CONTENTS

PETROL CAR

HYBRID CAR

JAZZ: THE STORY SO FAR

Honda has made a series of improvements to the Jazz – one of the UK's most popular superminis – with enhancements to ride comfort, flexibility and the re-introduction of a CVT transmission. Running costs, emissions and fuel economy are all improved through the addition of a hybrid variant to the range.

- OVER 3.5 MILLION JAZZ (OR FIT) SOLD WORLDWIDE
- OVER 220,000 SOLD IN THE UK ALONE
- FIRST GENERATION LAUNCHED IN THE UK 2002
- SECOND GENERATION HAD ITS UK LAUNCH IN 2008
- PRODUCTION OF THE JAZZ MOVED TO HONDA'S MANUFACTURING PLANT IN SWINDON IN LATE 2009
- IN THE TOP FIVE OF UK RETAIL SALES CHARTS FOR SIX YEARS
- JD POWER CLASS WINNER SIX YEARS RUNNING

WHAT'S NEW

As the Jazz enters its ninth year of production the challenge was to freshen up and improve on the car without compromising on the characteristics that make the Jazz so popular.

But by enhancing the car's strongest qualities, the engineers at Honda have taken the Jazz on to the next stage, producing a car with greater flexibility, better looks, increased ride comfort and improved eco credentials.

- INTRODUCTION OF HYBRID TECHNOLOGY
- JAZZ HYBRID BENEFITS FROM FREE ROAD TAX FOR THE FIRST YEAR AND ONLY £10 PER YEAR THEREAFTER
- CVT GEARBOX IS BACK
- SUSPENSION IMPROVEMENTS REFINE RIDE AND IMPROVE HANDLING
- MAGIC SEATS FEATURE A NEW RECLINING FUNCTION TO IMPROVE COMFORT
- NEW, FRESH FACE
- SIX NEW EXTERIOR COLOURS
- ADDITION OF LEATHER UPHOLSTERY
- IMPROVEMENT IN CO_2 EMISSIONS AND FUEL CONSUMPTION ACROSS THE RANGE
- THE JAZZ PETROL MODELS WILL BE BUILT AT HONDA'S MANUFACTURING PLANT IN SWINDON ALONGSIDE THE CIVIC AND CR-V WHILE THE HYBRID VARIANT WILL BE PRODUCED IN THE SUZUKA FACTORY IN JAPAN.

Introducing the Jazz Hybrid

A cleaner, no-compromise choice

Honda has introduced its proven and reliable hybrid technology to its best-selling car. This new variant will sit alongside the established 1.2 and 1.4 litre petrol engines and will bring Honda hybrid motoring to a whole new audience as the Jazz becomes the world's first B-segment hybrid car.

The Jazz Hybrid has been given the same powertrain as found in the Insight – the 1.3-litre i-VTEC petrol engine with Honda's IMA technology and automatic CVT gearbox. This brings CO2 emissions down to 104g/km and delivers 62.8 miles per gallon on the combined cycle. These figures mean free road tax for the first year and only £10 per year thereafter.

More importantly perhaps, Honda has managed to include the technology without compromising the incredible versatility of the Jazz. It features all the practicality of the petrol variant, most notably, the famed Magic Seats and an impressive load-lugging space of up to 883 litres.

The Jazz Hybrid demonstrates Honda's continuing commitment to petrol-electric hybrid technology as it becomes the third car currently on sale in the UK to use the IMA system, sitting in showrooms alongside the Insight and CR-Z.

@Honda_UK You could do a lot worse than a Honda Jazz. Ultra-reliable, economical, small but masses of interior space.

Back by popular demand...

Welcome back to the CVT gearbox

The CVT transmission appeared in the previous Jazz model (2002-2007) and due to overwhelming customer demand, Honda has reintroduced the gearbox, along with a few clever tweaks.

The new gearbox matches the economy and emissions of the outgoing i-SHIFT 1.4-litre model with a CO2 value starting at just 125g/km. The rest of the Jazz range has benefited from reductions in CO2 values and improved fuel economy. The 1.4-litre manual variant has emissions starting at 126g/km (down from 128g/km) and uses 51.4mpg on the combined cycle. The 1.2-litre fuel-sipper uses 53.3mpg and also drops two grams of CO2 to 123g/km.

'Jazzing' up the Jazz

A refresh wouldn't be complete without a new look and Honda's designers haven't disappointed. They have worked their magic on both the exterior and interior of the car to give it a fresh look and feel.

Changes to the exterior have not been purely cosmetic. As well as giving the car a new look, the revised front and rear bumpers have also been designed to reduce drag, which in turn improves fuel economy. Design features have also been added to distinguish between the Hybrid and petrol versions. As an example, the front grille, headlights and tail lamps on the Jazz Hybrid are all finished in a chrome blue surround to mark it out from the petrol models.

There are also six new colours available across the range – Azure Blue, Polished Metal, Urban Titanium and Ionized Bronze are additions to the petrol variants– while the Hybrid version also benefits from a vibrant Lime Green Metallic and Taffeta White along with Azure Blue.

Leather upholstery makes a very welcome appearance for the first time in the Jazz range. This addition gives a whole new feeling to the interior of the car and is an important option for customers downsizing from a larger premium vehicle and for those who enjoy their little luxuries.

Room for improvement

Just as you thought the Jazz couldn't get any more practical, it does just that. The Magic Seats, famed for their flexibility and multiple seating and cargo-carrying configurations - have now got even better with the addition of a reclining rear seat. The rear seats can now recline 73mms to increase rear passenger comfort.

Chassis changes

The suspension settings on the Jazz have been adjusted to increase ride comfort and improve handling. The revised model has also been given additional steering resistance to improve "on-centre" feel to promote greater drivability.

Who will buy the new Jazz?

The fact the Jazz is so practical is the reason it attracts such a wide range of people, from nurses and families with babies to grandparents and driving instructors. This broad appeal is one of the reasons why the car has featured at, or near, the top of the sales charts every year it's been on sale in the UK.

The average age of a Jazz customer is 56 years old and the revised car will continue to exceed the demands of this mature market. However, the car's sharp new looks and new hybrid technology will also appeal to younger customers and those wishing to downsize.

Jazz is popular in the corporate market and Honda expects to gain more sales through this channel with the latest car, especially given the high level of specification and the improved environmental credentials.

How many do you plan to sell in the UK?

The UK target for 2011 will be of similar volume to the current Jazz, sales of which totalled 27,191 units in 2009. This placed it in the top three of its competitor set. The Hybrid version is expected to account for around 10 per cent of Jazz sales.

What are the main competitors for Jazz?

B-segment superminis such as VW Polo, Toyota Yaris, Ford Fiesta, Vauxhall Corsa and Mazda2 are all competitors to the Jazz. The Hybrid model goes up against cars such as the VW Polo Bluemotion and the Toyota Yaris 1.4 d TR.

When does it go on sale?

The revised Jazz goes on sale in the UK in February 2011.

JAZZ FAMILY TIMELINE

HOW WE GOT WHERE WE ARE TODAY...

The design of small cars is one of the great challenges that Honda has taken on. From the N360 of the 1960s to the Civic of the 1970s, Honda has consistently created small cars that have become industry benchmarks. Behind this success has been Honda's 'man maximum, machine minimum' concept which calls for small cars to be designed by allocating a maximum amount of space to the cabin while minimising the space required for mechanical components.

1. Launched in March 1967, the N360 became Japan's best-selling car within two months of hitting showrooms. By designing it from the cabin down, Honda engineers were able to create more interior space than had ever been seen before in a small car. It's pride and joy was a two-cylinder, air-cooled 354cc engine that produced a modest 31 horsepower.

2. The original Civic went on sale in July 1972 and soon achieved the stated goal of becoming a global model sold on the worldwide market. A true pioneer that created a new market segment, the Civic soon became known as a car for everyone.

3. The City first appeared in 1981 with an unusually tall body that allowed for a spacious interior. With countless innovations in both function and style, it proved that Honda's obsession with maximising space was leading to bigger and better things.

4. Debuting in 2002, the Jazz soon became known as an innovative supermini that changed expectations and attitudes towards small cars. Thanks to its remarkably efficient interior packaging the Jazz wowed both the critics and the British buying public.

5. The second generation was launched in 2008 which took the innovative concept of the Jazz to the next stage – with more space, better versatility and smarter looks, to improve what was already an excellent car.

6. In October 2009, production of the Jazz moved to Honda of the UK Manufacturing (HUM) in Swindon where it joined the Civic and CR-V to become Honda's third British-built model.

AWARDS CABINET

The Jazz has an awards cabinet that's bursting at the seams. Since its original launch in 2002, the Jazz has won over 30 industry awards, making it one of the most celebrated models ever. Here are just some of its achievements over the past six years:

2004, 2005

Best Car 2004
Auto Express Driver Power

Best Supermini 2004
Top Gear Awards

Best Used Supermini 2004
Auto Express Used COTY

Best Car in Britain 2004
JD Power CSI Survey (What Car?)

Supermini Winner 2005
Auto Express New Car Honours

Best Car in Britain 2005
JD Power CSI Survey (What Car?)

