

HONDA
The Power of Dreams



THE NEW HONDA CR-V

RELIABLE, CAPABLE AND REASSURING



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“The first generation CR-V set out to combine the best elements of a car and an SUV. For the new CR-V, we have now achieved a perfect balance between the efficiency of a car and the functionality and security of an SUV. In doing so, we have created a model that is efficient, versatile and capable.”

RYOJI NAKAGAWA, LARGE PROJECT LEADER, CR-V

The CR-V has always been ahead of the curve, offering car-like driving dynamics and SUV security and practicality since its introduction in 1995. With over five million CR-Vs finding happy homes we know it's a winning formula. So the new fourth generation CR-V continues to fuse agile, intuitive driving dynamics with incredible versatility. However, significant improvements in every area and much improved efficiency create an exciting new CR-V that will satisfy current owners and attract a new generation of buyers.

As you'd expect the new CR-V offers even greater quality, practicality and refinement than its predecessors and with environmental concerns of increasing importance, both petrol and diesel engines emit significantly less CO₂. Plus, for the first time in Europe, the new CR-V will be offered with a choice of both two- and four-wheel drive. Adapted specifically for the European market, it's made in Britain and more efficient than ever. This is the new Honda CR-V.





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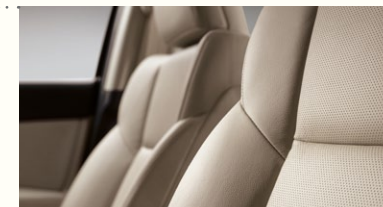
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DESIGN

- > Rugged good looks
- > More planted and aerodynamic stance with deeper sculpting of the bodylines and a bolder nose section
- > Expansive window area to promote a spacious feel in the cabin and improved visibility
- > Horizontal three-bar grille and deep set headlights
- > Reduced height and length (30mm and 5mm respectively) without compromising interior space
- > Improved aerodynamics (reduction in the drag coefficient of 6.5 per cent)
- > Higher quality interior materials
- > Improved NVH (3dB reduction in cabin noise)
- > LED daytime running lights and LED tail lights
- > Pedestrian injury mitigation design: front of the new CR-V designed to help absorb energy in the event of a collision with a pedestrian





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PRACTICALITY

- > Keyless Entry
- > Power tailgate
- > One action, 60:40 easy fold down rear seats
- > Boot capacity up 147 litres to 1648 litres (1669 litres if space saver spare wheel specified), or 589 litres with seats in place
- > Hip point of rear passenger seats lowered 38mm for more comfortable seating position and increased headroom





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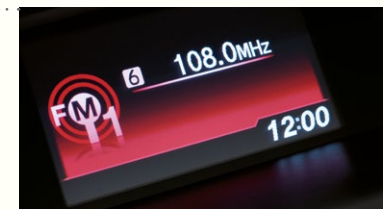
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SAFETY AND TECHNOLOGY

- > 5" Multi-Information Display (i-MID), which controls the audio, telephone and navigation systems
- > ECON mode and Eco Assist
- > Standard Idle Stop technology with manual transmission
- > Next generation Motion Adaptive Electric Power Steering system (MA-EPS)
- > Hill Descent Control (HDC) available on automatic models to help the CR-V descend difficult terrain safely and consistently
- > Advanced Driver Assist System (ADAS) combines Collision Mitigation Braking System (CMBS), Lane Keeping Assist System (LKAS) and Adaptive Cruise Control (ACC)
- > The front seats now incorporate an innovative whiplash mitigation system





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EFFICIENCY AND POWER

- > 12 per cent reduction in CO₂ emissions
- > i-DTEC produces 150PS and 350Nm but CO₂ emissions have fallen from 171g/km to 149g/km (12 per cent) for the manual version, 195g/km to 174g/km (automatic)
- > 2.0 litre i-VTEC power up from 150PS to 155PS and CO₂ emissions down from 192g/km to 173g/km (manual), 195g/km to 175g/km (automatic)
- > Flat floor underbody to optimise airflow under the car
- > New body design aids a 6.5 per cent improvement in coefficient of drag
- > Two-wheel drive version (only available with a petrol engine) produces 168g/km of CO₂ emissions





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BENEATH THE SKIN

- > McPherson strut front suspension and multi-link rear suspension upgraded, 10 per cent increase in damper rates volume
- > Latest Honda Real Time AWD System. Hydraulically activated 'dual-pump' system replaced by faster electronically activated system
- > Increase in body rigidity - bending rigidity is up 7 per cent and torsional rigidity up 9 per cent allowing the suspension to operate more effectively





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CR-V HERITAGE

- > FOURTH GENERATION MODEL
- > GLOBAL MODEL, SOLD IN 160 COUNTRIES WITH CUMULATIVE SALES OF OVER 5 MILLION
- > MADE IN BRITAIN SINCE 2000
- > RELIABLE, CAPABLE AND REASSURING





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1995^{1ST} GENERATION

The Honda CR-V was launched at the 1995 Tokyo Motor Show and instantly became a benchmark in the fledgling and fast growing small SUV sector. By mixing the practicality and versatility of an SUV with the driving convenience and dynamism of a smaller car, the CR-V set new standards and proved an instant hit with buyers when it went on sale in Europe in 1997. Such was the demand for the CR-V that production of the European version was switched to Honda's Swindon plant in 2000, where it has remained ever since and will continue with the new fourth generation model.





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2001 2ND GENERATION

The second generation CR-V, launched in 2001, was a significant evolution and succeeded in protecting and enhancing the model's strengths while introducing greater performance and efficiency thanks to its 2.0 litre i-VTEC petrol engine. Interior space for occupants and luggage was also improved and the 'on demand' Real Time Dual Pump 4WD system remained standard across the range. Honda's highly acclaimed i-CTDi diesel engine was introduced to the CR-V line-up in 2005. It offered even greater efficiency and a torquey, relaxing driving experience.





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2007 ^{3RD} GENERATION

In 2007 the third generation CR-V broadened the appeal of this small SUV still further. Lower, shorter and wider than its predecessors, it offered improved on-road dynamics without compromising practicality. Removing the spare wheel from the back door also allowed a vertically opening tailgate for the first time on a CR-V. In 2009 the range was freshened up with a number of detail changes and the new generation i-DTEC diesel engine was introduced, available for the first time with an automatic gearbox.





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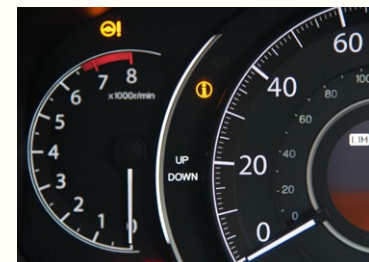
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2012 4TH GENERATION

Over three generations a total of more than five million CR-Vs have been sold across the world. Now it's time for the next chapter. The new CR-V has been comprehensively redesigned and re-engineered. Practicality, refinement and quality remain core to the CR-V, while significant improvements in efficiency ensure lower running costs and fewer CO₂ emissions. For the first time, the CR-V will be offered with a choice of both two- and four-wheel drive, so there really is a CR-V for everyone. The new CR-V is made in Britain and will be in UK showrooms by the end of October 2012.





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Since its launch the CR-V has won over 140 awards worldwide. Here are some examples of what the CR-V has been awarded in the UK over the last couple of years.

Year	Award Title	Publication
2012	Most Popular SUV	Honest John
2012	Top 3 Performer in Honest John Nationwide MOT Pass Rate	Honest John
2010	Most reliable 4x4	Warranty Direct
2009	In Top 5 of Class	Auto Express Driver Power Survey
2008	Best Small 4x4	BusinessCar
2008	Best SUV	Fleet World
2007	Best SUV	Fleet World
2007	Runner-up Best SUV	What Diesel Car
2006	Best Compact SUV	Fleet News
2006	Commended - 4x4 Recreational Vehicle	Auto Express New Car Awards
2006	Off Road/SUV Green Car of the Year	Environmental Transport Association
2005	Best SUV/MPV	Diesel Car of the Year Awards
2005	Compact SUV Gold Award Winner	Test Drive Magazine
2005	Soft Road Winner	4x4 Magazine
2004	Editors Choice	Practical Parenting





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MEET THE TEAM

The goals when developing the new CR-V were simple but ambitious: improve efficiency, space, driving dynamics, quality and convenience. To achieve those goals a tight-knit team was assembled and work began to create an SUV perfectly suited to the demands of driving in the UK and Europe. Meet some of the team and hear what they wanted to achieve.

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AKIHIKO MORI DEPUTY DEVELOPMENT LEADER

“To develop the latest version of a model that has sold over five million examples is a big responsibility, but we have enjoyed the challenge. If you want to improve a vehicle that is already well balanced and respected, the only solution is to enhance that vehicle in every area while making it smaller, lighter and more efficient than ever before. That is what we have done with the new CR-V.”



BIOGRAPHY

Birth

27 Oct, 1964 (Age 47)

Hobby

Car repair and maintenance and driving

Private Car

Current CR-V

History in Honda

- 1987** Joined Honda Motor
- 1987** Assigned to Honda Access (Accessory Subsidiary) design department
- 1992** Assigned to Honda R&D engineering department (Chassis Dynamics)
- 2003** 07YM CR-V Chassis Project Leader
- 2006** 08YM MMC CR-V Assistant Large Project Leader
- 2008** 10YM MMC CR-V Assistant Large Project Leader
- 2010** New CR-V Assistant Large Project Leader



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MANABU KONAKA

EXTERIOR DESIGNER CHIEF

“The CR-V has always been a car for every occasion. It can be both casual and formal, but the appearance must always convey solidity and reliability.”



