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Subcompact crossover SUV Motor vehicle Honda HR-VHonda HR-V 1.5 Advance (RV5)OverviewManufacturerHondaAlso calledHonda Vezel (Japan and China, 2013–present)Honda XR-V (China, 2014–present)Honda ZR-V (2022–present)Production1999–20062013–presentBody and chassisClassSubcompact crossover SUV (B)LayoutFront-engine, front-wheel-driveFront-engine, all-wheel-drive The Honda HR-V is a subcompact crossover SUV (B-segment) manufactured and marketed by Honda over three generations. The first generation HR-V, based on the Honda Logo, was marketed from 1999 to 2006 in Europe, Japan and select Asia-Pacific markets, in either three-door (1999–2003) or five-door (1999–2006) configurations — internally designated GH2 and GH4 respectively. After a seven-year hiatus, Honda reintroduced the nameplate for the second generation HR-V, based on the third-generation Honda Fit. Production began in late 2013 for the Japanese domestic market as the Honda Vezel (Japanese: ホンダ・ヴェゼル, Hepburn: Honda Vezeru), while production started in 2015 for North America, Australia, Brazil and select Asian markets as the HR-V. Apart from Japan, the model is also sold as the Vezel in China. For the third-generation model, the nameplate is split between two different vehicles, one for the global market (sold as the Vezel in Japan), and a larger model based on the eleventh-generation Civic destined for North America and China. The latter model is sold outside those markets as the Honda ZR-V. According to Honda, the name "HR-V" stands for "Hi-rider Revolutionary Vehicle",[1] while the name "Vezel" is coined from "bezel", the oblique faces of a cut gem, with the "V" for "vehicle".[2] Motor vehicle First generation1999 Honda HR-V 1.6 (UK)OverviewModel code GH1 GH2 GH3 GH4 Production1999–2006AssemblyJapan: Suzuka, MieBody and chassisClassSubcompact crossover SUV (B)Body style3-door SUV (GH1 & GH2)5-door SUV (GH3 & GH4)RelatedHonda LogoHonda CapaPowertrainEnginePetrol:1.6 L D16W1 I41.6 L D16W5 VTEC I4TransmissionHonda Multimatic S5-speed manualDimensionsWheelbase2,360 mm (92.9 in) (3-door)2,460 mm (96.9 in) (5-door)Length4,000 mm (157.5 in) (3-door)4,110 mm (161.8 in) (5-door)Width1,695 mm (66.7 in)Height1,590 mm (62.6 in)Curb weight1,200–1,300 kg (2,646–2,866 lb)ChronologySuccessorHonda Crossroad (second generation) The HR-V debuted as the J-WJ concept, one of the four concepts in Honda's J-Mover Series unveiled at the 1997 Tokyo Motor Show and the 1998 Geneva Motor Show. With minimal changes from the concept, the HR-V was marketed exclusively in Japan via Honda's Verno dealership network, aimed at a young demographic. The HR-V was subsequently marketed in Europe with either a Honda D16W1 type 1.6-litre SOHC (FWD or 4WD) or a SOHC VTEC Honda D16W5 type engine (exclusively 4WD). A continuously variable transmission was optional. The HR-V shared its platform with the Honda Logo, and was manufactured in Suzuka, Japan. The all-wheel drive configuration was initially available in a three-door body in February 1999 and was internally designated the GH2. In September 1999, Honda introduced a front-wheel drive, three door variant. Five door models were designated GH4 and were introduced in March 2000. At this time, Honda offered a 123 bhp (125 PS; 92 kW) VTEC engine option for both the three and five-door four-wheel drive models. Neither a five-door front-wheel drive, or a front-wheel drive model with the VTEC engine were marketed. The five-door was 110 mm longer overall, with a 100 mm longer wheelbase (2,460 mm). Suspension on all models was via MacPherson strut front suspension and a five-link De Dion-type rear suspension.[3] In advance of European pedestrian protection legislation, the HR-V was designed to minimize pedestrian injuries in the event of an impact. Equipment featured ABS brakes with EBD (electronic brakeforce distribution), dual SRS (supplemental restraint system) airbags, as well as folding power mirrors, power windows, folding rear seats, power steering, heat absorbing glazing, air conditioning, front fog lights and a rear spoiler with an LED centre high-mounted brake light. A 285-litre cargo area was equipped with cargo hooks, a subdivided underfloor compartment, and 50:50 split-fold rear seats. Options included body colour roof rails and a large rear roof spoiler.[4] The Real Time 4WD system, shared with the CR-V, uses a dual hydraulic pump rear differential where the 4WD system is hydraulically activated when the front wheels lose traction. The HR-V was noted for its low nitrous oxide emissions.[5] The HR-V received an exterior and interior facelift for the 2002 model year.