Best Small Car 2005
Top Gear Awards

2006

Best Supermini 2006
Fleet News Awards / EMAP

Used Car of the Year 2006
Auto Express Used Car Honours

Best Supermini 2006
Auto Express Used Car Honours

Third place overall 2006
Auto Express Driver Power Survey

Commended –

Supermini MPV 2006
Auto Express New Car Honours

Second place overall 2006
JD Power Survey

2007, 2008

Third place overall 2007
JD Power Survey

Best Supermini 2007
Auto Express Driver Power Survey

Best Supermini 2007
Auto Express Used Car Honours

Best in Class 2008
JD Power Survey

2009, 2010

Most Reliable Car -
Second place overall 2009
Which? Car Survey

Best in Class 2009
JD Power Survey

Most Reliable Supermini -
Third place overall 2010
Which? Car Survey

Best in Class 2010
JD Power Survey

SUPERMINI SALES TABLE

2003

FORD FIESTA	45,180
PEUGEOT 206	31,164
CITROEN C3	23,057
NISSAN MICRA	19,561
FIAT PUNTO	19,197
HONDA JAZZ	18,585
ROVER 25	17,503
RENAULT CLIO	17,443
FORD FUSION	16,199
HYUNDAI GETZ	7,489

2004

FORD FIESTA	33,804
VAUXHALL CORSA	26,857
HONDA JAZZ	23,354
PEUGEOT 206	21,492
FIAT PUNTO	17,233
VOLKSWAGEN POLO	17,168
CITROEN C3	16,381
NISSAN MICRA	14,507
RENAULT CLIO	14,188
TOYOTA YARIS	14,150

2005

FORD FIESTA	31,122
HONDA JAZZ	26,057
VAUXHALL CORSA	25,826
PEUGEOT 206	15,774
VOLKSWAGEN POLO	15,429
TOYOTA YARIS	15,232
NISSAN MICRA	14,870
CITROEN C3	13,727
KIA PICANTO	10,569
RENAULT CLIO	9,097

2006

FORD FIESTA	42,424
HONDA JAZZ	30,795
VAUXHALL CORSA	25,988
VOLKSWAGEN POLO	19,747
TOYOTA YARIS	17,141
FIAT GRANDE PUNTO	15,812
RENAULT CLIO	14,119
NISSAN MICRA	13,398
CITROEN C3	12,919
KIA PICANTO	11,957

2007

FORD FIESTA	42,852
VAUXHALL CORSA	33,837
HONDA JAZZ	28,168
PEUGEOT 207	23,678
VOLKSWAGEN POLO	20,244
TOYOTA YARIS	18,357
FIAT GRANDE PUNTO	17,265
RENAULT CLIO	14,402
CITROEN C3	10,676
NISSAN MICRA	9,717

2008

FORD FIESTA	38,440
VAUXHALL CORSA	37,360
HONDA JAZZ	25,750
PEUGEOT 207	19,339
TOYOTA YARIS	18,317
VOLKSWAGEN POLO	17,912
NISSAN MICRA	11,573
RENAULT CLIO	10,748
SKODA FABIA	9,666
FIAT GRANDE PUNTO	9,469

2009

FORD FIESTA	56,735
VAUXHALL CORSA	36,813
HONDA JAZZ	27,191
TOYOTA YARIS	22,632
PEUGEOT 207	18,925
VOLKSWAGEN POLO	18,775
SKODA FABIA	12,741
MAZDA MAZDA2	10,352
HYUNDAI i20	9,501
NISSAN MICRA	9,406

MEET THE DEVELOPMENT TEAM

The people behind the Jazz:

Kohei Hitomi Large Project Leader

Shingo Nagamine Assistant LPL Body design

Takahiro Ota Assistant LPL Dynamic

Nobuhiko Shishido Assistant LPL Power Plant

Jun Nakahara Project Leader Exterior styling design

Yoshio Nozawa Project Leader Interior styling design

Kohei Hitomi

Born: Tokyo, 1960

Role: Large Project leader - Jazz

Career: Joined Honda in 1984 working primarily on doors and other aspects of body design. Later served as Project Leader on the Acty and Vamos projects and Assistant Large Project Leader on That's and Elysion.

Likes: Driving and travelling

Drives: Honda Fit and S2000

Kohei Hitomi

Shingo Nagamine

Born: Hyogo, 1961

Role: Assistant Large Project leader, Body design – Jazz

Career: Joined Honda in 1985 working primarily on chassis design before being appointed Deputy Large Project leader on the US Jazz model in 2003.

Likes: Reading

Drives: Honda Civic

Takahiro Ota

Born: Gifu, Japan

Role: Assistant Large Project Leader, Dynamic – Jazz

Career: Joined Honda in 1982 working on vibration and noise in cars, before moving on to serve as Project leader of NVH for Accord/Legend. More recently served as Deputy Large Project Leader for Acura 3.0CL/Crossroad/2009 US Jazz.

Likes: Golf

Drives: Honda Fit

The Jazz is such a successful car – how did you go about improving it?

Mr Hitomi: The ample cabin space, versatility, impressive fuel efficiency for a petrol car and exterior design are just some of the reasons why the Jazz has been so successful. However, several weaknesses were identified such as, interior quality, driving dynamics, noise, uncomfortable i-SHIFT transmission and inefficiency compared to diesels. In the revised Jazz we focussed on improving these weaknesses by adding the CVT gearbox and hybrid technology to make the car more competitive and to strengthen the unique Jazz brand image.

What were the challenges with fitting the hybrid technology to the Jazz?

Mr Hitmoi: There were three major challenges:

- To accommodate relatively big hybrid devices without compromising usability and the large boot space.
- To improve fuel efficiency. The body of the Jazz was designed as a compact car and the challenge was to improve air resistance within budget.
- To give distinctive features to differentiate the hybrid version from the petrol model in design and drivability.

Mr Shishido: In order to maintain the brilliant versatility of the Jazz, the battery had to be housed under the boot floor, while the air duct for cooling the technology has been accommodated in the cabin. To make this new layout feasible, the geometry had to be looked at thoroughly in order to meet the cooling performance criteria and to reduce the noise level.

Furthermore, various technologies have been introduced to reduce travel resistance with the compact yet tall body of Jazz.

Mr Nagamine: Our aim was not just to introduce the hybrid system, but to also understand what customers expect in a hybrid car and actually implement these expectations in the Jazz. The quiet and seamless driving sensation is just one of these expectations that customers have with cutting-edge hybrid systems.

We have addressed these issues by optimising the geometry and features of every single area. Had we focussed on packaging alone, these features would not have been implemented.

Who do you see driving the revised Jazz, particularly the Hybrid?

Mr Hitomi: While diesel cars are efficient on long journeys, the benefit of hybrid cars is the efficiency in city driving where acceleration/deceleration is frequently repeated. Our Jazz Hybrid embodies features such as; quietness, easy handling thanks to the CVT transmission, high view point, good visibility, manoeuvrability, and ample cabin and boot space. Given these features, I see drivers who live in city areas appreciating the car.

Mr Shishido: I believe those who mainly drive in city areas will benefit most from the Jazz. Deceleration energy is regenerated and can be used either for acceleration or EV driving, while the compact body with the two-pedal feature will make city driving easier and cleaner.

Mr Ota: I imagine the Jazz will be well received by young families who will benefit from the space and versatility.

What new feature will customers enjoy most?

Mr Hitomi: The hybrid system. Quiet yet powerful acceleration and engine start up.

Mr Nagamine: The ambient lighting of the speedometer.

What feature are you most proud of?

Mr Hitomi: The way we have combined and housed two of Honda's unique technologies – the centre tank layout and the IMA system - to fit into the car without compromising on space and versatility.

Mr Shishido: The ECON function in the hybrid system.

Mr Ota: The EV display on the dashboard.

What are the benefits of the CVT gearbox?

Mr Ota: For me it's the torque converter. It enables a smooth and powerful start up, while the continuous and seamless gear shift offers a relaxing drive and excellent fuel economy.

What changes have been made to the driving experience?

Mr Ota: In the cars equipped with the CVT transmission, acceleration stroke and engine revolution are now controlled linearly which enables a smooth and torquey drive. Also, by eliminating friction, the steering feel has improved. Harshness in the suspension has also been minimised.

What are the new interior and exterior design changes?

Mr Nakahara: The European market is very competitive and the interior quality of the Jazz needed improvement in order for the car to be a serious contender for the top spot, hence why we introduced leather seats – this is the first time ever that leather is available in the Jazz. Our focus on the exterior was to improve aerodynamics and thanks to the new front and rear bumpers the aerodynamic performance has been improved by two per cent.

Mr Nozawa: The revised model retains all the popular usability and versatility features. We also managed to keep the boot floor height and the Magic Seats in the Hybrid version even after the introduction of the IMA technology. Other interior improvements include:

- Coordinating the surface materials and dark metallic colour for panels
- Introduction of leather
- Use of separate illumination colours (orange for petrol and blue for Hybrid) thus differentiating the Hybrid from the rest of the range

CUSTOMER CASE STUDIES

As its countless satisfaction awards prove, the Jazz is a car loved by its owners. If you've ever wondered why, here are some clues...