BIOGRAPHY

Birth

09 Feb, 1966 (Age 46)

Hobby

Cycling, Märklin model railroad

Private Car

Honda Beat sports car

History in Honda

1990 Joined Honda R&D

1990 Assigned to the Design Studio

1996 Exterior design Project Leader of 5th generation Prelude

1997-2002 Transferred to HRE-G, Honda's R&D Centre in Germany

2006 Exterior Design Project Leader of 3rd generation Civic Coupe

2008 Exterior Design Project Leader of 4th generation Odyssey



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TAKEHIRO ISHIBASHI

INTERIOR DESIGN CHIEF

“I wanted to communicate the feeling you get when you stand on top of a mountain, looking down on the valley and seeing a panorama of the landscape. It's a feeling of freedom, space and timelessness.”



BIOGRAPHY

Birth

08 March, 1967 (Age 47)

Hobby

Fishing

Private Car

Honda CROSSROAD

History in Honda

- 1991** Joined Honda R&D
- 1991** Assigned to the Design Studio
- 1997** Involved in interior design for 1st generation CR-V
- 2003** Involved in interior design for 2nd generation CR-V
- 2004** Interior Design Project Leader of FR-V
- 2007** Interior Design Project Leader of CROSSROAD
- 2012** Interior Design Project Leader of new CR-V



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EXTERIOR DESIGN

- > Rugged good looks
- > Smaller on the outside and bigger on the inside. Reduced height and length without compromising interior space
- > Improved aerodynamics for fuel efficiency
- > Power tailgate
- > Car-like driving position
- > LED Daytime Running Lights and LED tail lights (exclusive for Europe)

Efficiency, convenience and ease of use become ever more relevant as fuel prices rise and our roads become more congested. The CR-V utilises intelligent solutions to address these issues and the exterior design is a crucial part of a comprehensive and holistic approach. By reducing the CR-V's length by 5mm and its height by 30mm it cuts more cleanly through the air and creates a more manoeuvrable, agile driving experience. However, interior space has not been compromised by this downsizing. 'This is only one example of the new CR-V's improved efficiency,' says Exterior Designer Manabu Konaka.

So form follows function, but the CR-V is also a distinctive and more rugged design than previous generations. 'This is a functional, efficient and confident car and we've tried to express that in the design,' says Konaka. The new model has a dynamic, planted stance with deeply sculpted sides and a bolder nose. Subtly flared wheelarches and large 17- or 18-inch wheels enhance the exciting premium look. In combination with a steeply-angled lower front bumper that conveys a generous approach angle the CR-V exudes a rugged but refined SUV appeal. The front bumper's smooth, flowing lines are joined by a horizontal three-bar grille and deep-set headlights. At the rear the CR-V has always been characterised by signature vertical rear lights and for this fourth generation model, Konaka has introduced a more modern three-dimensional treatment.





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Honda is always guided by the 'man-maximum, machine minimum' philosophy and the CR-V demonstrates the tangible benefits by decreasing its overall dimensions but with no compromise to interior space. The position of the windscreen has been brought forward by 60mm (measured from the bottom of the windscreen) relative to the overall length of the car. As a result, the size of the engine compartment has been reduced. 'It is always our goal to reduce the size of the mechanical parts in order to provide more space for the occupants', explains Large Project Leader Nakagawa. This particular solution has further benefits, improving visibility of the CR-V's extremities and increasing driver confidence and awareness. A 10mm increase in both the steering wheel and seat height adjustments has also ensured that a broader range of drivers can achieve an ideal driving position.

Further convenience is provided with a 25mm lower load lip on the boot of the car, which gives access to a 140mm longer load bay at 1570mm. Boot space has grown by 147 litres to 1648 litres with the clever rear seats folded flat. Opt for the space-saver spare wheel and you'll enjoy 1669 litres of capacity. The boot of the CR-V can now accommodate two mountain bikes or four sets of golf clubs.

The confidence, efficiency and dynamism of the CR-V design hold worldwide appeal but bespoke upgrades for the European model further refine and enhance the package. A revised front bumper creates a dynamic personality, carried through by streamlined door mirrors with integrated indicators and front LED daytime running lights and a full rear LED light cluster. The European CR-V is also available with a keyless entry system and power tailgate for added convenience.





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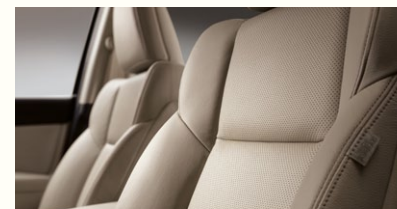
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INTERIOR DESIGN

- > Tardis-like interior with up to 1669 litres of boot space
- > One action, 60:40 easy fold rear seats
- > Ergonomically efficient spacious interior
- > High quality materials
- > Significantly reduced NVH
- > 5" Multi-Information Display (i-MID)
- > Introduction of DAB radio



The new CR-V combines class-leading space and versatility with much improved materials and reduced noise levels. The result is typical CR-V convenience and practicality and a new sense of refinement. The core principles of a car-like driving position, superb visibility and unrivalled cargo space remain.

The target to create an agile, relaxing driving experience meant that a spacious, comfortable and ergonomically efficient driving environment was key to the CR-V's development. 'The first thing that we wanted to achieve with the interior design was a feeling of openness,' explains Interior Designer, Takehiro Ishibashi. 'So the dashboard design features a number of horizontal layers which help emphasise the feeling of space.' Once that space was created attention switched to ensuring an intuitive driving environment by grouping the major controls into two logical areas. The 'Driver Interface Zone' allows focus on the road ahead and lays out crucial information behind the steering wheel at the natural point of focus. Located to the right the 'Information Interface Zone' groups the secondary controls and information, with the 5" Multi-Information Display (i-MID) at its centre. The tilt/telescopic steering column has 40mm of adjustment in each plane, 10mm more than previously. The seat height can be adjusted through a range of 50mm, an improvement over the last CR-V.



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High quality materials chosen specifically for the European market CR-V add a warmth and premium finish to the cabin. Sculpted door casings create more space to move the front seats closer to the door aperture and allow easier entering and exiting and also freeing up room for a larger centre console unit. The centre console houses three cupholders, a storage compartment, an armrest and air vents for the rear seats. Just one example of that attention to detail of which Ishibashi is so proud.

Further enhancements include lowering the hip point of rear passengers by 38mm to increase comfort and headroom even with the sleek new roofline.

The high quality and versatile interior is further enhanced by a comprehensive range of equipment. In the cabin, attention focuses on the 5" 'intelligent' Multi-Information Display (i-MID), which controls the audio (including DAB radio where fitted), telephone and HDD navigation systems (where fitted). Also fitted as standard are Honda's acclaimed ECON mode, which optimises throttle response and engine programming for fuel efficiency and the innovative Eco Assist system, which advises drivers on how their driving style is impacting fuel economy.





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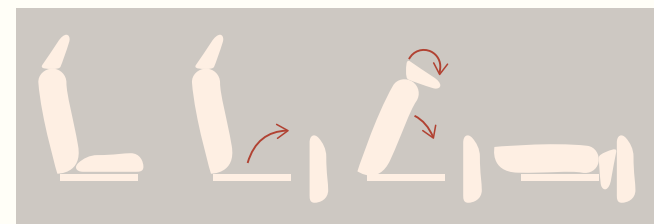
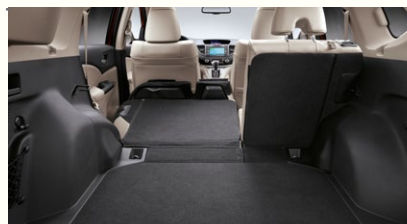
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Tardis-like interior

For the first time on a CR-V, a one action fold down rear seat system is fitted. The rear seats have a 60:40 split function but the easy to use facility also allows them to be folded completely flat with a simple pull of one handle. It transforms the CR-V into a versatile carrier and creates a huge 1648 litres of flat load space when a full size spare wheel is specified (1669 litres if space-saver spare wheel specified). 'This is a feature of which I am particularly proud. It will make a big difference to how our customers use their CR-V,' explains Ishibashi. Even with the seats in place the CR-V has 589 litres of cargo space – enough for four golf bags or three large suitcases.



Quietly composed

To ensure that this versatile space remains quietly composed, a significant reduction in the engine and road noise entering the cabin has been achieved. Sound insulation material has been applied to the floorpan below the passenger compartment, while sound absorption material has been fitted to the rear door, rear wheelarches, door frames, front bulkhead and bonnet. The doors also now feature a double seal. The result is a 3dB reduction in cabin noise compared to the current CR-V.

Model	Capacity to window line – litres (Rear seats in place)
Honda CR-V	589
Volkswagen Tiguan	470
Toyota Rav4	410
Volvo XC60	495
Mazda CX-5	503



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- > 2.0 litre i-VTEC with 155PS and 192Nm
- > 2.2 litre i-DTEC with 150PS and 350Nm
- > Six-speed manual or five-speed automatic gearboxes
- > CO₂ emissions cut 12 per cent, from 149g/km (diesel) and 168g/km (petrol)
- > Electronically activated On Demand AWD
- > Front wheel drive model available for the first time
- > Idle Stop technology

The CR-V continues to be offered with the smooth, free-revving 2.0 litre i-VTEC petrol engine and the relaxed and torquey 2.2 litre i-DTEC. These well-proven engines have benefited from intelligent optimisation and in combination with Idle Stop technology, which is standard on cars fitted with the six-speed manual gearbox, fuel efficiency has improved and CO₂ emissions have been cut by 12 per cent.

