●	●	●	●	●	●	●	●	●	●	●
TONNEAU COVER	●	●	●	●	●	●	●	●	●	●	●	●
REMOTE CENTRAL LOCKING WITH 2 JACK KNIFE KEYS	●	●	●	●	●	●	●	●	●	●	-	-
SMART ENTRY & START	-	-	-	-	-	-	-	-	-	-	●	●
EXTERIOR												
SHARK FIN ANTENNA	●	●	●	●	●	●	●	●	●	●	●	●
GLASS ROOF	-	-	-	-	-	-	-	-	-	-	●	●
PRIVACY GLASS	-	-	-	-	-	-	-	-	-	-	●	●
SHUTTER GRILL (DIESEL MODELS ONLY)	●	-	●	-	●	-	●	-	●	-	●	-

STANDARD EQUIPMENT

	SE		SE-T*		ES		ES-T*		EX		EX GT	
	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT
EXTERIOR LIGHTS												
HALOGEN HEADLIGHTS	●	●	●	●	●	●	●	●	●	●	-	-
BI-HID HEADLIGHTS WITH AUTO LEVELLING	-	-	-	-	-	-	-	-	-	-	●	●
HIGHBEAM SUPPORT SYSTEM (HSS)	-	-	-	-	-	-	-	-	-	-	●	●
HEADLIGHT WASHERS	-	-	-	-	-	-	-	-	-	-	●	●
FRONT FOG LIGHTS	-	-	-	-	●	●	●	●	●	●	●	●
LED DAYTIME RUNNING LIGHTS	●	●	●	●	●	●	●	●	●	●	●	●
HIGH MOUNT BRAKE LIGHT	●	●	●	●	●	●	●	●	●	●	●	●
HEADLIGHT AUTO ON/OFF TIMER (coming home / leaving home function)	●	●	●	●	●	●	●	●	●	●	●	●
INTERIOR TRIM												
FABRIC INTERIOR	●	●	●	●	●	●	●	●	-	-	-	-
LEATHER INTERIOR	-	-	-	-	-	-	-	-	●	●	●	●
LEATHER STEERING WHEEL	-	-	-	-	●	●	●	●	●	●	●	●
LEATHER SHIFT KNOB (MANUAL MODELS ONLY)	-	-	-	-	●	-	●	-	●	-	●	-
ALLOY PEDALS	-	-	-	-	●	●	●	●	●	●	●	●
INTERIOR LIGHTS												
MULTIPLEX METER BLUE ILLUMINATION	●	●	●	●	●	●	●	●	●	●	●	●
MAP LIGHT (front)	●	●	●	●	●	●	●	●	●	●	●	●
AMBIENT LIGHT	-	-	-	-	●	●	●	●	●	●	●	●
TRUNK LIGHT	●	●	●	●	●	●	●	●	●	●	●	●
GLOVE BOX LIGHT	●	●	●	●	●	●	●	●	●	●	●	●
INTERIOR BLUE AMBIENT LIGHTING (front)	-	-	-	-	-	-	-	-	-	-	●	●
COURTESY LIGHT (front & rear)	●	●	●	●	●	●	●	●	●	●	●	●
WHEELS & TYRES												
16" ALLOY WHEELS	●	●	●	●	●	●	●	●	●	●	-	-
17" ALLOY WHEELS	-	-	-	-	-	-	-	-	-	-	●	●
205/55 R16 TYRES	●	●	●	●	●	●	●	●	●	●	-	-
225/45 R17 TYRES	-	-	-	-	-	-	-	-	-	-	●	●
TYRE REPAIR KIT	●	●	●	●	●	●	●	●	●	●	●	●