NAME : JOAN PRIDHAM
LIVES : DUKINFIELD, CHESHIRE

I'm now on my second Honda Jazz — I've actually been driving one since 2003.

After driving the first one for nearly 6 years, there really was no alternative on offer that could truly match the Jazz. It's easy to drive, easy to park and so very versatile. All my friends are really amazed at how easy the seats are to adjust and the car's ability to transform from a comfortable 5 seater, to what is, in truth, a mini estate car.

My husband regularly 'borrows' it for quick trips out, saying it's so useful, when he needs something from the hardware store. Thing is, he likes driving it too.

I do voluntary work for the RSPCA and my colleagues there think that the Jazz is the best car they have ever seen. They love its load carrying capability and the fact it can be back to a 5 seater within a minute.

One of the funniest things that occurred with the Jazz was on my way to an RSPCA fund-raising event, where I had the rear seats down and the whole of the back filled with cuddly toys. It never occurred to me how funny this actually looked until I arrived at the venue and my friends stood there laughing. It appeared that there was a zoo in the back of my Jazz, with lots of little cuddly faces peering out of the windows.

My son moved house recently and it was the only vehicle that could take his rather large TV - one up for the Jazz, you could say!

NAME : KAREN CLARK
LIVES : YORK

I'm the very lucky owner of Blue the Great Dane, who loves to travel by car. We go out most days in the car into the countryside for muddy walks. When I needed a new car that would accommodate such a big dog (she weighs 10 stone) I had trouble as no one would let me try her in their cars.

I wanted a small car that I would feel confident driving but most of them came with ridiculously small boots. My husband had heard about the Jazz and the claims of the space inside so I went to look at Marshall Honda in York. They were not only friendly and not patronising but said the only way to see if Blue would be happy in a Jazz was to let her in one! The salesman opened up the boot for Blue, who got in with room to spare. But the best bit was the magic seats. Blue could easily wander into the back and she sat herself down and looked at us as if to say "sold".

I bought a new one, made a cover for the back, put in a dog bed and Blue and I have had hundreds of happy journeys. I love the reliability and the level of comfort.

We also had to buy a tumble dryer and I said it would fit in the back with the seats down and my hubbie didn't believe me. He was amazed when it did fit and had space to spare.

I'm hoping to buy another new Jazz soon and hopefully Blue and I will have many more journeys ahead of us. We love our Jazz!

NAME : MARY ARDRON
LIVES : PETTS WOOD, KENT

I bought my first Honda Jazz in August 2005. To that point, my husband John and I had been sharing a Honda Prelude — and generally fighting over it at the weekends — so we decided to go ahead and treat ourselves to a second car.

John was very keen on Hondas, having owned several Preludes in the past and been impressed with their reliability. We thought the Honda Jazz would suit me well, and we liked the style of the car for the relatively affordable purchase price. The other thing that struck me was the flexibility with the back seats, and as we were also thinking of purchasing a new house - with the potential for house refurbishment - we thought that kind of flexibility would come in handy.

Shortly after I took delivery of my new Jazz in August 2005 I found out I was pregnant, and we had a little girl in April 2006. The car took on an extra level of importance to me as I was then at home using it several times a day. I found it incredibly convenient for nipping into those tight parking spaces, as well as being very fuel efficient.

We eventually moved house in August 2008. Our new house needed lots of refurbishment, and the flexibility of the Jazz's back seats has come into play time and time again. Generally, the car has stood up well to some pretty tough treatment.

In October 2010 we decided to upgrade to a new car. Despite being very happy with the Jazz, we looked around at the competition and considered many alternatives. However, after paying a visit to our local Honda dealership we decided to switch to the new Jazz SI model.

NAME : DAVE PINNELL
LIVES : CARDIFF, SOUTH WALES

I first became aware of the Jazz when it began topping various motoring league tables for customer satisfaction, reliability and innovation. I remember calling into my local Honda dealership to see what all the fuss was about and, of course, the reasons were plain to see — excellent build quality, ingenious interior design and fuel economy.

At the time I was tied-in to a PCP deal on another vehicle but, when the contract was approaching its end, I revisited the dealership and became the proud owner of what is undoubtedly the best car I've ever owned or driven.

Although, professionally, my time is predominantly spent at the computer, my interests beyond graphic design include music-making which can involve transporting significant amounts of equipment to and from venues.

Whilst studying for a music degree I helped form a three-piece band and, as the only car owner, it fell to me to transport the gear from place-to-place. With a bit of thought it was possible to load the Jazz with the entire PA system and two complete rigs for both the guitarist and bass player — as well as the two musicians! A pretty impressive feat, as I'm sure anyone that's ever played in a band would have to agree.

As if the fantastic carrying capacity wasn't impressive enough, the fuel economy is none too shabby either! On one longish-distance trip, I maintained a steady 50 mph each way and managed to achieve a mind-boggling 64 mpg. In fact I was so impressed with this that I had to wake my wife to come and witness the fuel consumption display when I got back in the early hours!

VERSATILITY

@Honda_UK Never seen so much packed into a Honda Jazz in all my life.

One of the reasons so many people buy the Jazz is for the class-leading load space. Despite its size, total luggage space in the Jazz can stretch to a huge 883 litres, which beats all competition in the supermini sector and rivals that of some in the class above!

The addition of environmental technology can often result in compromises for the driver, but not with the Jazz Hybrid. The Hybrid features the practicality found in the petrol models including an impressive load-lugging space of up to 883 litres with the rear seats down. Engineers have managed to keep the Magic Seats by integrating the IMA system, battery pack and power control unit under the boot floor.

Magic Seats

Magic Seats are standard across the range and if you thought they couldn't get any more useful you'd be wrong. Thanks to the introduction of reclining rear seats, the interior is more flexible than ever.

The 2:1 split Magic Seats – which offer multiple seating and load-carrying configurations – drop-down in one motion without the need to remove the headrests or adjust the front passenger seat position. For added versatility, the rear seats now recline 73mm to increase rear passenger comfort and flexibility.

How the Magic Seats work:

Utility Mode

With the seats folded down, Jazz offers a perfectly flat load floor that's 1720mm long; enough for four large suitcases or a few kids' bikes. With just two of the rear seats collapsed there is sufficient space and length for a surfboard (if you happen to have one); or two 26-inch frame mountain bikes stood upright.

Long Mode

For all flat-pack furniture transporters out there, this mode uses the full length of the Jazz. By fully reclining the passenger seat and dropping the Magic Seats flat, a massive 2.4 metre long load space is revealed.

To return the rear seats to a seating position, you simply lift the assembly back up; the seat bottom remains locked to the seat back and is simply released by pulling up the leg frame.

Tall Mode

Locking the seat base in the 'up' position against the seat backs creates a second load area between front and rear seats to stow taller items in the rear foot-wells. The clearance here is 1280mm tall and items such as bikes, golf clubs, a folded wheelchair, tall plants and furniture can all fit in. And since the rear doors open to 80 degrees, it is easy to make full use of this feature.

LUGGAGE CAPACITY	JAZZ IMA	JAZZ 1.2	JAZZ 1.4
FULL SEATING (STORAGE UNDER FLOOR)	300 (3)	337 (42)	335 (64)
REAR SEATS FOLDED DOWN TO THE WINDOW LINE	883	883	883
REAR SEATS FOLDED DOWN TO THE ROOF	1320	1320	1320

ULTR Double-Trunk

The versatile interior of the Jazz is enhanced by the Double-Trunk boot feature (available on 1.4-litre models only) that can be configured in four ways to suit different load requirements.

The Double-Trunk comprises of a flexible folding floor, under-floor storage well and cargo net. The clever part is how the floor folds to create either a multi-layered load space or opens up to make use of the boot's total volume.

How it works

Upper Mode – The floor can be 'half-folded' up to make a two-tier shelving unit with cargo net, creating a double load space. Heavier items can be stored below and lighter items can be placed on the upper shelf, which incorporates the cargo net – perfect for holding fruit, wine or other items prone to rolling around.

Lower Mode – With the floor in its normal position, the cargo net can be revealed to store awkwardly shaped items. Using the cargo net in Lower mode means there's still a large flat load space available.

The 230mm deep under floor space is ideal for storing sports gear or raincoats and umbrellas and once the lid is on, it keeps dirty objects separate from the other luggage.

Tall Mode – The under floor storage well adds 64 litres of load space and can be concealed (by the floor) or opened out by folding the floor up against the rear seats or removing it altogether. This extra depth is ideal for carrying taller items like a pushchair. A load lip just 605mm from the ground makes loading and unloading easy and convenient. And finally, a handy shopping bag hook is located on the left hand side of the luggage bay.

Storage galore

The Jazz comes packed with thoughtfully designed storage spaces to stow all the paraphernalia a modern family car requires:

- A two-tier glove box which is cooled using a stream from the air conditioning unit on 1.4-litre ES and EX models and all Hybrid variants – ideal for keeping drinks and choccies cool
- No less than 10 cup and bottle holders spread around the cabin – one at either end of the instrument panel, two in the centre console ahead of the gear lever, two behind the handbrake, and one in each of the four door pockets set into the curved door panels
- The front console storage area with sub-divider holds items such as drinks cartons, iPods and mobile phones
- Centre console behind handbrake with storage recesses
- Pocket to the right of the steering wheel
- Passenger seatback pocket on most models

@Honda_UK I've said it before and I'll say it again: you can fit anything in a Honda Jazz.