“We have placed a key emphasis on applying new technologies to reduce the friction in the engines and improve their efficiency,”

**EXPLAINS LARGE PROJECT LEADER
RYOJI NAKAGAWA.**

2.0 litre i-VTEC

The result is that the 2.0 litre i-VTEC sees a power increase from 150 to 155PS at 6500rpm. At the same time CO₂ emissions have been cut from 192g/km to as little as 173g/km (175g/km with five-speed automatic). Opt for the front-wheel drive CR-V and that figure falls to 168g/km. Despite these savings the i-VTEC engine remains uncannily smooth, linear and tractable and provides swift acceleration. It takes just 10.2 seconds to reach 62mph from a standing start and the top speed is 118mph.





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One of the key elements to the CR-V's driveability and efficiency is Honda's long-established VTEC system, which is able to adjust the lift and opening duration of the valves. The system is complemented by Variable Timing Control (VTC), which monitors the engine load and controls the phasing of the inlet camshaft. These work together to produce a remarkably broad and smooth power band. Based on input from a position sensor located at the rear end of the inlet camshaft, the engine's ECU varies the inlet camshaft position relative to that of the exhaust camshaft. In this way it can advance and retard the opening of the inlet valves.

During acceleration, VTC is set at a relatively small degree of valve overlap to provide the optimal output, the valve opening angle using the inertia of the intake air. In addition, as engine speed builds, the VTEC mechanism switches from the low speed cam to the high speed cam, but with the same degree of overlap. At high engine speeds, there is much greater valve overlap, which reduces pumping losses, maximises exhaust gas recirculation, and provides the best balance between fuel consumption and power output. At idle and low engine speeds during light load conditions, inlet valve opening is retarded for minimal overlap, generating strong swirl and therefore stable combustion.

2.2 litre i-DTEC

The quietly muscular 2.2 litre i-DTEC is perfectly suited to the CR-V and also benefits from a significant reduction in CO₂ emissions without compromising the driving experience. Power remains at 150PS at 4000rpm and a strong 350Nm at just 2000rpm, with emissions dropping to 149g/km or 174g/km if paired with the smooth five-speed automatic gearbox. The CR-V 2.2 i-DTEC reaches 62mph in a relaxed 9.7-seconds and can reach 118mph.

The i-DTEC engine is all-aluminum, transversely mounted, with 4-cylinders, DOHC, four valves per cylinder, a variable nozzle turbocharger, piezoelectric injection

and a second order balancer shaft. A continuously variable swirl control valve, located in the intake manifold, provides fine control of the swirl ratio, to give the ideal combustion environment within the cylinders at all times. This helps to reduce noise levels (through reduced knocking) and produce smoother performance. A standard particulate filter (DPF) and Exhaust Gas Recirculation technology contribute to a reduction in NOx levels and further improvements in efficiency.





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2.0 i-VTEC

1997cc

155PS @ 6500rpm

192Nm @ 4300rpm

CO₂: From 168g/km

Max speed: 118mph

0-62mph: From 10sec

Fuel economy, combined: From 39.2mpg

Euro 5

2.2 i-DTEC

2199cc

150PS @ 4000rpm

350Nm @ 2000rpm

From 149g/km

118mph

From 9.7sec

From 50.4mpg

Euro 5





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Real Time AWD with Intelligent Control System

Efficiency gains have been sought out in every area and a new version of Honda's Real Time AWD system continues to offer superb stability and grip but is also lighter and offers faster response time. Previous CR-Vs used a hydraulically activated 'dual pump' system but the new electronically actuated system is 17 per cent or 16.3 kg lighter and cuts internal friction by 59 per cent, with further benefits to fuel consumption. For the first time ever the CR-V will be offered in 2WD form for those who want SUV style and comfort but don't require increased traction and grip levels. However, the majority of models will continue to utilise AWD.



The previous generation Real Time 4WD system was mechanically actuated using a pair of hydraulic pumps (one driven by the front wheels and one driven by the rear wheels) along with a ball cam mechanism to operate the clutch, which sent power to the rear wheels. If the front wheels began to turn faster than the rear wheels, the difference in pressure between the two pumps would cause the clutch to be engaged, sending power to the rear, eliminating front wheelspin. The new Real Time AWD still uses a multi-plate clutch (similar to the clutches used in Honda automatic transmissions) to connect the propeller shaft to the rear differential. But in place of the twin hydraulic pumps and ball cam mechanism used in earlier systems, it now uses an electric motor, driving a single hydraulic pump, which operates the clutch. The electric motor is controlled by an Intelligent Control System, which allows the system to apportion power based on the conditions. The new system detects rotational speed changes much more quickly, helping to prevent wheelspin in all conditions. This can be particularly beneficial on low grip surfaces such as snow.





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The system can also detect when the new CR-V is climbing a hill and send additional torque to the rear wheels in cooperation with the Hill Start Assist (HSA) feature. Hill Start Assist maintains brake pressure briefly after the brake pedal is released, giving the driver time to accelerate smoothly away. The Intelligent Control System instantly assesses the road's slope angle using a sensor and uses the VSA system to assess the available grip, providing additional rear torque where necessary.

Also debuting on the CR-V is Hill Descent Control (HDC). Available on automatic models, it operates between 5-12mph and helps the CR-V descend difficult terrain safely and consistently. 'Hill Descent Control uses autonomous braking to control the speed of the vehicle on a steep, difficult descent,' says Nakagawa. 'When the driver lifts off the brake, the system will automatically hold the speed.'

In response to changing market demands the front-wheel drive CR-V has been developed without compromising safety, stability or agility. This new drivetrain shares the same suspension design as the AWD version and is only available with the 2.0-litre i-VTEC engine. This new variant will broaden the CR-V's appeal and help attract new customers.





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Six-speed manual or five-speed automatic transmissions

Honda's gearboxes have always been renowned for their slick, positive action and the CR-V's six-speed manual is no exception. Lightweight, compact and with a precise, easy action it makes driving the CR-V a cinch in city or away from urban conditions. A Shift Indicator Light (SIL) function in the driver display area informs the driver of the optimum gear to ensure smooth progress and the best efficiency.

For those who prefer seamless progress the new CR-V is also available with a 5-speed automatic transmission. This effortless torque-converter transmission features Grade Logic Control, which reduces shift frequency while travelling up or downhill. Using inputs monitoring the throttle position, vehicle speed and acceleration, Grade Logic Control compares the operating parameters with a digital map stored in the transmission computer.

When the system determines the CR-V is on a hill, the shift schedule is adjusted to automatically hold the transmission in a lower gear for better climbing power or increased downhill engine braking. A further function called Shift Hold Control prevents upshifts to 4th and 5th gears on winding-roads where the throttle is quickly released and the brakes applied. This has the twin benefits of improving the car's stability when turning and preventing an unnecessary gearshift when accelerating out of a corner, which improves efficiency.

Detail changes to the automatic gearbox includes a new lower viscosity transmission fluid that uses the heat of the engine coolant to reach its optimum temperature more quickly.





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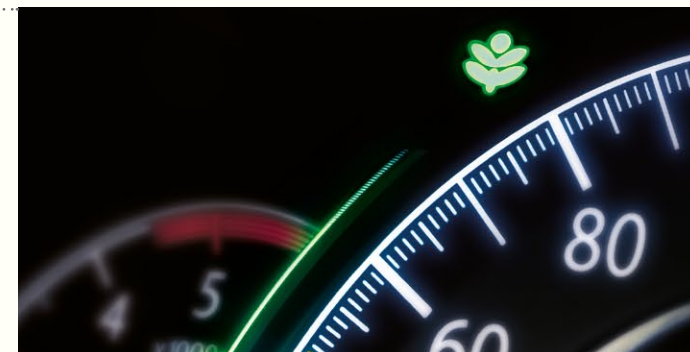
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- > Improved aerodynamics
- > ECO Assist and ECON Mode fitted as standard
- > 12 per cent reduction in CO₂ emissions compared with current model
- > Idle-stop technology standard with manual transmission

Honda's commitment to sustainable mobility ensures that every new product is engineered from the outset to be highly efficient. The engines themselves are an important part of the overall efficiency but to maximise the package particular attention must also be paid to aerodynamics and sophisticated electronics.





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Aerodynamics

The CR-V has been designed to slide cleanly through the air with minimal drag but maximum stability. Adopting smaller dimensions for the CR-V and in particular the long and low roofline, create the basis for a very aerodynamic shape. However, it's what you can't see that really contributes to the 6.5 per cent reduction in drag coefficient. By adopting a flat floor underbody Honda's engineers have smoothed the flow of air beneath the car and balanced that flow with the aerodynamically optimised front bumper and rear roof spoiler. Careful management of the airflow has a significant effect of fuel economy and hence exhaust emissions.

Idle Stop

Idle Stop technology is standard on all new CR-V models with a manual transmission. This seamless system can contribute up to a 5g/km of CO₂ saving for the diesel engine. It functions when the CR-V reaches a standstill and the driver selects neutral, the engine automatically switches off as the clutch is released. The engine then automatically restarts when the clutch is depressed to select a gear. All electric and heating functions are unaffected by Idle Stop and the system operates so smoothly and quickly that progress remains uninterrupted and intuitive. A display on the dashboard indicates the operation of Idle Stop and the system can be disabled using a button on the fascia.





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ECON Mode

The new CR-V is equipped with an ECON mode as part of the Eco Assist system. When activated, ECON mode alters the mapping of the drive-by-wire throttle system to ensure a smooth increase in torque for a more relaxing drive and greater fuel efficiency in the 2.0 litre i-VTEC models. In addition, it alters the operation of the cruise control in the petrol models and the air conditioning systems, allowing for slightly increased variances with the set speed or the set temperature in order to conserve fuel whenever possible. In all engine variants, the ECON mode also controls the air conditioning compressor and decreases the voltage of the fan drive to reduce the load on the engine, improving fuel efficiency.