[6] 1999 Honda HR-V (3-door, pre-facelift) 2000 Honda HR-V (5-door, pre-facelift) 2002 Honda HR-V (5-door, facelift) 2003 Honda HR-V (5-door, facelift) Petrol engines Model Engine Displacement Power Torque Transmissions 1.6 D16W1D16W2 1,590 cc (1.6 L) I4 77 kW (105 PS; 103 hp) at 6,200 rpm 138 N·m (102 lb·ft) at 3,400 rpm 5-speed manualCVT 1.6 VTEC D16W5 92 kW (125 PS; 123 hp) at 6,700 rpm 142 N·m (105 lb·ft) at 4,900 rpm Motor vehicle Second generationPre-facelift Honda HR-VOverviewModel code RU1 RU2 RU3 RU4 RU5 Also calledHonda Vezel (Japan and China)Honda XR-V (China)Ciimo X-NV/M-NV (China, electric)[7]Everus VE-1 (China, electric)ProductionDecember 2013 – 2022Model years2016–2022 (North America)AssemblyJapan: Yorii, SaitamaMexico: Celaya; Guanajuato; El Salto, Jalisco[8]Brazil: SumaréArgentina: Campana, Buenos AiresChina: Guangzhou (Guangqi Honda, Vezel); Wuhan (Dongfeng Honda, XR-V)Indonesia: Karawang (HPM)Malaysia: Alor Gajah, MalaccaThailand: AyutthayaTaiwan: PingtungNigeria: LagosDesignerMasaki Kobayashi[9]Daisuke Toriyama (XR-V) [10]Body and chassisClassSubcompact crossover SUV (B)Body style5-door SUVPlatformHonda Global Small CarRelatedHonda Fit/Jazz (third generation)Honda WR-V (first generation)Honda City/Ballade (sixth generation)Honda Freed (second generation)Acura CDXPowertrainEnginePetrol:1.5 L L15Z I41.5 L L15B I41.5 L L15BP/L15BS I4 turbo1.5 L L15BY I4 turbo1.8 L R18Z9 I4Diesel:1.6 L N16A I4 turboPetrol hybrid:1.5 L LEB Atkinson cycle i-DCD I4Electric motorHonda H1 AC PMSM (hybrid)Transmission6-speed manual7-speed CVT7-speed DCT (hybrid)Hybrid drivetrainSport Hybrid i-DCD (Vezel/HR-V Hybrid)DimensionsWheelbase2,610 mm (102.8 in)Length4,295–4,335 mm (169.1–170.7 in)Width1,770 mm (69.7 in)Height1,605–1,610 mm (63.2–63.4 in)Curb weight1,180–1,270 kg (2,601–2,800 lb) The second generation HR-V was previewed as the Urban SUV Concept which was unveiled at the 2013 North American International Auto Show. The concept version was said to be based on Honda's Global Compact Series, which includes the Honda Fit subcompact and the Honda City subcompact sedan.[11][12] The vehicle was unveiled in November 2013 at the Tokyo Motor Show as the Vezel.[13] Based on the Honda Fit platform, at the time of its introduction it was the smallest SUV from Honda, below the CR-V.[14] The exterior design of the crossover is inspired by coupés with its sloping roof, and a unique design element like hidden rear door handles.[15] In terms of practicality, at its release in Europe, Honda claimed the HR-V offers 453 L (16.0 cu ft) of boot space with the rear seats up and 1,026 L (36.2 cu ft) with the rear seats down.[16] While in the North America, the HR-V is said to have 24.3 cu ft (690 L) with the rear seats up, and 58.8 cu ft (1,670 L) with the rear seats folded.[17] Honda has described its cabin as "exceptionally versatile," due to the inclusion the Magic Seats system carried over from the Fit which enables the lower part of the rear seat to be folded up to carry tall items. The HR-V's body uses 27% ultra-high-strength steel grades, of either of 780, 980 or 1,500 MPa yield strength.[18] Rear view (pre-facelift) Interior 2019 Honda HR-V 1.5 EX (RU1; facelift, UK) 2019 Honda HR-V 1.5 EX (RU1; facelift, UK) Honda Vezel Hybrid with Modulo body kit (facelift, Japan) The Japanese Vezel models went on sale on 20 December 2013.[19] The Vezel was available with two powertrains, as a conventional petrol-powered and as hybrid electric vehicle.[2] In Japan, the hybrid version was expected to account for 90 percent of the Vezel sales.[20] Its width dimension exceeds Japanese government dimension regulations (1,700 mm) which means Japanese buyers are liable for extra yearly taxes as a result. The conventional Vezel is equipped with a 1.5-litre direct-injection DOHC i-VTEC inline-four engine coupled to a continuously variable transmission (CVT7), and it is available in front-wheel and all-wheel drive versions. The Vezel hybrid version is equipped with Honda's next-generation sport hybrid i-DCD system that combines a 96 kW (131 PS), 156 N·m (115 lb·ft) 1.5-litre direct injection engine with a 22 kW (30 PS), 160 N·m (118 lb·ft) electric motor, Honda's Real Time AWD, Reactive Force Pedal. The hybrid version fuel economy is 27.0 km/L (3.7 L/100 km; 76.3 mpg-imp; 63.5 mpg-US) in the Japanese JC08 cycle, while the petrol version has a fuel economy of 20.6 km/L (4.9 L/100 km; 58.2 mpg-imp; 48.5 mpg-US) in the JC08 cycle.[2] The facelifted model was unveiled on 25 January 2018 in Japan and released later on 15 February 2018. It features a revised chrome bar grille and LED headlamps both being similar to Honda Civic, thin chrome garnish strip on the rear trunk and updated front bumper.[21] The second-generation Honda HR-V debuted at the 2014 New York International Auto Show as a concept car, with the production model unveiled later at the 2014 Los Angeles Auto Show. The HR-V was introduced in the United States in 2015 as a 2016 model. It shares the same platform as the third-generation Fit and is largely identical to the Vezel, which went on sale in Japan in December 2013. The HR-V is smaller than both CR-V and Pilot, again (after the demise of Element) giving Honda a model range with three crossover SUVs.