No space is left unused. There's even a storage compartment in the base of the left hand rear seat squab. Once opened by unscrewing two knurled wheels, smaller items like the owners manual and maps can be kept there.

Panoramic roof

For the ultimate sense of space, the 1.4 EX and Jazz Hybrid HX models are fitted with a full length panoramic roof that extends over the rear seats for a great aerial view. It's great to park up, lie back and admire the view but also makes the rear of the car brighter and more airy for passengers.

Although the glass is heat absorbent, there's an electric blind which can be opened or closed to keep the cabin at the perfect temperature. Let's hope the panoramic roof brings us luck with the British weather!

INTERIOR DESIGN

The modern and high-tech interior is constructed using high quality materials and as a result, Jazz occupies a niche between the supermini and compact MPV sectors – offering the style and practicality of both.

Leather upholstery makes a very welcome appearance for the first time in the Jazz range. Along with the addition of chrome rings defining the air vents, instruments and climate controls across the dashboard, the leather trim gives a whole new premium feeling to the interior of the car and is an important option for customers downsizing from a larger premium vehicle and for those who enjoy their little luxuries. Leather seats are standard on the Jazz Hybrid in HX trim and available as an option on the 1.4-litre petrol EX model.

Another change across the range is a new darker dashboard material which contrasts strongly with the orange and blue back lighting of the dials, gauges and displays across the dashboard. The orange backlighting colour is unique to the petrol powered variants, while the Hybrid version uses the blue lighting to differentiate the model from the rest of the range.

@Honda_UK Something new! Have more or less decided on a Honda Jazz. Amazing boot, nice everything!

Visibility

Slim A-pillars, a large windscreen and front quarter windows all contribute to excellent forward visibility. Big door mirrors and retractable rear headrests ensure the view out of the rear window is totally un-obscured.

The 1.4 litre petrol EX and Hybrid HX are equipped with a full length panoramic roof that extends over the rear seats for a great aerial view and sense of space. It also makes the rear of the car brighter and more airy for passengers.

HIGH SPECIFICATION CABIN

HIGH QUALITY, TACTILE MATERIALS, STYLISH DESIGNS AND TASTEFUL COLOURS GIVE THE JAZZ CABIN A PLUSH AND UPMARKET FEEL

The comfortable front seats are fitted with springs and padding which offer support during cornering, as well as having active headrests for greater safety. In addition, a tilt and telescopic steering wheel is now available as standard across the range with a wide range of adjustment to ensure the controls suit drivers of all heights. Meanwhile, ratchet lever driver's seat height adjustment, wide pedal spacing and a footrest for the left foot create a more comfortable driving position. Rear seat passengers also benefit from a new reclining function which tilts back up to 73mms.

Plus small car doesn't necessarily mean sparse – there's a comprehensive equipment list, including iPod connectivity and air conditioning.

Instrument panel

The fascia is positioned low down for good forward visibility and features a large three meter instrument cluster with central speedometer, a tachometer on the left and a fuel gauge to the right. The panel is permanently back-lit in orange (petrol) or blue (Hybrid) to ensure good legibility at all times. All models feature soft-touch indicators that deliver three indicator flashes before self cancelling, for easier lane changing.

A useful LCD multi-information display set within the centre of the speedometer provides information such as instant and average fuel economy, range, outside temperature and a service indicator based on actual driving conditions – all controlled by buttons on the steering wheel.

Audio systems

All grades of Jazz are equipped with a single CD/audio system and auxiliary jack with MP3/WMA playback capability, and volume control which automatically adjusts according to vehicle speed. In addition, ES and EX 1.4-litre petrol and HS and HX Hybrid variants are fitted with a USB adapter located in the front centre console storage box which enables iPods, plus a variety of other digital audio players, to be played through the Jazz audio system. iPods can also be operated using the audio system and, depending on type, will charge once connected. The connector cable is located in the upper glove box compartment.

Additional rear door speakers and steering wheel audio controls feature on ES and EX 1.4-litre petrol and HS and HX Hybrid models.

Air conditioning

Manual air conditioning is fitted as standard on the 1.2-litre S A/C while automatic climate control air conditioning is standard on ES and EX 1.4-litre variants and all Hybrid models. The 1.4-litre petrol and Hybrid models also feature a valve contained in the upper glove compartment which can be opened to provide a stream of cool air.

@Honda_UK We have a Honda Jazz. They're great! Easy to drive, pretty fuel efficient and very flexible inside.

EXTERIOR DESIGN

'BIG CAR IN A SMALL PACKAGE' IS A GOOD WAY TO DESCRIBE THE JAZZ. WHILE THE REVISED CAR IS JUST AS CLEVERLY PACKAGED, FRESH STYLING GIVES THE JAZZ A NEW APPEARANCE.

New front and rear bumpers are the main parts to have influenced the look of the car. These have also been designed to reduce drag as the airflow passes over the Jazz's body and to avoid turbulence when the airflow detaches from the rear.

Aerodynamic efficiency is a vital part of saving fuel and that's why the Jazz keeps the familiar slim A-pillars and forward leaning shape, but adds an aero styled grille and the redesigned bumper. These styling improvements aid aerodynamic efficiency on all Jazz models helping the Cd figure to fall from 0.336 to 0.330.

Cd (or Coefficient of drag), simply reflects the amount of 'drag' the shape of an object causes as it passes through the air. The lower the figure, the less air the car has to move to go along and the more energy is saved.

All Jazz models share new sleek, projector style headlights adding to the sportier look. Design features have also been added to distinguish between the Hybrid and petrol versions. For example, the rear lights in the petrol versions have been revised and incorporate a larger area of red in the lenses.

The Jazz Hybrid features subtle changes to differentiate it from the conventional petrol car. These changes include a clear grille and a discreet "Hybrid" logo on the rear, while the front grille, headlights, registration plate and tail lamps are all finished in a subtle blue chrome finish.

THERE ARE FOUR NEW COLOURS AVAILABLE ACROSS THE PETROL RANGE – AZURE BLUE, POLISHED METAL, URBAN TITANIUM AND IONIZED BRONZE. THE HYBRID VERSION ALSO BENEFITS FROM AZURE BLUE PLUS TWO NEW COLOURS - A VIBRANT LIME GREEN METALLIC AND TAFFETA WHITE

@Honda_UK All that Jazz:
The Honda Jazz is one of the most popular small(ish) cars in the UK...

ENGINES

TO REDUCE BOTH THE EXHAUST EMISSIONS AND RUNNING COSTS OF THE JAZZ, HONDA HAS ADDED ITS CLEANER HYBRID TECHNOLOGY TO THE RANGE OF POWERTRAINS AVAILABLE TO THE SUPERMINI.

Installing a petrol-electric system into its best-selling car in the UK not only shows Honda's commitment to the cleaner motoring technology, it also highlights the flexibility of the compact IMA set-up.

The IMA version of the Jazz will be the world's first B-segment hybrid car, bringing hassle-free low emission driving to a whole new audience.

This new Hybrid variant will sit alongside the established 1.2-litre and best-selling 1.4-litre i-VTEC petrol engines in the Jazz range.

The Honda Jazz Hybrid - Proven technology under the skin

The cleanest Jazz will feature the same powertrain as the Insight hybrid; a 1.3-litre i-VTEC engine combined with a CVT gearbox, with an electric motor sandwiched between the two to create a parallel hybrid system. And just like the Insight, the Jazz Hybrid will be capable of running on the electric motor alone under certain low-speed conditions.

The result is an ultra-efficient car with a combined fuel consumption figure of 62.8 mpg – and with the same super-smooth electric system as the Insight, even more fuel is saved around town.

A CO2 output of just 104g/km makes the Jazz Hybrid the lowest of any automatic car in the B-segment.

As well as the environmental benefits, owning a Honda Jazz Hybrid means more affordable driving. Not only will fuel bills be lower for customers, but the car is exempt from Vehicle Excise Duty for the first year and owners will pay just £10 a year there after.

Honda IMA System

At the heart of the Honda Jazz Hybrid is the Integrated Motor Assist (IMA) system. With almost two decades of development and 10 years of sales behind it, this advanced technology has proven itself to be a flexible and dependable system. Worldwide, more than half a million vehicles on the road, including over 16,000 in the UK alone, benefit from its combination of low emissions and fuel economy.

HYBRID Q&A

What does the powertrain in the Jazz Hybrid consist of?

There are four elements to the system; a low-friction 1.3-litre i-VTEC petrol engine which serves as the primary power source, an ultra-thin electric motor, a lightweight and compact battery and an automatic Continuously Variable Transmission (CVT). The engine and electric motor work in tandem based on driver inputs to deliver impressive fuel economy and low emissions.

How much of the Jazz Hybrid's system is shared with Honda's other hybrids?