ECO Assist

We've explained some of the technology utilised to reduce the CR-V's impact on the environment, however the potential benefits of that technology can only be attained by a considered and intelligent driving style. ECO Assist uses a series of visual cues to 'coach' the driver and help them to save fuel, money and reduce the CR-V's emissions. It was developed for the second generation Insight hybrid after engineers discovered that different driving styles could create as much as a 15 per cent variance in fuel economy.

ECO Assist is integrated into the Driver Interface Zone so that it informs but doesn't distract and it uses a series of colours to demonstrate if the driving style is conducive to maximum efficiency. If the CR-V is being driven economically, the dashboard glows green. If the driver slightly exceeds the optimum level of throttle control, the dashboard will glow white/green. Finally, it will glow white during heavy acceleration and deceleration.





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- > Vehicle Stability Assist with Traction Control
- > Motion-Adaptive Electric Power Steering
- > Trailer Stability Assist (TSA)
- > Anti-lock brakes with Emergency Stop System
- > Advanced Driver Assist System (ADAS) consisting of:
 - Collision Mitigation Braking System (CMBS)
 - Lane Keeping Assist System (LKAS)
 - Adaptive Cruise Control (ACC)
- > Advanced Compatibility Engineering Body Structure
- > Pedestrian Injury Mitigation Design
- > Front, side and curtain airbags
- > Whiplash Mitigation System
- > ISOFIX child seat mounting points





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Active Safety

The first steps to ensuring high safety standards are to engineer an agile, strong, stable and predictable car, thereby giving the driver all the tools to negotiate obstacles and feel comfortable in everyday situations. The CR-V achieves those aims through intelligent engineering. However, the highly-evolved construction techniques, suspension and braking systems are enhanced by a comprehensive range of electronic safety systems.

Vehicle Stability Assist (VSA) with traction control

Vehicle Stability Assist (VSA) is an electronic stability control system that works in conjunction with the CR-V's Drive-by-Wire™ throttle and its 4-channel ABS systems to assist the driver in maintaining control during accelerating, braking or cornering. VSA functions by applying brake force to one or more wheels independently while also engine torque managing the throttle, ignition and fuel systems to help the driver maintain their intended direction of travel. The driver can deactivate the VSA stability enhancement and traction-control functions via a switch on the instrument panel but ABS remains fully operational at all times.

Trailer Stability Assist

Trailer Stability Assist (TSA) is fitted to all models in the CR-V range to enhance safety when towing. The system is an enhancement of the Honda Vehicle Stability Assist (VSA) system and can detect when a trailer is starting to oscillate while being towed. TSA utilises a combination of torque reduction and individual wheel braking to bring the car and trailer back under full control.

By adjusting engine torque and applying precisely the right amount of braking to the relevant wheels, TSA brings the payload back into alignment.

When towing, Trailer Stability Assist (TSA) constantly monitors the movement of the trailer relative to the CR-V and if it sees too much difference (for instance in a cross-wind or when changing lane), it steps in before things get dangerously out of line.





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Motion-Adaptive Electric Power Steering (M-A EPS)

In addition to improving efficiency and optimising driver feedback, the Motion-Adaptive Electric Power Steering (EPS) provides important safety benefits. It works in conjunction with the VSA system to:

Stabilise Braking — Corrects the driver's steering input and assist the driver to trace the curve to reduce vehicle instability when the driver is braking hard on road surfaces with different friction coefficients (such as a road that is only partially covered with dirt or snow)

Mitigates Understeer — Corrects the steering inputs to mitigate understeer and help the driver maintain their chosen line

Mitigates Oversteer — Corrects the steering inputs to mitigate oversteer and help the driver maintain their chosen line

Anti-lock Braking System (ABS) and Emergency Stop System (ESS)

All new CR-V models are equipped with 4-wheel disc brakes (front ventilated discs and rear solid discs) for confident braking. The system incorporates 4-channel ABS, Electronic Brake Distribution (EBD) and Brake Assist as standard. The ventilated front disc brakes are 315mm* in diameter and the solid rear disc brakes are 302mm* in diameter.

* i-DTEC 2.2 litre specification referenced

The 4-channel ABS independently modulates braking power at each wheel to help the driver retain steering control during heavy braking. EBD automatically optimises braking force between the front and rear wheels, helping to minimise stopping distances and increasing stability. The Brake Assist function recognises emergency braking situations and applies added braking force automatically when appropriate. This is supplemented by the Emergency Stop System (ESS), which automatically activates the brake and hazard warning lights when it detects an emergency stop situation, providing a warning to following drivers and reducing the risk of a collision.





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Advanced Driver Assist Systems (ADAS)

Honda's Advanced Driver Assist Systems (ADAS) makes its appearance on the CR-V for the first time and all the technology combined gives the driver as many tools as possible to make safe progress on our increasingly busy road network. The CR-V employs Lane Keeping Assist System (LKAS), Adaptive Cruise Control (ACC) and Collision Mitigation Braking System (CMBS) to provide a relaxing and reassuring driving experience. All ADAS systems are designed to complement the driver, not to replace their input.

Adaptive Cruise Control (ACC)

Buttons on the steering wheel operate the ACC system, allowing the driver to choose both their speed and their preferred distance from the vehicle in front. Using a millimetre-wave radar in the front grille, ACC monitors the distance to the car in front and can apply up to a quarter of the maximum braking force autonomously when needed to maintain the set speed and distance. If more braking is required, the system provides a visible and audible warning. ACC operates between speeds of 19mph and 112mph.

Lane Keeping Assist System (LKAS)

This is the first time that LKAS has been available on the CR-V. Designed for dual carriageway or motorway use, Honda's Lane Keeping Assist System detects the lane markings using a camera mounted at the top of the windscreen and helps the driver to stay within its boundaries. If the driver indicates, the system will switch to standby mode, but if it calculates that the car is about to leave its lane without the driver activating the indicators it will automatically apply corrective steering, while issuing a visual and audible warning. The system applies up to 80 per cent of the steering force required, with the driver providing the final 20 per cent.

LKAS maintains the position of the car in its lane by providing steering torque when necessary, significantly reducing driver fatigue and helping to prevent accidents. For the system to work, the driver has to keep contact with the steering wheel – if the system fails to recognise the driver's input on the steering, it will switch itself off. LKAS can operate between 45mph and 112mph on roads with clear and visible left and right lane boundary markings and where there are no sharp bends.





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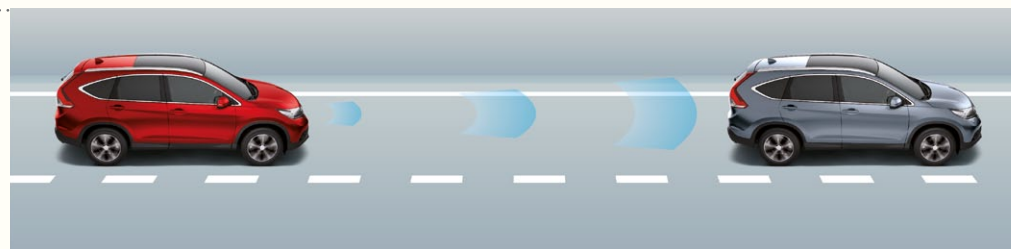
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Collision Mitigation Braking System (CMBS)

The innovative Collision Mitigation Braking System (CMBS) is a sophisticated system that works to prevent or mitigate the severity of accidents. It works by monitoring the following distance and closing rate between your vehicle and the car directly in front via radar. If the system calculates that a collision is likely it provides an audible and visual warning to the driver. Should the driver take no action to prevent the collision the system provides three sharp tugs to the driver's seat belt and some autonomous braking is applied. Finally, if a collision is unavoidable, CMBS tightens the front seat occupants' seatbelts and applies a high level of braking force. This braking force can be supplemented by the driver, up to the CR-V's maximum capability. CMBS works at speeds above 9 mph, detecting stationary and moving vehicles along a path up to around 100-metres ahead of the CR-V.



In 2010, Honda received a Euro NCAP Advanced reward for its CMBS technology. By studying accident statistics in Germany and extending the figures across Europe, Honda estimates that if all cars were fitted with CMBS, between 200,000 and 250,000 accidents could be either prevented or mitigated every year.

All of the actions taken by CMBS are reversible: if an accident is averted (for example if the vehicle moves out of the way at the last moment), the tension is removed from the seatbelts and the visual and audible warnings stop. Even if no prior warnings have been given and the system senses that a frontal collision is unavoidable, it will tighten the front seat belts and automatically apply strong braking to help reduce the impact velocity and collision force. However, the system is not designed to bring the vehicle to a complete stop by itself.



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Passive safety

The CR-V integrates the latest technology to help the driver to avoid accidents wherever possible. It is also engineered to be as strong as possible in an impact and to provide the highest levels of occupant safety.

Advanced Compatibility Engineering™ (ACE™) Body Structure

Developed at the car-to-car crash testing facility at Honda's test centre in Tochigi, Japan, the ACE™ body structure is now a well-established building block for Honda's safety strategy. Progressively introduced throughout the Honda range, it provides significantly enhanced occupant protection in a variety of real-world crash conditions. A front-mounted polygonal main frame is designed to prevent cabin deformation by distributing forces through multiple major load bearing pathways – all of which dissipate energy away from the passenger compartment. Additionally, ACE Body Structure helps to minimise the potential for under- or over-ride situations. This is particularly important where a frontal collision occurs between vehicles of differing heights, weights or frame construction, making it crucial in an SUV like the CR-V.