STANDARD EQUIPMENT

	SE		SE-T*		ES		ES-T*		EX		EX GT	
	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT
COMFORT & CONVENIENCE												
CLIMATE CONTROL AUTO A/C	●	●	●	●	-	-	-	-	-	-	-	-
CLIMATE CONTROL DUAL AUTO A/C	-	-	-	-	●	●	●	●	●	●	●	●
CRUISE CONTROL WITH SPEED LIMITER	-	-	-	-	●	●	●	●	●	●	●	●
ADAPTIVE CRUISE CONTROL (ACC)	-	-	-	-	-	-	-	-	-	-	○	○
RAIN SENSING AUTO WIPERS	-	-	-	-	●	●	●	●	●	●	●	●
REAR WIPER	●	●	●	●	●	●	●	●	●	●	●	●
DUSK SENSING AUTO LIGHTS	-	-	-	-	●	●	●	●	●	●	●	●
AUTO DIM REAR VIEW MIRROR	-	-	-	-	-	-	-	-	-	-	●	●
PARKING SENSORS (front & rear)	-	-	-	-	-	-	-	-	-	-	●	●
POWER WINDOWS (front & rear)	●	●	●	●	●	●	●	●	●	●	●	●
DR/AS ONE TOUCH POWER WINDOW (up/down)	●	●	●	●	●	●	●	●	●	●	●	●
RR ONE TOUCH POWER WINDOW (up/down)	-	-	-	-	●	●	●	●	●	●	●	●
REMOTE POWER WINDOW (key fob operation)	-	-	-	-	●	●	●	●	●	●	●	●
TILT AND TELESCOPIC STEERING WHEEL	●	●	●	●	●	●	●	●	●	●	●	●
ELECTRIC ADJUSTABLE AND HEATED DOOR MIRRORS	●	●	●	●	●	●	●	●	●	●	●	●
ELECTRICALLY RETRACTABLE DOOR MIRRORS	-	-	-	-	●	●	●	●	●	●	●	●
REMOTE RETRACTABLE DOOR MIRRORS (key fob operation)	-	-	-	-	●	●	●	●	●	●	●	●
SUN VISOR VANITY MIRRORS	●	●	●	●	●	●	●	●	●	●	●	●
SUN VISOR VANITY MIRRORS WITH ILLUMINATION	●	●	●	●	●	●	●	●	●	●	●	●
SUNGLASSES HOLDER	-	-	-	-	-	-	-	-	-	-	●	●
ACCESSORY SOCKET (front)	●	●	●	●	●	●	●	●	●	●	●	●
ACCESSORY SOCKET (centre console)	●	●	●	●	●	●	●	●	●	●	●	●
ACCESSORY SOCKET (trunk)	-	-	-	-	●	●	●	●	●	●	●	●
TRUNK CARGO HOOK	●	●	●	●	●	●	●	●	●	●	●	●
DRIVER SEAT MANUAL HEIGHT ADJUSTMENT	●	●	●	●	●	●	●	●	●	●	●	●
DRIVER SEAT POWER LUMBER ADJUST	-	-	-	-	-	-	-	-	-	-	●	●
PASSENGER SEAT POWER LUMBER ADJUST	-	-	-	-	-	-	-	-	-	-	●	●
DRIVER SEAT POWER ADJUSTABLE SIDE SUPPORT	-	-	-	-	-	-	-	-	-	-	●	●

○ – optional upgrade on EX GT models.

STANDARD EQUIPMENT

	SE		SE-T*		ES		ES-T*		EX		EX GT	
	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT
COMFORT & CONVENIENCE (CONTINUED)												
PASSENGER SEAT BACK POCKET	-	-	-	-	●	●	●	●	●	●	●	●
HEATED SEATS (front)	-	-	-	-	-	-	-	-	●	●	●	●
MAGIC SEATS	●	●	●	●	●	●	●	●	●	●	●	●
SUB TRUNK	●	●	●	●	●	●	●	●	●	●	●	●
FUNCTION & TECHNOLOGY												
INTELLIGENT MULTI INFO DISPLAY (i-MID)	●	●	●	●	●	●	●	●	●	●	●	●
SHIFT INDICATOR LIGHT (SIL)	●	-	●	-	●	-	●	-	●	-	●	-
ELECTRIC POWER STEERING (EPS)	●	●	●	●	●	●	●	●	●	●	●	●
IDLE STOP	●	-	●	-	●	-	●	-	●	-	●	-
PADDLE SHIFT	-	●	-	●	-	●	-	●	-	●	-	●
AUDIO & COMMUNICATIONS												
1 CD TUNER - MP3 COMPATIBLE	●	●	●	●	●	●	●	●	-	-	-	-
PREMIUM AUDIO MP3 COMPATIBLE WITH SUBWOOFER	-	-	-	-	-	-	-	-	●	●	●	●
USB /AUX JACK	●	●	●	●	●	●	●	●	-	-	-	-
USB/ VIDEO JACK	-	-	-	-	-	-	-	-	●	●	●	●
4 SPEAKERS	●	●	●	●	-	-	-	-	-	-	-	-
6 SPEAKERS	-	-	-	-	●	●	●	●	●	●	●	●
STEERING WHEEL REMOTE AUDIO CONTROLS	●	●	●	●	●	●	●	●	●	●	●	●
BLUETOOTH™ HANDS FREE TELEPHONE (HFT)	-	-	-	-	●	●	●	●	●	●	●	●
REAR PARKING CAMERA	-	-	-	-	●	●	●	●	●	●	●	●
HDD NAVIGATION	-	-	-	-	-	-	-	-	●	●	●	●
SD NAVIGATION WITH INTEGRATED BLUETOOTH™ HANDS FREE TELEPHONE (HFT) SYSTEM (T GRADE MODELS ONLY*)	-	-	●	●	-	-	●	●	-	-	-	-

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