The IMA system has proved itself very reliable and that in itself helps keep costs down for the consumer. The 1.3-litre engine has already been seen in the Honda Insight, while the IMA system is almost identical to what you will find in the Insight and the sporty CR-Z coupé. As you'd expect from the shared technology, the drive stages are very similar to Insight:

1 Start-up idle - engine
2 Start up acceleration – engine with electric motor assist
3 Low speed cruise – electric motor only (if conditions are right)
4 Deceleration – electric motor regeneration
5 Idling stop – Engine off (if conditions are right)

Getting this technology into the Jazz means it must be getting smaller?

Yes. The Jazz Hybrid's IMA system builds on the pioneering technology Honda first unveiled in the original Insight, launched in 2000. Over the years, and with the hard work and dedication of Honda's engineers, it has evolved, and become more compact and lightweight. The fifth generation IMA system in the Jazz Hybrid is 24 per cent more compact than the fourth generation system was, ensuring that one of the Jazz's most famous attributes, practicality, is not diminished. It's also less expensive to produce.

Does the Jazz Hybrid have Variable Cylinder Management (VCM)?

Yes it does. During deceleration, when the engine's four cylinders have no load on them and combustion in them is stopped, each pot is sealed shut by the VCM system. It means no fuel is wasted. It also decreases resistance to allow the electric motor to operate more efficiently and increases energy recovery to charge the battery. The sealing of the cylinders means the air trapped inside is compressed slightly and can be used like a spring, increasing the efficiency without the need to decouple the engine. VCM is also used to shut all four cylinders when only a very little amount of torque is required, for example, during low-speed cruising. In this mode the Jazz Hybrid is powered by the electric motor only, with the pistons running idle, meaning no fuel is used and no CO_2 is produced.

What are the outputs of the engine and electric motor?

On its own, the 1.3-litre engine uses a two stage VTEC process that sees power output balanced at a useful 88PS with a flexible torque profile peaking at 121 Nm. Perfect power characteristics for a frugal city car. But the key to Honda hybrid systems is the support given by the electric motor. That helps boost performance as well as keep emissions and fuel consumption to a minimum. The motor uses coils with high-density windings and high-performance magnets to produce an extra 14PS and 78Nm.

Anything else clever going on with the powertrain?

Yes. Virtually everything possible has been done to the engine to reduce friction, including a new offset crankshaft/ connecting rod design, plateau honing of the cylinders for a smoother surface and a second low friction piston ring.

Does the battery require external charging?

No charging is required. You just fill up with petrol and drive.

ECON Mode

The ECON switch is situated to the right of the steering wheel and is activated by the driver. When the switch is engaged, it tells the car's management system to adopt specific settings to improve fuel consumption, but does so without affecting overall safety levels or the general usability of the car. It's based on the ECON mode which first appeared in the Honda Insight, but has been modified and improved to offer consistently longer Idle Stop times for the new car. Idle Stop is engaged when engine power isn't required, for example, when waiting at traffic lights, so the engine is switched off.

When the ECON switch is activated, the Jazz Hybrid enters a 'super economy' mode, resulting in:

- Four per cent reduction in torque (except when the driver presses the pedal to the floor).
- The driver's accelerator input is 'smoothed out' to optimise throttle position and engine speed. This is because at any engine speed, there is an optimum throttle angle, which if maintained, results in the best fuel efficiency.
- Smoother CVT shift pattern
- Increased regenerative braking
- Air conditioning operates more frequently in the recirculation mode
- Fan blower power is reduced more frequently to limit the system's consumption of energy

Note: Real-world fuel economy and emissions should be improved when ECON mode is activated, but this does not affect the official EU fuel economy or emission figures.

The history of the ECON Mode perfectly illustrates Honda's twin passions for engineering and helping owners make the most of their cars.

A few years ago, while monitoring customer use of the MkI Honda Jazz, the development team working on the new Honda Insight discovered there were significant differences in the fuel economy achieved from one driver to another.

For example, at an average speed of 20mph, there was a variance of up to 21% in the actual fuel consumption being recorded by different drivers. With this in mind, the engineers tweaked the Jazz's management system in an attempt to minimise the effect of varying driving styles on fuel economy. When the tests were repeated, the least efficient drivers improved their results, and the difference between best and worst was reduced to 12%. Honda engineers used this data in the development of the new Insight and Jazz Hybrid models, and the result is the ECON switch.

Eco Assist

The dashboard of the Honda Jazz Hybrid features an integrated system called Eco Assist. Already a familiar sight to Insight and CR-Z drivers, Eco Assist uses the ambient lighting of the speedometer to advise the driver on how their habits behind the wheel is impacting on their fuel economy. It glows green when the car is at its most economical and gradually turns blue as the driver exceeds the best balance of throttle or braking.

Eco Assist is a vital element of one of the key aspects of hybrid ownership – the effective use of energy. It shows drivers how it's possible to minimise fuel use by maintaining momentum and avoiding excessive acceleration or deceleration. In short, it helps them get maximum economy from their car in everyday situations. Eco Assist gives real-time feedback on how their use of the brakes and throttle effects their fuel bills and environmental impact.

PETROL RANGE

The Jazz retains the 1.2-litre and best-selling 1.4-litre i-VTEC petrol engines. To compliment the launch of the Hybrid, they have also benefitted from some small reductions in CO2 values and improved fuel economy. The 1.4-litre manual variant has emissions starting at 126 g/km down from 128 g/km and uses 51.4mpg on the combined cycle. The fuel sipping 1.2 litre engine uses 53.3mpg and also drops two grams of CO2 to 123 g/km.

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 to 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.

The head utilises a narrow design between the intake and exhaust valves, contributing to the unit's compact size.

Drive by wire throttle

The Jazz is fitted with electronic drive-by-wire (DBW) throttle control which optimises the throttle aperture when the accelerator is depressed for quick and precise delivery of fuel to the engine, maximising efficiency. The end result is an engine design with good low end torque, high-revving power and optimum fuel efficiency.

@Honda_UK Driving a Honda Jazz today, hate the fact that it's actually very nice to drive.

TRANSMISSIONS

Welcome back CVT

Wouldn't it be great to know that whatever speed you required, the best gear was always selected for you? That's the solution CVT provides. Constantly variable transmission, more commonly known as 'CVT', first appeared in the previous Jazz range and due to overwhelming customer demand Honda has brought it back along with a few clever improvements.

The CVT is an automatic transmission that changes seamlessly up and down through the gears to keep the engine in a rev range where the car is most efficient. As well as ensuring the whole power train of the Jazz is more efficient, it also offers the driver a smooth and effortless journey.

The CVT transmission is a standard feature on the hybrid while it is available as an option on 1.4 litre models, where, thanks to the improvements, it now matches the economy and emissions of the outgoing Jazz i-SHIFT, with a CO2 value of just 125g/km.

Torque Converter

The biggest enhancement to the CVT in the revised Jazz petrol models is the addition of a torque converter which ensures smooth, strong performance at low speeds, and coupled with the use of low friction components, brings impressive efficiency.

Like a conventional automatic, the torque converter allows the Jazz to creep forward when in gear and the brakes are not applied.

Improvements to the way this is controlled means it's optimised to suit immediate and changing driving requirements. It works by acting on information from a slope sensor located low in the centre of the car. This sensor ensures creep force is as efficiently low as possible when the brakes are activated during idling or when driving on flat roads. This keeps engine loads low, allowing the driver to maintain maximum control.

When a slope is detected creep force returns to full operation to ensure engine load is sufficient for a smooth pull away from standstill.

The Jazz Hybrid's CVT gearbox is the same as that found in the Insight and features starter clutches in place of the torque converter.

Hill Start Assist

All CVT models feature Hill Start Assist (HSA). When pulling away from standstill on an incline, HSA continues to apply the brakes for a moment as the driver moves their foot from the brake pedal to the accelerator, preventing the Jazz from rolling back.

Paddle shift

The CVT transmission is also equipped with paddle shifters on the rear of the steering wheel to give manual control of the ratios. When used in "D" mode the paddles can bring the car into a lower ratio, for a "kickdown" effect, with the box returning to automatic shifting afterwards.

When the paddles are used in "S" mode they give full manual control over the selection of ratios, for acceleration or engine braking.

Manual

The 1.2 litre and 1.4 litre models are available with the 5-speed manual transmission. Manual transmission models feature a SIL (Shift Indicator Light) within the centre of the rev counter (also found on the latest Accord) that detects whether there is surplus, or not enough torque and provides the driver with a visual prompt of the best gear shift points to maximise economy.

CHASSIS

THE 2011 JAZZ OFFERS A SERIES OF SUSPENSION REVISIONS, TO GIVE 'BIG CAR FEEL' DRIVING DYNAMICS WITH IMPROVED AGILITY, COMFORT, STEERING FEEL AND MORE RESPONSIVE HANDLING

Suspension

The suspension on the 2011 Jazz features revised settings to increase ride comfort and improve handling. And to compliment these updates, the steering has been given additional resistance to improve "on-centre" feel, creating greater drivability.

The Jazz's rear suspension continues to use a compact H-shaped torsion beam which is more adept at absorbing bumpy and uneven road surfaces and means the load floor can be kept low, increasing luggage capacity. The car also retains the long wheelbase and wide front track to maintain agility and stability.

The basic chassis of the Jazz Hybrid is identical to that of the standard Jazz, however, the anti-roll bars and damper tuning have been optimised for the 70kg weight increase over the petrol car. The result is an improvement in ride comfort over the 2008 Jazz, increasing refinement, particularly over poor road surfaces.