Pedestrian Injury Mitigation Design

The construction of the front of the new CR-V is designed to help absorb energy in the event of a collision with a pedestrian. Specific pedestrian injury mitigation features include:

- > An unobstructed area beneath the bonnet that allows greater space for deformation.
- > Windscreen wiper pivots designed to break away on impact.
- > Energy absorbing front mounts and bonnet hinges.





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Dual-stage, multiple threshold front airbags

Both the driver and front passenger are protected by advanced front airbags (SRS) that incorporate dual-stage and multiple-threshold activation technology. One or both of these airbags will be deployed only in the event of a frontal impact of sufficient force. If deployed, the airbags can be inflated at different rates depending on a number of factors including the severity of the crash and if the occupants are wearing their seatbelts. The driver's front airbag is located in the steering wheel and the passenger airbag is located on the top of the dashboard. The front passenger airbag can be deactivated to allow the fitment of a rear facing child seat.



Driver and front passenger side airbags with front passenger occupant position detection system

Driver's and front passenger's side airbags are mounted in each front seatback and are designed to provide pelvis and thorax protection in the event of a severe side impact. In addition, the front passenger's seat is equipped with the Occupant Position Detection System (OPDS), an innovative system designed to deactivate the side airbag if a child or small adult leans into the side airbag deployment path. When the passenger returns to an upright seating position, the side airbag reactivates so it can deploy to help protect the occupant in a side impact.

Side curtain airbags with rollover sensor

All outboard seating positions include a side curtain airbag with rollover sensor system. The side curtain airbags deploy from modules in the roof in the event of a sufficient side impact, providing a significant level of head protection in the window area. In the unlikely event that the vehicle rolls over, a roll-rate sensor, along with multiple G-force sensors determine the rate of roll and deploy the side curtain airbags accordingly.



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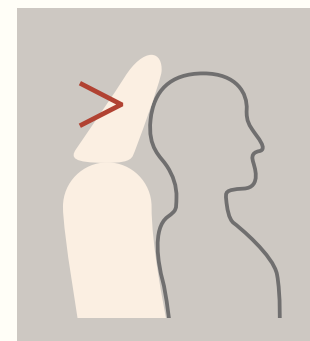
Seatbelts

Honda uses three-point seatbelts in all seating positions in the new CR-V. In addition the front seatbelts also have load-limiting pretensioners. ISOFIX fittings ensure correct installation and provide secure child seat mounting points. For added confidence Honda also use a seat belt reminder system for passengers.



Whiplash Mitigation System

The front seats of the new CR-V incorporate a new whiplash mitigation system, which is designed to help mitigate the severity of neck injuries in the event of a rear impact. Slits in the urethane portion of the seat back, folds in the cushion spring and a rotating mechanism on the cushion spring combine to absorb the occupant's energy in the event of an accident, alleviating the risk of whiplash injuries. Honda's engineers have also developed a greater spring range in the seat design, providing a more even dispersal of impact forces in the event of a rear impact. For greater comfort the head restraints have been pushed back 9mm compared to the previous model.



In the event of a collision, the seatback springs are optimised so that the seat will more equally absorb the occupant's impact, in a manner that can minimise the severity of a whiplash injury.

Fuel tank

The 58 litre fuel tank is moulded from high-density polyethylene which makes it light, eliminates corrosion and resistant to impact. It is positioned immediately in front of the rear wheels to help protect it from damage in the event of a collision. The corners of the tank are rounded and the inside of the tank is lined to minimise the noise of fuel moving around within the tank. A new fuel pump housed inside the fuel tank is more efficient than the system fitted to the outgoing CR-V.



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COMFORT, STABILITY, PRECISION, HANDLING

- > European testing
- > Car-like handling
- > McPherson strut front and multi-link rear suspension
- > Bending rigidity up 7 per cent
- > Torsional rigidity up 9 per cent
- > Motion Adaptive EPS steering system (MA-EPS)
- > Updated real time all-wheel drive system with intelligent control

“Europe is a very different environment to Japan or the US. The road conditions change what is needed from a car. That is why we have tested the new CR-V extensively in Europe and used our proving ground in Takasu, Japan, which replicates sections of the Nürburgring Nordschleife circuit. The suspension has been tuned specifically for Europe, with a key emphasis on high speed stability.”

ACCORDING TO LARGE PROJECT LEADER RYOUJI NAKAGAWA.

So the CR-V is better suited than ever to our unique roads – more stable, more comfortable, more dynamic and quieter. It continues to be offered with Real Time All Wheel Drive but for the first time the CR-V is now available in front-wheel drive only configuration. With increased environmental concern and increasingly sophisticated tyre and electronic technology to enhance grip and traction a front-wheel drive CR-V will appeal to a wide range of new customers.





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SUSPENSION

The CR-V retains its McPherson strut front suspension and multi-link rear arrangement, with significant revisions to increase body control, maintain a supple ride and reduce noise levels. There is a 10 per cent increase in damper volume, made possible by greater body rigidity. Bending rigidity is up by 7 per cent and torsional rigidity by 9 per cent. This increased stiffness allows the suspension to work more effectively.

The front suspension has been designed to be compact, while delivering the wheel travel necessary to provide off-road versatility and a comfortable ride. The McPherson strut front suspension consists of a subframe-attached lower control arm and wheel hub connected to a damper and coil spring assembly. Specially tuned bushings and precisely calibrated suspension geometry ensure optimal ride, handling and steering feel in a wide variety of road conditions.

To ensure a supple ride, assured control and as much cargo space as possible, the CR-V utilises a sophisticated independent multi-link rear axle. The three-link system uses large-diameter trailing-arm bushings to reduce harshness and improve ride comfort. All CR-V models feature front and rear anti-roll bars to reduce body roll during cornering. The diameter of the tubular front bar measures 23mm, and the solid rear bar measures 17mm.





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STEERING

The CR-V features a next generation Motion Adaptive Electric Power Steering system (MA-EPS), which has been refined to combine easy manoeuvrability with increased feedback and response at higher speeds. This sophisticated system also works with Honda's Vehicle Stability Assist (VSA) to detect vehicle instability in slippery road conditions and automatically initiates steering inputs that prompt the driver to steer in the correct direction.

With MA-EPS, electric power-assisted rack-and-pinion steering takes the place of a conventional hydraulic power steering system. The system consists of a rack-and-pinion steering gear with an electric motor installed concentrically around the steering rack. A Control Module receives signals from sensors measuring the steering torque and rotation and uses them to calculate the ideal amount of assistance required. It then activates the electric motor, ensuring that the steering system offers the optimal amount of assistance at all times. 'The technology has improved significantly in recent years,' says Nakagawa. 'An electric system gives you more control than the hydraulic alternative.'

In comparison to the operation of a conventional hydraulic pump system an electric solution delivers improved efficiency because it does not draw a continuous amount of power directly from the engine. Other advantages of electric power-assisted steering include its mechanical simplicity and its compact size.

The steering ratio on all new CR-V models is 16.8:1, resulting in 3.16 turns lock-to-lock and a turning radius of 5.5m (at wheel centre).



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EQUIPMENT OVERVIEW

We have introduced a new grade logic to the new CR-V, the SE, ES and EX will be replaced with S, SE, SR and EX. This is in response to feedback from our dealers, customers and RV experts who highlighted that our current grade levels are out of line with other manufacturers and so difficult for customers to understand. We listened to this feedback, took it onboard and adjusted our grades accordingly. We are planning on rolling this out across the range over the next couple of years.



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S

- > 5" Intelligent Multi Info Display (i-MID)
- > Shift Indicator Light (SIL)
- > Electric Power Steering (EPS)
- > Idle Stop (manual)
- > Dual Zone Climate Control
- > Cruise Control
- > One touch folding rear seats
- > USB/iPod* auxiliary input
- > 4-speaker stereo
- > Steering wheel stereo controls
- > Daytime Running Lights
- > 17" alloy wheels
- > Vehicle Stability Assist (VSA)
- > Anti-lock braking system (ABD)
- > Electronic Brakeforce Distribution (EBD)
- > Brake Assist (BA)
- > Trailer Stability Assist (TSA)
- > CD Tuner
- > Hill Start Assist
- > Fabric interior
- > Central Locking

SE

**IN ADDITION TO
S SPECIFICATION**

- > Leather steering wheel
- > Leather gearshifter
- > Rain sensing auto wipers
- > Dusk sensing auto lights
- > Auto Dim rear view mirror
- > Front and rear parking sensors
- > Rear view parking camera
- > One-touch power windows
- > Electrically folding door mirrors
- > 6-speaker stereo
- > Bluetooth® Hands Free Telephone
- > Front fog lights



* iPod is a trademark of Apple Computer, Inc., registered in the U.S. and other countries.



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SR IN ADDITION TO SE SPECIFICATION

- > ½ leather and alcantara interior
- > Heated front seats
- > Ambient lighting for driver/passenger footwell and doors
- > Premium Audio
- > DAB Radio
- > Colour-coded roof rails
- > Privacy glass
- > Bi-HID lights with Auto Levelling
- > Dynamic cornering lights
- > High Beam Support System
- > Headlight washers
- > 18" alloy wheels
- > Passenger power lumbar support
- > Manual passenger seat height adjustment

EX IN ADDITION TO SR SPECIFICATION

- > Smart entry and Start
- > Driver Seat Memory
- > Leather interior
- > Power tailgate
- > Electric driver seat (8-way)
- > Panoramic glass roof
- > Integrated Satellite Navigation
- > Optional Collision Mitigation Braking System (CMBS)





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Honda is committed to manufacturing in Britain and the continued awards and accolades presented to cars built at HUM in Swindon, Wiltshire showcases the talent and dedication of the UK's domestic workforce. Honda has invested over £1.5 billion in the manufacturing operation in Swindon and the new CR-V will be the latest model to benefit from the state-of-the-art facility and the quality that it helps to achieve.

