

## Honda CR-V 4x4



### ON THE ROAD

#### Performance ★★★★★

Most CR-V buyers will go for the 2.2-litre diesel engine, which packs a 138bhp and is flexible and keen to rev. The 148bhp 2.0-litre petrol alternative doesn't provide such strong mid-range urge or towing ability, but it's willing nonetheless. Both have a six-speed manual 'box as standard; the petrol has an optional five-speed auto that shifts smoothly but can be reticent to kick down.

#### Ride & handling ★★★★★

The CR-V is geared towards on- rather than off-road ability and operates in front-wheel drive most of the time. While you're aware of some extra height and bulk over a family hatchback, the CR-V handles neatly and body sway is kept to a minimum. The steering is light and accurate, too, and the ride is comfortable over most surfaces, if not as supple as a Freelander's.

#### Refinement ★★★★★

The CR-V is generally quiet and engine and wind noise are well contained. Road noise is more noticeable than in some rivals, however. Both petrol and diesel engines are smooth and civilised, while all of the controls have a light touch and work with well-oiled precision.

### OWNERSHIP

#### Buying & owning ★★★★★

The CR-V's price is on a par with most of its rivals and it holds its value reasonably well. Both diesel and petrol models fare well for fuel economy and CO2 emissions compared with the CR-V's rivals. Even more impressively, choosing the optional auto 'box adds minimal costs over the manual.



#### Quality & reliability ★★★★★

The CR-V's interior is rather bland and there's a mix of hard plastics across the dash, but it feels solid and built to last. Honda's reliability record is generally excellent and we expect the CR-V to wear the miles well.

#### Safety & security ★★★★★

All CR-Vs come with front, side and curtain airbags and active front-seat head restraints. They also have a stability control system that not only counteracts mid-corner slides, but also snaking if you're towing a caravan or horsebox. Options include systems that automatically steer you back on track if the car starts to wander on the motorway, and brake if an imminent crash is sensed.

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**IN THE CABIN**

**Behind the wheel ★★★★★**

The CR-V's controls and switches are easy to read and reach, while the dash-mounted gearlever falls easily to hand. A good range of seat and steering wheel adjustment makes it easy to get comfortable, but while forward visibility is good, the thick rear pillars hinder the rear view a little. Top-spec cars have rear-view cameras that help when parking.



**Space & practicality ★★★★★**

The CR-V's flat floor and ample head- and legroom make it practical family transport, while access is good all-round. The boot is big and well shaped, if not the biggest in its class. A movable panel allows you to create a handy two-tier boot floor. For more space, the rear seats slide forward or tumble.

**Equipment ★★★★★**

Although the entry-level SE model has four electric windows, air-conditioning and steering wheel-mounted stereo controls, you have to upgrade to ES trim to add alloy wheels, front and rear parking sensors and dual-zone climate control. Equipment on top-spec EX cars includes electric driver's seat adjustment, leather upholstery, sat-nav, a rear-view camera and a panoramic glass roof

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