Steering refinement

Already well respected for its lightness and manoeuvrability around town, the 2011 Jazz benefits from improvements to steering feel at higher speeds.

Thanks to continuous improvement the revised model has a much firmer, positive steering feel as speeds increase to inspire a confident driving experience.

Vehicle Stability Assist (VSA)

All Jazz models come equipped with Honda's Vehicle Stability Assist (VSA) system as standard. The system is designed to assist the driver in maintaining control during cornering, acceleration and sudden manoeuvres by applying braking to the right or left hand wheels as necessary and managing the engine torque systems.

At its simplest level, VSA has a traction control function whereby it detects wheel slip under acceleration and coordinates the use of braking and engine torque to regain traction. In situations where the driven wheels are on surfaces with different levels of traction, such as a partially wet road surface, the system applies braking action to the wheel that's slipping, allowing the tyre with better grip to move the vehicle. In addition, the system reduces engine output to minimise wheelspin.

An indicator light flashes on the instrument panel while the system is actively enhancing the stability of the vehicle. A cockpit switch to the side of the instrument panel is provided to disable the VSA.

The braking system comprises of front and rear discs matched with ABS, Electronic Brake Force Distribution (EBD) and Brake Assist as standard equipment.

Warranty

Along with the standard 3 year new car warranty, the Jazz is also covered by a 12 year structural corrosion and 10 year chassis corrosion warranty.

The Jazz Hybrid's battery pack is designed to exceed the life of the vehicle and, along with the rest of the IMA system, is covered by a 5-year warranty.

SAFETY

All Jazz models, including the Hybrid, have been subject to Honda's rigorous car-to-car crash testing in the R&D centre at Tochigi. These crash tests are conducted to enhance real world crash safety, using a number of different models with different sizes and weights. By using a range of vehicles, Honda is able to ensure the Jazz is optimised to minimise injuries to the occupants in all vehicles involved in the impact.

The Jazz's Advanced Compatibility Engineering (ACE) body structure is now a well-established concept that is being progressively rolled out across the Honda range.

All Jazz models benefit from highly effective technology which provides a protective cocoon for occupants in a variety of real-world crash conditions. These may include a frontal collision between vehicles of differing heights, weights and frame construction.

A front polygonal main frame helps to prevent misalignment between vehicles of different sizes and construction and multiple energy absorbing pathways disperse impact energy to prevent cabin deformation.

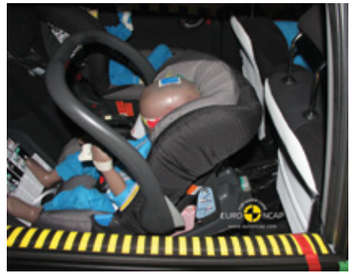
Pedestrian protection

The Jazz also incorporates many of the pedestrian-protection design features already familiar from recent Honda models, including windscreen wiper pivots designed to break away on impact, energy absorbing front wing mounts and bonnet hinges, as well as an unobstructed area beneath the bonnet allowing greater space for deformation.

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 front passenger airbag can also be deactivated to allow a rear facing child seat to be fitted to the front seat and the Jazz 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.

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.

@Honda_UK Just bought a Honda Jazz! Well pleased with it, excellent little car.

RESPONSIBLE MANUFACTURING

Swindon swings into eco-action

Established in Swindon, Wiltshire in 1985, Honda of the UK Manufacturing (HUM) has the capacity to build up to 250,000 cars a year. It's also one of Europe's greenest factories. The Jazz has been built at this plant since October 2009, and the revised petrol models will continue to be produced there.

Honda's manufacturing plant in Swindon places a huge focus on reducing the impact of its activities on the environment. In August 2010, HUM achieved zero waste to landfill, and received a national award recognising the sustainable method in which this was achieved. This compares with the situation in 1994 when over 70kg manufacturing waste per car was landfilled.

Manufacturing processes are heavy users of energy and HUM is taking steps to reduce energy consumption while also investigating ways to generate sustainable energy on-site.

Energy conservation and energy generation projects are now part of everyday life at the Swindon plant and contribute significantly towards reducing carbon emissions from the site and reducing CO2 per unit to achieve Honda targets.

Supporting this, HUM is investigating the use of biomass for heat and energy generation. Over 17 hectares of the energy crop Miscanthus have been planted on site.

HUM is also testing the feasibility of using solar panels to generate electricity with test installations of two types of Photovoltaic Solar panels, including Honda's own brand, on the Engine Plant roof.

Suzuka Factory

The Jazz Hybrid is manufactured alongside other hybrid models at the Suzuka factory in Japan. This factory is surrounded by over 100,000 Honda-planted trees, which absorb 800 tons of CO2 per year. The factory roof features an extensive array of electricity generating Honda Soltec solar panels to reduce grid electricity demands and the carbon footprint.

The factory has also been designed to put zero waste into landfill sites with maximum use of recycling around the plant. One of the other key environmental technologies is the cogeneration unit which generates both heat for the production facility and electricity. This ensures maximum efficiency by removing powerline losses, which are experienced in using electricity generated a great distance from the point of use.

Battery Recycling

As you'd expect, the Jazz Hybrid's battery pack is designed to last the life of the vehicle and is covered by a 5-year warranty, along with the rest of the IMA system. At the end of the vehicle's life, or in the event of the pack becoming damaged it can be recycled through a Honda dealership.

TECHNICAL DATA	Jazz 1.2 S	Jazz 1.2 S A/C	Jazz 1.4 ES	Jazz 1.4 ES CVT	Jazz 1.4 EX
ENGINE & DRIVE TRAIN					
CC (CUBIC CAPACITY)	1198	1198	1339	1339	1339
CYLINDER LAYOUT	In-line	In-line	In-line	In-line	In-line
CAMSHAFT	SOHC	SOHC	SOHC	SOHC	SOHC
STROKE (mm)	71.58	71.58	80	80	80
ENGINE LAYOUT	Transverse	Transverse	Transverse	Transverse	Transverse
NUMBER OF GEARS	5	5	5	6	5
NUMBER OF CYLINDERS	4	4	4	4	4
VALVES	16	16	16	16	16
BORE (mm)	73	73	73	73	73
COMPRESSION RATIO	10.8	10.8	10.5	10.5	10.5
DRIVE	FWD	FWD	FWD	FWD	FWD
FUEL DELIVERY TYPE	PGM-FI	PGM-FI	PGM-FI	PGM-FI	PGM-FI
PERFORMANCE					
MAX SPEED (mph)	110	110	113	109	113
ACCEL. 0-62 MPH (sec)	12.5	12.5	11.5	12.8	11.8
BHP (petrol)	89	89	98	98	98
BHP (IMA)	N/A	N/A	N/A	N/A	N/A
POWER (MAX PS @ RPM) (PETROL)	90/6000	90/6000	99/6000	99/6000	99/6000
POWER (MAX PS @ RPM) (IMA)	N/A	N/A	N/A	N/A	N/A
TORQUE (MAX NM @ RPM) (PETROL)	114/4900	114/4900	127/4800	127/4800	127/4800
TORQUE (MAX NM @ RPM) (IMA)	N/A	N/A	N/A	N/A	N/A
TORQUE (LBS.FT @ RPM)	84@4900	84@4900	94@4900	94@4900	94@4900
FUEL CONSUMPTION FIGURES					
EC URBAN (l/100km)	6.6	6.6	6.6	6.7	6.7
EC URBAN (mpg)	42.8	42.8	42.8	42.2	42.2
EC EXTRA URBAN (l/100km)	4.6	4.6	4.8	4.6	4.9
EC EXTRA URBAN (mpg)	61.4	61.4	58.9	61.4	57.7
EC COMBINED (l/100km)	5.3	5.3	5.5	5.4	5.6
EC COMBINED (mpg)	53.3	53.3	51.4	52.3	50.4
EMISSIONS					
EMISSIONS CO2(g/km)	123	123	126	125	129
NOISE LEVEL Db(A) (moving 62 mph)	66	66	66	66	66
STANDARD EURO EMISSIONS RATING	V	V	V	V	V
TRANSMISSION					
TRANSMISSION TYPE	Synchronised 5-speed forward, 1 reverse	Synchronised 5-speed forward, 1 reverse	Synchronised 5-speed forward, 1 reverse	Continuously Variable Transmission (CVT)	Synchronised 5-speed forward, 1 reverse