- > 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)
- > Honda Motor Co. has invested £1.5 billion in its manufacturing operation in Swindon
- > Production Capacity: 250,000 units per year
- > Total 3,500 Associates
- > HUM build CR-V, Civic and Jazz models and export to over 60 Countries Worldwide
- > Production Distribution – 40% UK Market / 50% Europe / 10% Other regions





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Total HUM Production

Annual Result (Jan-Dec)		Fiscal Year (Apr-Mar)	
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	2003	One millionth car produced at HUM
1989	Engine Plant production begins	2005	Diesel engine production commences
1992	Car manufacturing in Car Plant 1 commences - Accord	2007	Plant 2 double-shift operation begins
1993	Civic production commences		One-millionth Civic produced
1998	One millionth engine produced 250,000th Civic rolls off production line	2011	Production of the new Civic begins
2000	CR-V production begins	2012	Production of the new CR-V begins
2001	Car Plant 2 begins production Civic Type R exported to Japan		
2002	CR-V is exported to the US		



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ENVIRONMENTALLY AWARE

Honda: An environmentally aware company that society wants to exist

Here at Honda we strive to be a company that society wants to exist by creating products that make Honda unique and exceed the expectations of our customers. Increasingly this is demonstrated most clearly by Honda's determination to play an active role in protecting and preserving our environment's natural resources. In recent years Honda has focused on reducing greenhouse gas emissions, and we have made a drastic shift in the direction of our management strategies toward the realisation of a low-carbon society. However, Honda ever since its formation, has been a company leading the way in environmental issues. The challenge we now face is to accelerate low carbon technology and to continue to explore new technologies and alternative fuels to create a convenient and reliable zero emission vehicle future.





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A history of reducing CO₂ emissions

- 1966** Air Pollution Laboratory established at Honda R&D
- Recycling of industrial water begins
- 1971** Compound Vortex Controlled Combustion (CVCC) engine launched. Leaner burning and more efficient, it allowed Honda cars to pass new US emissions legislation 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
- 1997** Civic GX natural gas vehicle released
- 1999** Insight Hybrid released
- 2000** Zero landfill waste operations achieved at all Honda factories in Japan

2001 Civic Hybrid introduced

2002 FCX Fuel Cell electric vehicle delivered to customers on the same day in US and Japan

2003 i-CTDI diesel engine released

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 FCX Clarity, introduced

DTEC diesel engine released

2009 Insight hybrid is launched globally

Honda Soltec thinfilm photovoltaic solar panels used in Hanshin Koshien Baseball Stadium

2010 World's first sporty hybrid coupe, the CR-Z, goes on sale

2011 Jazz Hybrid launched

2012 New Civic 2.2 i-DTEC, producing just 110g/km, goes on sale in the UK





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VEHICLE										
Body Type	5D SUV	5D SUV	5D SUV	5D SUV	5D SUV	5D SUV	5D SUV	5D SUV	5D SUV	5D SUV
Engine Type	2.0L i-VTEC	2.0L i-VTEC	2.0L i-VTEC	2.0L i-VTEC	2.0L i-VTEC	2.0L i-VTEC	2.0L i-VTEC	2.0L i-VTEC	2.0L i-VTEC	2.0L i-VTEC
Driven Wheels	2WD	2WD	4WD (E-DPS)	4WD (E-DPS)	4WD (E-DPS)	4WD (E-DPS)	4WD (E-DPS)	4WD (E-DPS)	4WD (E-DPS)	4WD (E-DPS)
Transmission Type	6MT	6MT	6MT	6MT	6MT	6MT	5AT	5AT	5AT	5AT
Grade Name	S	SE	S	SE	SR	EX	S	SE	SR	EX

ENGINE										
Engine Type	Petrol	Petrol	Petrol	Petrol	Petrol	Petrol	Petrol	Petrol	Petrol	Petrol
Displacement (cc)	1997	1997	1997	1997	1997	1997	1997	1997	1997	1997
Bore X Stroke (mm)	81 X 96.9	81 X 96.9	81 X 96.9	81 X 96.9	81 X 96.9	81 X 96.9	81 X 96.9	81 X 96.9	81 X 96.9	81 X 96.9
Compression Ratio	10.6	10.6	10.6	10.6	10.6	10.6	10.6	10.6	10.6	10.6
Valve Train	SOHC 16valve	SOHC 16valve	SOHC 16valve	SOHC 16valve	SOHC 16valve	SOHC 16valve	SOHC 16valve	SOHC 16valve	SOHC 16valve	SOHC 16valve
Emission Standard	Euro 5	Euro 5	Euro 5	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)	UNLEADED(95)	UNLEADED(95)	UNLEADED(95)

PERFORMANCE										
Engine Maximum Power (kW at rpm)	114kW/6500rpm	114kW/6500rpm	114kW/6500rpm	114kW/6500rpm	114kW/6500rpm	114kW/6500rpm	114kW/6500rpm	114kW/6500rpm	114kW/6500rpm	114kW/6500rpm
Engine Maximum Power (PS at rpm)	155PS/6500rpm	155PS/6500rpm	155PS/6500rpm	155PS/6500rpm	155PS/6500rpm	155PS/6500rpm	155PS/6500rpm	155PS/6500rpm	155PS/6500rpm	155PS/6500rpm
Engine Maximum Torque (Nm at rpm)	192Nm/4300rpm	192Nm/4300rpm	192Nm/4300rpm	192Nm/4300rpm	192Nm/4300rpm	192Nm/4300rpm	192Nm/4300rpm	192Nm/4300rpm	192Nm/4300rpm	192Nm/4300rpm
0 – 62 mph (seconds)	10	10	10.2	10.2	10.2	10.2	12.3	12.3	12.3	12.3
Max Speed (mph)	118	118	118	118	118	118	113	113	113	113
Interior Noise Level (dB)	64.5dB	64.5dB	64.5dB	64.5dB	64.5dB	64.5dB	64.5dB	64.5dB	64.5dB	64.5dB

FUEL ECONOMY AND EMISSIONS										
Urban Cycle (mpg)	31.7	31.7	30.4	30.4	30.1	30.1	28.2	28.2	28	28
Urban Cycle (l/100km)	8.9	8.9	9.3	9.3	9.4	9.4	10.0	10.0	10.1	10.1
Extra Urban (mpg)	45.6	45.6	44.8	44.8	43.5	43.5	47.1	47.1	45.6	45.6
Extra Urban (l/100km)	6.2	6.2	6.3	6.3	6.5	6.5	6	6	6.2	6.2
Combined (mpg)	39.2	39.2	38.2	38.2	37.2	37.2	37.7	37.7	36.7	36.7
Combined (l/100km)	7.2	7.2	7.4	7.4	7.6	7.6	7.5	7.5	7.7	7.7
CO2 (g/km)	168	168	173	173	177	177	175	175	179	179



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TRANSMISSION										
Transmission Type	6 Speed MT	6 Speed MT	6 Speed MT	6 Speed MT	6 Speed MT	6 Speed MT	5 Speed AT	5 Speed AT	5 Speed AT	5 Speed AT
Gear ratio 1 st	3.642	3.642	3.642	3.642	3.642	3.642	2.785	2.785	2.785	2.785
Gear ratio 2 nd	1.884	1.884	1.884	1.884	1.884	1.884	1.684	1.684	1.684	1.684
Gear ratio 3 rd	1.236	1.236	1.236	1.236	1.236	1.236	1.128	1.128	1.128	1.128
Gear ratio 4 th	0.976	0.976	0.976	0.976	0.976	0.976	0.772	0.772	0.772	0.772
Gear ratio 5 th	0.791	0.791	0.791	0.791	0.791	0.791	0.592	0.592	0.592	0.592
Gear ratio 6 th	0.647	0.647	0.647	0.647	0.647	0.647	-	-	-	-
Gear ratio Reverse	3.583	3.583	3.583	3.583	3.583	3.583	2.000	2.000	2.000	2.000
Gear ratio Final	5.333	5.333	5.333	5.333	5.333	5.333	4.437	4.437	4.437	4.437

SAFETY										
Passenger SRS Airbag	●	●	●	●	●	●	●	●	●	●
Side Airbags (Front)	●	●	●	●	●	●	●	●	●	●
Side Curtain Airbags (Front and Rear)	●	●	●	●	●	●	●	●	●	●
Active Head Rests (Front)	●	●	●	●	●	●	●	●	●	●
ABS (Anti-Lock Braking System)	●	●	●	●	●	●	●	●	●	●
Electronic Brakeforce Distribution (EBD)	●	●	●	●	●	●	●	●	●	●
Brake Assist (BA)	●	●	●	●	●	●	●	●	●	●
Vehicle Stability Assist (VSA)	●	●	●	●	●	●	●	●	●	●
Trailer Stability Assist (TSA)	●	●	●	●	●	●	●	●	●	●
Front Seat Belts with 2 Stage Emergency Locking Retractor (ELR)	●	●	●	●	●	●	●	●	●	●
Rear Seat Belts with Emergency Locking Retractor (ELR)	●	●	●	●	●	●	●	●	●	●
ISO Fix Points	●	●	●	●	●	●	●	●	●	●
Deflation Warning System	●	●	●	●	●	●	●	●	●	●
Collision Mitigation Braking System (CMBS)							○			○
Hill Start Assist (HSA)	●	●	●	●	●	●	●	●	●	●
Lane Keep Assist System (LKAS)							○			○



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SECURITY										
Immobilizer System	●	●	●	●	●	●	●	●	●	●
Security Alarm System	●	●	●	●	●	●	●	●	●	●
Ultrasonic Sensor		●		●	●	●		●	●	●
Super Locking	●	●	●	●	●	●	●	●	●	●
Remote Central Locking with 2 Jack Knife Keys	●	●	●	●	●		●	●	●	
Smart Entry and Start						●				●
Tonneau Cover	●	●	●	●	●	●	●	●	●	●
INTERIOR - TRIM										
Fabric Interior	●	●	●	●			●	●		
1/2 Alcantara/Leather Interior					●				●	
Leather Interior						●				●
Chrome Interior Door Handles	●	●	●	●	●	●	●	●	●	●
Leather Steering Wheel		●		●	●	●		●	●	●
Leather Shift Knob		●		●	●	●		●	●	●
Unique Instrument Panel Inlay		●		●	●	●		●	●	●
Metallic Door Step Garnish						●				●
FUNCTION AND TECHNOLOGY										
intelligent Multi Info Display (i-MID)	●	●	●	●	●	●	●	●	●	●
Shift Indicator Light (SIL)	●	●	●	●	●	●	●	●	●	●
Electric Power Steering (EPS)	●	●	●	●	●	●	●	●	●	●
Motion Adaptive EPS	●	●	●	●	●	●	●	●	●	●
Hill Descent Control (HDC)							●	●	●	●
Idle Stop	●	●	●	●	●	●				
Paddle Shift							●	●	●	●



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COMFORT AND CONVENIENCE										
Climate Control Dual Auto A/C	●	●	●	●	●	●	●	●	●	●
RR A/C Vent		●		●	●	●		●	●	●
Cruise Control	●	●	●	●	●	●	●	●	●	●
Adaptive Cruise Control (ACC)						○				○
Rain Sensing Auto Wipers		●		●	●	●		●	●	●
Dusk Sensing Auto Lights		●		●	●	●		●	●	●
Auto Dim Rear View Mirror		●		●	●	●		●	●	●
Parking Sensors (4 x Front and 4 x Rear)		●		●	●	●		●	●	●
Rear View Camera		●		●	●	●		●	●	●
Power Windows (Front and Rear)	●	●	●	●	●	●	●	●	●	●
DR/AS One Touch Power Window (Up/Down)	●	●	●	●	●	●	●	●	●	●
RR One Touch Power Window (Up/Down)		●		●	●	●		●	●	●
Remote Power Window (Key Fob Operation)		●		●	●	●		●	●	●
Remote Retractable Door Mirrors (Key Fob Operation)		●		●	●	●		●	●	●
Tilt and Telescopic Steering Wheel	●	●	●	●	●	●	●	●	●	●
Aspheric Door Mirror	●	●	●	●	●	●	●	●	●	●
Electric Adjustable and Heated Door Mirrors	●	●	●	●	●	●	●	●	●	●
Electrically Retractable Door Mirrors		●		●	●	●		●	●	●
Exterior Mirror Tilt for Reverse		●		●	●	●		●	●	●
Driver and Front Passenger Seat Armrest	●	●	●	●	●	●	●	●	●	●
Rear Seat Centre Armrest	●	●	●	●	●	●	●	●	●	●
Conversation Mirror		●		●	●			●	●	
Sunvisor Vanity Mirrors	●	●	●	●	●	●	●	●	●	●
Illumination for Sunvisor Vanity Mirrors		●		●	●	●		●	●	●
Sunglasses Box	●	●	●	●	●		●	●	●	
Accessory Socket (Front Instrument Panel)	●	●	●	●	●	●	●	●	●	●
Accessory Socket (Centre Console)	●	●	●	●	●	●	●	●	●	●



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COMFORT AND CONVENIENCE (CONTINUED)										
Accessory Socket (Trunk)	●	●	●	●	●	●	●	●	●	●
Power Tailgate						●				●
Cargo net hook	●	●	●	●	●	●	●	●	●	●
Driver Seat Manual Height Adjustment	●	●	●	●	●		●	●	●	
Driver Seat Power Adjust (8 way)						●				●
Driver Seat Power Lumbar Support	●	●	●	●	●	●	●	●	●	●
Driver Seat Back Pocket	●	●	●	●	●	●	●	●	●	●
Passenger Seat Back Pocket	●	●	●	●	●	●	●	●	●	●
Passenger Seat Manual Height Adjustment					●	●			●	●
Passenger Seat Power Lumbar Support					●	●			●	●
Heated Seats (Front)					●	●			●	●
60/40 Split Fold Rear Seats with One Motion Fold Down	●	●	●	●	●	●	●	●	●	●
INTERIOR LIGHTS										
Ignition Lock Illumination	●	●	●	●	●	●	●	●	●	●
Map Light (Front)	●	●	●	●	●	●	●	●	●	●
Trunk Light	●	●	●	●	●	●	●	●	●	●
Glove Box Light		●		●	●	●		●	●	●
Courtesy Light	●	●	●	●	●	●	●	●	●	●
Ambient Light (Roof)	●	●	●	●	●	●	●	●	●	●
Ambient Light (Driver/Passenger Footwell)					●	●			●	●
Ambient Light (Door)					●	●			●	●



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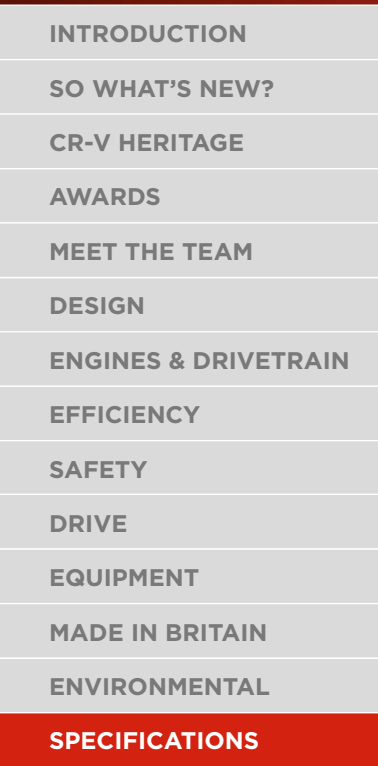
	S	SE	S	SE	SR	EX	S	SE	SR	EX
AUDIO AND COMMUNICATIONS										
1CD Tuner	●	●	●	●	●	●	●	●	●	●
Aux Jack	●	●	●	●	●	●	●	●	●	●
USB Jack (iPod Compatible)	●	●	●	●	●	●	●	●	●	●
Video Jack					■	■			■	■
4 Speakers	●		●				●			
6 Speakers		●		●	●	●		●	●	●
DAB Radio	○	○	○	○	●	●	○	○	●	●
Premium Audio with Subwoofer					●	●			●	●
Bluetooth™ Hands Free Telephone (HFT)		●		●	●	●		●	●	●
Steering Wheel Remote Audio Controls	●	●	●	●	●	●	●	●	●	●
HDD Navigation					○	●			○	●
EXTERIOR										
Roof Rails (colour-coded)					●	●			●	●
Chrome Rear License Garnish	●	●	●	●	●	●	●	●	●	●
Body Colour Exterior Door Handles	●	●	●	●	●	●	●	●	●	●
Panorama Glass Roof						●				●
Privacy Glass					●	●			●	●
Shark Fin Antenna (Radio)	●	●	●	●	●	●	●	●	●	●



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PETROL

	S	SE	S	SE	SR	EX	S	SE	SR	EX
EXTERIOR LIGHTS										
Halogen Headlights	●	●	●	●			●	●		
Bi-HID Headlights with Auto Levelling					●	●			●	●
Active Cornering Lights					●	●			●	●
High Beam Support System (HSS)					●	●			●	●
Headlight Washers					●	●			●	●
Front Fog Lights		●		●	●	●		●	●	●
High Mount Brake Light	●	●	●	●	●	●	●	●	●	●
Daytime Running Lights	●	●	●	●	●	●	●	●	●	●
Headlight Auto On/Off Timer (Coming Home/Leaving Home Function)	●	●	●	●	●	●	●	●	●	●
WHEELS										
17" Alloy Wheels	●	●	●	●			●	●		
18" Alloy Wheels					●	●			●	●
Tyres 225/65R17	●	●	●	●			●	●		
Tyres 225/60R18					●	●			●	●
Spare Temper Tyre T155/90D17 101M	●	●	●	●	●	●	●	●	●	●



DIESEL S SE SR EX S SE SR EX

[illegible][illegible]



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FUEL ECONOMY AND EMISSIONS

Urban Cycle (mpg)	43.5	43.5	42.2	42.2	35.3	35.3	34.4	34.4
Urban Cycle (l/100km)	6.5	6.5	6.7	6.7	8.0	8.0	8.2	8.2
Extra Urban (mpg)	55.4	55.4	53.3	53.3	49.6	49.6	47.1	47.1
Extra Urban (l/100km)	5.1	5.1	5.3	5.3	5.7	5.7	6.0	6.0
Combined (mpg)	50.4	50.4	48.7	48.7	42.8	42.8	41.5	41.5
Combined (l/100km)	5.6	5.6	5.8	5.8	6.6	6.6	6.8	6.8
CO2 (g/km)	149	149	154	154	174	174	180	180