	Jazz 1.4 EX CVT	Jazz 1.3 IMA HE CVT	Jazz 1.3 IMA HS CVT	Jazz 1.3 IMA HX CVT
ENGINE & DRIVE TRAIN				
CC (CUBIC CAPACITY)	1339	1339	1339	1339
CYLINDER LAYOUT	In-line	In-line	In-line	In-line
CAMSHAFT	SOHC	SOHC	SOHC	SOHC
STROKE (mm)	80	80	80	80
ENGINE LAYOUT	Transverse	Transverse	Transverse	Transverse
NUMBER OF GEARS	6	6	6	6
NUMBER OF CYLINDERS	4	4	4	4
VALVES	16	16	16	16
BORE (mm)	73	73	73	73
COMPRESSION RATIO	10.5	10.8	10.8	10.8
DRIVE	FWD	FWD	FWD	FWD
FUEL DELIVERY TYPE	PGM-FI	PGM-FI	PGM-FI	PGM-FI
PERFORMANCE				
MAX SPEED (mph)	109	109	109	109
ACCEL. 0-62 MPH (sec)	13.1	12.1	12.1	12.3
BHP (petrol)	98	87	87	87
BHP (IMA)	N/A	14	14	14
POWER (MAX PS @ RPM) (PETROL)	99/6000	88/5800	88/5800	88/5800
POWER (MAX PS @ RPM) (IMA)	N/A	14/1500	14/1500	14/1500
TORQUE (MAX NM @ RPM) (PETROL)	127/4800	121/4500	121/4500	121/4500
TORQUE (MAX NM @ RPM) (IMA)	N/A	78/1000	78/1000	78/1000
TORQUE (LBS.FT @ RPM)	94@4900	89/4500	89/4500	89/4500
FUEL CONSUMPTION FIGURES				
EC URBAN (l/100km)	6.9	4.6	4.6	4.6
EC URBAN (mpg)	40.9	61.4	61.4	61.4
EC EXTRA URBAN (l/100km)	4.7	4.4	4.4	4.4
EC EXTRA URBAN (mpg)	60.1	64.2	64.2	64.2
EC COMBINED (l/100km)	5.5	4.5	4.5	4.5
EC COMBINED (mpg)	51.4	62.8	62.8	62.8
EMISSIONS				
EMISSIONS CO2(g/km)	128	104	104	104
NOISE LEVEL Db(A) (moving 62 mph)	66	66	66	66
STANDARD EURO EMISSIONS RATING	V	V	V	V
TRANSMISSION				
TRANSMISSION TYPE	Continuously Variable Transmission (CVT)	Continuously Variable Transmission (CVT)	Continuously Variable Transmission (CVT)	Continuously Variable Transmission (CVT)

TECHNICAL DATA	Jazz 1.2 S	Jazz 1.2 S A/C	Jazz 1.4 ES	Jazz 1.4 ES CVT	Jazz 1.4 EX
TRANSMISSION (CONTINUED)					
GEAR RATIO 1ST	3.307	3.307	3.307	N/A	3.307
2ND	1.75	1.75	1.75	N/A	1.75
3RD	1.171	1.171	1.235	N/A	1.235
4TH	0.853	0.853	0.948	N/A	0.948
5TH	0.727	0.727	0.809	N/A	0.809
REVERSE	3.307	3.307	3.307	N/A	3.307
FINAL DRIVE	4.625	4.625	4.294	N/A	4.294
VEHICLE DIMENSIONS					
LENGTH (mm)	3900	3900	3900	3900	3900
WHEELBASE (mm)	2500	2500	2500	2500	2500
HEIGHT (mm) Include aerial	1655	1655	1655	1655	1655
HEIGHT (mm) Exclude aerial	1525	1525	1525	1525	1525
WIDTH (mm) Include door mirror	2029	2029	2029	2029	2029
WIDTH (mm) Exclude door mirror	1695	1695	1695	1695	1695
WEIGHTS & CAPACITIES					
Cd	0.330	0.330	0.330	0.330	0.330
KERB WEIGHT (kg)	1047-1070	1047-1070	1051-1112	1079-1140	1051-1112
MAX. LOAD WEIGHT (kg)	1580	1580	1610	1535	1610
MAX. TOWING WEIGHT (braked) (kg)	1000	1000	1000	N/A	1000
MAX. TOWING WEIGHT (unbraked) (kg)	450	450	450	N/A	450
MAX. ROOF LOAD (kg)	50	50	50	50	50
TURNING CIRCLE (at wheel centre)	9.48	9.48	9.48	9.88	9.88
FUEL TANK CAPACITY (litres)	42	42	42	42	42
NUMBER OF SEATS	5	5	5	5	5
BOOT CAPACITY REAR SEAT UP (litres VDA method) (Main + underfloor)	337+42	337+42	335+64	335+64	335+64
BOOT CAPACITY TO REAR SEAT DOWN - LOAD TO WINDOW (litres VDA method) (excludes underfloor)	883	883	883	883	883
BOOT CAPACITY TO REAR SEAT DOWN - LOAD TO ROOF (litres VDA method) (excludes underfloor)	1320	1320	1320	1320	1320
GENERAL					
STANDARD MANUFACTURER WARRANTY - MILEAGE	90,000	90,000	90,000	90,000	90,000
STANDARD MANUFACTURER WARRANTY - YEARS	3 years	3 years	3 years	3 years	3 years
MANUFACTURER SURFACE CORROSION WARRANTY - YEARS	3 years	3 years	3 years	3 years	3 years
MANUFACTURER STRUCTURAL CORROSION WARRANTY - YEARS	12 years	12 years	12 years	12 years	12 years
MANUFACTURER EXHAUST SYSTEM WARRANTY - YEARS	5 years	5 years	5 years	5 years	5 years
MANUFACTURER CHASSIS CORROSION WARRANTY	10 years	10 years	10 years	10 years	10 years
IMA WARRANTY	N/A	N/A	N/A	N/A	N/A

	Jazz 1.4 EX CVT	Jazz 1.3 IMA HE CVT	Jazz 1.3 IMA HS CVT	Jazz 1.3 IMA HX
TRANSMISSION (CONTINUED)				
GEAR RATIO 1ST	N/A	N/A	N/A	N/A
2ND	N/A	N/A	N/A	N/A
3RD	N/A	N/A	N/A	N/A
4TH	N/A	N/A	N/A	N/A
5TH	N/A	N/A	N/A	N/A
REVERSE	N/A	N/A	N/A	N/A
FINAL DRIVE	N/A	N/A	N/A	N/A
VEHICLE DIMENSIONS				
LENGTH (mm)	3900	3900	3900	3900
WHEELBASE (mm)	2500	2500	2500	2500
HEIGHT (mm) Include aerial	1655	1655	1655	1655
HEIGHT (mm) Exclude aerial	1525	1525	1525	1525
WIDTH (mm) Include door mirror	2029	2029	2029	2029
WIDTH (mm) Exclude door mirror	1695	1695	1695	1695
WEIGHTS & CAPACITIES				
Cd	0.330	0.330	0.330	0.330
KERB WEIGHT (kg)	1079-1140	1162-1209	1162-1209	1162-1209
MAX. LOAD WEIGHT (kg)	1535	1600	1600	1600
MAX. TOWING WEIGHT (braked) (kg)	N/A	N/A	N/A	N/A
MAX. TOWING WEIGHT (unbraked) (kg)	N/A	N/A	N/A	N/A
MAX. ROOF LOAD (kg)	50	50	50	50
TURNING CIRCLE (at wheel centre)	9.88	10.22	10.22	10.22
FUEL TANK CAPACITY (litres)	42	40	40	40
NUMBER OF SEATS	5	5	5	5
BOOT CAPACITY REAR SEAT UP (litres VDA method) (Main + underfloor)	335+64	300+3	300+3	300+3
BOOT CAPACITY TO REAR SEAT DOWN - LOAD TO WINDOW (litres VDA method) (excludes underfloor)	883	883	883	883
BOOT CAPACITY TO REAR SEAT DOWN - LOAD TO ROOF (litres VDA method) (excludes underfloor)	1320	1320	1320	1320
GENERAL				
STANDARD MANUFACTURER WARRANTY - MILEAGE	90,000	90,000	90,000	90,000
STANDARD MANUFACTURER WARRANTY - YEARS	3 years	3 years	3 years	3 years
MANUFACTURER SURFACE CORROSION WARRANTY - YEARS	3 years	3 years	3 years	3 years
MANUFACTURER STRUCTURAL CORROSION WARRANTY - YEARS	12 years	12 years	12 years	12 years
MANUFACTURER EXHAUST SYSTEM WARRANTY - YEARS	5 years	5 years	5 years	5 years
MANUFACTURER CHASSIS CORROSION WARRANTY	10 years	10 years	10 years	10 years
IMA WARRANTY	N/A	5 years 90000	5 years 90000	5 years 90000