DIMENSIONS

Overall Length (mm)	4570	4570	4570	4570	4570	4570	4570	4570
Overall Width (mm)	1820	1820	1820	1820	1820	1820	1820	1820
Overall Width including Door Mirror (mm)	2095.2	2095.2	2095.2	2095.2	2095.2	2095.2	2095.2	2095.2
Overall Height – Unladen (mm)	1685	1685	1685	1685	1685	1685	1685	1685
Wheelbase (mm)	2630	2630	2630	2630	2630	2630	2630	2630
Track Front (mm)	1570	1570	1570	1570	1570	1570	1570	1570
Track Rear (mm)	1580	1580	1580	1580	1580	1580	1580	1580
Ground Clearance – with Driver (mm)	165	165	165	165	165	165	165	165
Max. Seating Capacity (persons)	5	5	5	5	5	5	5	5
Turning Circle – at Body (m)	11.8	11.8	11.8	11.8	11.8	11.8	11.8	11.8
Steering Wheel Lock to Lock (wheel turns)	3.16	3.16	3.16	3.16	3.16	3.16	3.16	3.16

CAPACITY

Boot Capacity – Rear Seat up (litres, VDA method)	589	589	589	589	589	589	589	589
Boot Capacity – Rear Seat Down Load to Window (litres, VDA method)	1146	1146	1146	1146	1146	1146	1146	1146
Boot Capacity – Rear Seat Down to Roof with full size spare wheel (litres, VDA method)	1648	1648	1648	1648	1648	1648	1648	1648
Boot Capacity – Rear Seat Down to Roof with temporary spare wheel (litres, VDA method)	1669	1669	1669	1669	1669	1669	1669	1669
Fuel Tank (litres)	58	58	58	58	58	58	58	58



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WEIGHT								
Curb Weight (kg)	1653-1753	1653-1753	1653-1753	1653-1753	1712-1806	1712-1806	1712-1806	1712-1806
Max. Permissible Weight (kg)	2200	2200	2200	2200	2250	2250	2250	2250
Payload (kg)	447-547	447-547	447-547	447-547	444-538	444-538	444-538	444-538
Max. Permissible Axle Weight – Front/Rear (kg)	1170/1055	1170/1055	1170/1055	1170/1055	1220/1055	1220/1055	1220/1055	1220/1055
Max. Towing Weight (kg) braked	2000	2000	2000	2000	1500	1500	1500	1500
Max. Towing Weight (kg) unbraked	600	600	600	600	600	600	600	600
Max. Roof Load (kg)	80	80	80	80	80	80	80	80
Front Brake Discs	315mm Ventilated	315mm Ventilated	315mm Ventilated	315mm Ventilated	315mm Ventilated	315mm Ventilated	315mm Ventilated	315mm Ventilated
Rear Brake Discs	302mm Solid	302mm Solid	302mm Solid	302mm Solid	302mm Solid	302mm Solid	302mm Solid	302mm Solid

TRANSMISSION								
Transmission Type	6 Speed MT	6 Speed MT	6 Speed MT	6 Speed MT	5 Speed AT	5 Speed AT	5 Speed AT	5 Speed AT
Gear ratio 1st	3.933	3.933	3.933	3.933	2.697	2.697	2.697	2.697
Gear ratio 2nd	2.037	2.037	2.037	2.037	1.606	1.606	1.606	1.606
Gear ratio 3rd	1.250	1.250	1.250	1.250	1.071	1.071	1.071	1.071
Gear ratio 4th	0.928	0.928	0.928	0.928	0.765	0.765	0.765	0.765
Gear ratio 5th	0.777	0.777	0.777	0.777	0.580	0.580	0.580	0.580
Gear ratio 6th	0.653	0.653	0.653	0.653	-	-	-	-
Gear ratio Reverse	4.008	4.008	4.008	4.008	1.888	1.888	1.888	1.888
Gear ratio Final	4.111	4.111	4.111	4.111	4.533	4.533	4.533	4.533

SAFETY								
Passenger SRS Airbag	●	●	●	●	●	●	●	●
Side Airbags (Front)	●	●	●	●	●	●	●	●
Side Curtain Airbags (Front and Rear)	●	●	●	●	●	●	●	●
Active Head Rests (Front)	●	●	●	●	●	●	●	●
ABS (Anti-Lock Braking System)	●	●	●	●	●	●	●	●
Electronic Brakeforce Distribution (EBD)	●	●	●	●	●	●	●	●
Brake Assist (BA)	●	●	●	●	●	●	●	●



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EX

SAFETY (CONTINUED)

Vehicle Stability Assist (VSA)

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Trailer Stability Assist (TSA)

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Front Seat Belts with 2 Stage Emergency Locking Retractor (ELR)

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Rear Seat Belts with Emergency Locking Retractor (ELR)

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ISO Fix Points

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Deflation Warning System

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Collision Mitigation Braking System (CMBS)

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Hill Start Assist (HSA)

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Lane Keep Assist System (LKAS)

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SECURITY

Immobilizer System

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Security Alarm System

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Ultrasonic Sensor

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Super Locking

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Remote Central Locking with 2 Jack Knife Keys

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Smart Entry and Start

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Tonneau Cover

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INTERIOR - TRIM

Fabric Interior

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1/2 Alcantara/Leather Interior

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Leather Interior

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Chrome Interior Door Handles

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Leather Steering Wheel

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Leather Shift Knob

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Unique Instrument Panel Inlay

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Metallic Door Step Garnish

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● Standard

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FUNCTION AND TECHNOLOGY

Intelligent Multi Info Display (i-MID)

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Shift Indicator Light (SIL)

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Electric Power Steering (EPS)

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Motion Adaptive EPS

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Hill Descent Control (HDC)

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Idle Stop

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Paddle Shift

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COMFORT AND CONVENIENCE

Climate Control Dual Auto A/C

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RR A/C Vent

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Cruise Control

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Adaptive Cruise Control (ACC)

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Rain Sensing Auto Wipers

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Dusk Sensing Auto Lights

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Auto Dim Rear View Mirror

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Parking Sensors (4 x Front and 4 x Rear)

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Rear View Camera

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Power Windows (Front and Rear)

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DR/AS One Touch Power Window (Up/Down)

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RR One Touch Power Window (Up/Down)

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Remote Power Window (Key Fob Operation)

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Remote Retractable Door Mirrors
(Key Fob Operation)

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Tilt and Telescopic Steering Wheel

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Aspheric Door Mirror

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Electric Adjustable and Heated Door Mirrors

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Electrically Retractable Door Mirrors

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Exterior Mirror Tilt for Reverse

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Driver and Front Passenger Seat Armrest

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● Standard ○ Optional



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COMFORT AND CONVENIENCE (CONTINUED)

Rear Seat Centre Armrest	●	●	●	●	●	●	●	●
Conversation Mirror		●	●			●	●	
Sunvisor Vanity Mirrors	●	●	●	●	●	●	●	●
Illumination for Sunvisor Vanity Mirrors		●	●	●		●	●	●
Sunglasses Box	●	●	●		●	●	●	
Accessory Socket (Front Instrument Panel)	●	●	●	●	●	●	●	●
Accessory Socket (Centre Console)	●	●	●	●	●	●	●	●
Accessory Socket (Trunk)	●	●	●	●	●	●	●	●
Power Tailgate				●				●
Cargo net hook	●	●	●	●	●	●	●	●
Driver Seat Manual Height Adjustment	●	●	●		●	●	●	
Driver Seat Power Adjust (8 way)				●				●
Driver Seat Power Lumbar Support	●	●	●	●	●	●	●	●
Driver Seat Back Pocket	●	●	●	●	●	●	●	●
Passenger Seat Back Pocket	●	●	●	●	●	●	●	●
Passenger Seat Manual Height Adjustment			●	●			●	●
Passenger Seat Power Lumbar Support			●	●			●	●
Heated Seats (Front)			●	●			●	●
60/40 Split Fold Rear Seats with One Motion Fold Down	●	●	●	●	●	●	●	●

INTERIOR LIGHTS

Ignition Lock Illumination	●	●	●	●	●	●	●	●
Map Light (Front)	●	●	●	●	●	●	●	●
Trunk Light	●	●	●	●	●	●	●	●
Glove Box Light		●	●	●		●	●	●
Courtesy Light	●	●	●	●	●	●	●	●
Ambient Light (Roof)	●	●	●	●	●	●	●	●
Ambient Light (Driver/Passenger Footwell)			●	●			●	●
Ambient Light (Door)			●	●			●	●

● Standard ○ Optional



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AUDIO AND COMMUNICATIONS

1CD Tuner

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Aux Jack

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USB Jack (iPod Compatible)

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Video Jack

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4 Speakers

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6 Speakers

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DAB Radio

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Premium Audio with Subwoofer

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Bluetooth™ Hands Free Telephone (HFT)

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Steering Wheel Remote Audio Controls

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HDD Navigation

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EXTERIOR

Roof Rails (colour-coded)

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Chrome Rear License Garnish

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Body Colour Exterior Door Handles

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Panorama Glass Roof

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Privacy Glass

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Shark Fin Antenna (Radio)

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EXTERIOR LIGHTS								
Halogen Headlights	●	●			●	●		
Bi-HID Headlights with Auto Levelling			●	●			●	●
Active Cornering Lights			●	●			●	●
High Beam Support System (HSS)			●	●			●	●
Headlight Washers			●	●			●	●
Front Fog Lights		●	●	●		●	●	●
High Mount Brake Light	●	●	●	●	●	●	●	●
Daytime Running Lights	●	●	●	●	●	●	●	●
Headlight Auto On/Off Timer (Coming Home/Leaving Home Function)	●	●	●	●	●	●	●	●
WHEELS								
17" Alloy Wheels	●	●			●	●		
18" Alloy Wheels			●	●			●	●
Tyres 225/65R17	●	●			●	●		
Tyres 225/60R18			●	●			●	●
Spare Temper Tyre T155/90D17 101M	●	●	●	●	●	●	●	●