STANDARD EQUIPMENT	Jazz 1.2 S	Jazz 1.2 SE	Jazz 1.4 ES	Jazz 1.4 ES CVT	Jazz 1.4 EX	Jazz 1.4 EX CVT	Jazz 1.3 IMA HE CVT	Jazz 1.3 IMA HS CVT	Jazz 1.3 IMA HX CVT
Wheels and Tyres									
Instant Mobility System (IMS) repair kit	●	●	●	●	●	●	●	●	●
Tyres	175/65R15 84T	175/65R15 84T	175/65R15 84T	175/65R15 84T	185/55R16 83H	185/55R16 83H	175/65R15 84T	175/65R15 84T	175/65R15 84
Wheels	15x5 1/2J	15x5 1/2J	15x5 1/2J	15x5 1/2J	16x6 J	16x6 J	15x5 1/2J	15x5 1/2J	15x5 1/2J
15in steel wheels	●	●	-	-	-	-	●	-	-
15in alloy wheels	-	-	●	●	-	-	-	●	●
16in alloy wheels	-	-	-	-	●	●	-	-	-
Instruments and Controls									
Cruise control	-	-	-	-	●	●	-	●	●
Digital Clock (built into audio system)	●	●	●	●	●	●	●	●	●
Digital odometer (A / B trip)	●	●	●	●	●	●	●	●	●
Audible headlight on reminder	●	●	●	●	●	●	●	●	●
Internally adjustable headlight height	●	●	●	●	●	●	●	●	●
Paddle shift gear selector (CVT)	-	-	-	●	-	●	●	●	●
Tachometer (rev counter)	●	●	●	●	●	●	●	●	●
Steering wheel audio controls	-	-	●	●	●	●	-	●	●
External temperature gauge	●	●	●	●	●	●	●	●	●
Adjustable dashboard illumination	●	●	●	●	●	●	●	●	●
Low fuel warning light	●	●	●	●	●	●	●	●	●
Safety									
Dual front Supplemental Restraint System (SRS) airbags	●	●	●	●	●	●	●	●	●
Dual side Supplemental Restraint System (SRS) airbags	●	●	●	●	●	●	●	●	●
Side curtain airbags	●	●	●	●	●	●	●	●	●
Passenger airbag cut off switch	●	●	●	●	●	●	●	●	●
Active front headrests	●	●	●	●	●	●	●	●	●
Vehicle Stability Assist (VSA)	●	●	●	●	●	●	●	●	●
Hill Start Assist	-	-	-	●	-	●	●	●	●
Anti-lock Braking System (ABS)	●	●	●	●	●	●	●	●	●
Electronic Brakeforce Distribution (EBD)	●	●	●	●	●	●	●	●	●
Emergency Brake Assist (EBA)	●	●	●	●	●	●	●	●	●
High level rear brake light	●	●	●	●	●	●	●	●	●
Side impact protection beams	●	●	●	●	●	●	●	●	●
Front seat belt pre-tensioners	●	●	●	●	●	●	●	●	●
Height adjustable front seat belts	●	●	●	●	●	●	●	●	●
5 x 3 point seat belts	●	●	●	●	●	●	●	●	●
ISOFIX	●	●	●	●	●	●	●	●	●
Front disc brakes	●	●	●	●	●	●	●	●	●
Rear disc brakes	●	●	●	●	●	●	●	●	●

STANDARD EQUIPMENT	Jazz 1.2 S	Jazz 1.2 SE	Jazz 1.4 ES	Jazz 1.4 ES CVT	Jazz 1.4 EX	Jazz 1.4 EX CVT	Jazz 1.3 IMA HE CVT	Jazz 1.3 IMA HS CVT	Jazz 1.3 IMA HX CVT
Security									
Perimeter Alarm	-	-	●	●	●	●	-	●	●
Rolling code ECU engine immobiliser	●	●	●	●	●	●	●	●	●
Honda Superlocks (deadlocks)	●	●	●	●	●	●	●	●	●
Externally visible Vehicle Identification Number (VIN)	●	●	●	●	●	●	●	●	●
Remote keyless entry	●	●	●	●	●	●	●	●	●
Rear parcel shelf	●	●	●	●	●	●	●	●	●
Integrated audio	●	●	●	●	●	●	●	●	●
Glove Box	●	●	●	●	●	●	●	●	●
Locking wheelnuts	-	-	●	●	●	●	-	●	●
Exterior									
Hybrid Body Trim	-	-	-	-	-	-	●	●	●
Body coloured bumpers	●	●	●	●	●	●	●	●	●
Body coloured door mirrors	-	-	●	●	●	●	●	●	●
Body coloured door handles	-	-	●	●	●	●	●	●	●
Electric heated and adjustable door mirrors	●	●	●	●	●	●	●	●	●
Electric retractable door mirrors with indicator	-	-	●	●	●	●	-	●	●
Panoramic glass roof	-	-	-	-	●	●	-	-	●
Privacy glass	-	-	-	-	●	●	●	●	●
Roof mounted aerial	●	●	●	●	●	●	●	●	●
Front foglights	-	-	-	-	●	●	-	●	●
Rear foglight	●	●	●	●	●	●	●	●	●
Auto headlights with dusk sensor	-	-	-	-	●	●	-	●	●
Front intermittent wiper	●	●	●	●	●	●	●	●	●
Auto windscreen wipers with rain sensor	-	-	-	-	●	●	-	●	●
Rear wiper	●	●	●	●	●	●	●	●	●

STANDARD EQUIPMENT	Jazz 1.2 S	Jazz 1.2 SE	Jazz 1.4 ES	Jazz 1.4 ES CVT	Jazz 1.4 EX	Jazz 1.4 EX CVT	Jazz 1.3 IMA HE CVT	Jazz 1.3 IMA HS CVT	Jazz 1.3 IMA HX CVT
Comfort and Convenience									
Tilt and telescopic steering wheel adjustment	●	●	●	●	●	●	●	●	●
Leather steering wheel	-	-	-	-	●	●	-	●	●
Leather gear knob	-	-	-	-	●	❍	-	-	●
Power assisted steering	●	●	●	●	●	●	●	●	●
Interior light	●	●	●	●	●	●	●	●	●
Map light	●	●	●	●	●	●	●	●	●
Boot light	●	●	●	●	●	●	●	●	●
Flexible two tier boot	-	-	●	●	●	●	-	-	-
Cargo luggage floor hook	●	●	●	●	●	●	-	-	-
Manual air conditioning	-	●	-	-	-	-	-	-	-
Auto climate control air conditioning	-	-	●	●	●	●	●	●	●
Dust and Pollen filter	●	●	●	●	●	●	●	●	●
Driver vanity mirror	●	●	●	●	●	●	●	●	●
Passenger vanity mirror	-	-	●	●	●	●	-	●	●
Cooled glove box	-	-	●	●	●	●	●	●	●
Front electric windows	●	●	●	●	●	●	●	●	●
Rear electric windows	-	-	●	●	●	●	●	●	●
Driver seatback pocket	-	-	●	●	●	●	●	●	●
Passenger seatback pocket	●	●	●	●	●	●	●	●	●
Seating									
Drivers seat height adjustment	●	●	●	●	●	●	●	●	●
Rear centre headrest and 3-point seatbelt	●	●	●	●	●	●	●	●	●
Front drivers armrest	-	-	-	-	●	●	-	●	●
Rear centre armrest	-	-	-	-	●	●	-	-	●
Magic seat flexibility system	●	●	●	●	●	●	●	●	●
Fabric Upholstery	●	●	●	●	●	●	●	●	●
Leather Upholstery	-	-	-	-	-	❍	-	-	●
Reclining Rear Seat	●	●	●	●	●	●	●	●	●
In Car Entertainment (ICE)									
Stereo CD tuner with MP3 compatibility	●	●	●	●	●	●	●	●	●
Auxiliary socket (MP3 connection)	●	●	●	●	●	●	●	●	●
Rear speakers	-	-	●	●	●	●	-	●	●
Front speakers	●	●	●	●	●	●	●	●	●
Speed adjusting audio volume	●	●	●	●	●	●	●	●	●
USB socket	-	-	●	●	●	●	-	●	●
HFT (Hands Free Telephone)	-	-	-	-	●	●	-	-	●
Integrated SSD satellite navigation with Traffic Message Channel (TMC) and integrated bluetooth handsfree telephone system. (AUX socket is deleted) **Cars fitted with this equipment become T grades**	❍	❍	❍	❍	❍	❍	❍	❍	❍

IMAGE LIBRARY

Images also available at **hondauk-media.co.uk**


Key Image 01


Key Image 02


Key Image 03


Key Image 04


Key Image 05


Key Image 06


Key Image 07


Key Image 08


Key Image 09


Key Image 10


Key Image 11


Key Image 12


Key Image 13


Key Image 14


Key Image 15


Key Image 16


Key Image 17


Key Image Hybrid 18


Key Image Hybrid 19


Key Image Hybrid 20


Key Image Hybrid 21


Key Image Hybrid 22


Key Image Hybrid 23


Key Image Hybrid 24


Key Image Hybrid 25


Key Image Hybrid 26


Key Image Hybrid 27


Key Image Hybrid 28


Key Image Hybrid 29


Key Image Hybrid 30

IMAGE LIBRARY CONT.


Key Image Hybrid 31


Key Image Hybrid 32


Key Image Hybrid 33


Key Image Hybrid 34


Key Image Hybrid 35


Key Image 36

Key Image Hybrid 37


Key Image Hybrid 38


Key Image Hybrid 39


Key Image Hybrid 40


Key Image Hybrid 41

Key Image Hybrid 42

Key Image Hybrid 43

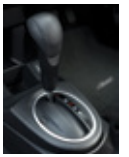
Key Image Hybrid 44


Key Image 45


Key Image 46


Key Image 47


Key Image 48


Key Image 49

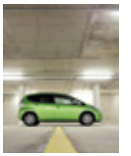

Key Image 50


Key Image 51


Key Image 52


Key Image 53


Key Image 54


Key Image Hybrid 55


Key Image Hybrid 56


Key Image Hybrid 57


Key Image Hybrid 58


Key Image Hybrid 59

Key Image Hybrid 60