[22] The US-market HR-V is manufactured at Honda's Celaya, Mexico assembly plant alongside the related Fit and went on sale in May 2015 as a 2016 model. It is powered by a 1.8-litre SOHC i-VTEC I4 engine mated either to a CVT7 transmission similar to the Civic or a 6-speed manual transmission (FWD only).[23] For the 2019 model year, Honda announced the mid-cycle refresh for the HR-V. It features a revised chrome bar grille being similar to Honda Civic and new headlamp design featuring a single projector lens with DRLs or full LED headlamp similar to the Civic Touring, updated bumper design and overhead roof rails. There are now two headlight options as well; full LED headlights for the touring trim, or halogen projector headlights for the other trims. On the interior, Apple CarPlay and Android Auto has been made available. The head unit is now updated and features a volume knob replacing the volume slider. Honda Sensing is standard on EX trims and higher. Although the manual transmission is no longer available, Honda tweaked the CVT7 transmission as well as the optional AWD system. Two new trim levels for the HR-V, Sport and Touring, were added to the trim lineup, now ranging from LX, Sport, EX, EX-L, and Touring.[24] In China, the vehicle is manufactured and marketed by two separate joint ventures with different names and cosmetic changes. Guangqi Honda revealed the vehicle with the Vezel nameplate in October 2014.[25] It is mostly identical with the global model. Inside, the dual-tone interior features black and orange finish instead of a full grey theme. In November 2014, Dongfeng Honda released its own version called the Honda XR-V.[26] Previewed by the XR-V Concept in September 2014, it features a redesigned front and rear fascia and door panel sheet metals as it is positioned as a more aggressive looking vehicle.[27][28] In the rear end, the taillights have been replaced with narrower, LED lights that span the entire width of the rear end. The interior is slightly different from the Vezel with the horizontal HVAC vents replaced by round vents. Both the Vezel and XR-V are powered with a 1.5-litre or 1.8-litre i-VTEC petrol engines. Honda revealed the facelifted XR-V in February 2020 featuring an updated front fascia and rear bumper. The engine options of the facelift model includes a 1.5-litre VTEC Turbo engine and a 1.5-litre i-VTEC naturally aspirated engine.[29] 2015 Honda XR-V (pre-facelift) 2015 Honda XR-V (pre-facelift) Honda XR-V (facelift) The first battery electric version of the Honda Vezel was marketed by Guangqi Honda as the Everus VE-1 in China, based on the Everus EV concept. The production model debuted in November 2019.[30] The electric version of the Honda XR-V was marketed by Dongfeng Honda as the Ciimo X-NV, based on the X-NV Concept. Production began in October 2019.[31] Another electric version released by Dongfeng Honda is the Ciimo M-NV which was revealed in November 2020 which sports a new front and rear fascia design, and a completely redesigned interior with a 12.3-inch TFT instrument cluster and push-button gear selector.[32] 2020 Everus VE-1 2020 Everus VE-1 2020 Ciimo X-NV 2020 Ciimo X-NV 2021 Ciimo M-NV 2021 Ciimo M-NV The HR-V was unveiled in the European market in September 2014 as the HR-V Prototype.[33] The specs was further detailed in February 2015, and it went on sale in September 2015.[34][35] In Thailand, the HR-V went on sale on 17 November 2014. It is powered by 1.8-litre engine with four trim levels namely S, E, E Limited and EL.[36] In Singapore, the official Honda distributor sells the HR-V, while the parallel imported version retains the name Vezel.[37] Parallel importers brought in the petrol, RS and hybrid versions, while the official Honda distributor only brought the 1.5 petrol version in DX and LX trim levels. In Indonesia, the HR-V was revealed as a prototype model at the 22nd Indonesia International Motor Show on 18 September 2014 and went on sale on 24 January 2015 as a locally assembled model. It is offered with 1.5-litre and 1.8-litre engine options. The 1.5-litre option were available in the base model A with manual transmission, slightly more equipped S with either manual or CVT7, and the CVT7 only E trim. The only trim available for 1.8-litre variant is the Prestige which is equipped with LED projector headlights with daytime running lights, two-tone alloy wheels, full leather interior and panoramic roof. Mugen body kits were optional for the 1.5 E and 1.8 Prestige variants. The facelifted HR-V was launched at the 26th Gaikindo Indonesia International Auto Show on 2 August 2018. The 1.5 S and 1.5 E trims received projector headlights, while the 1.5 E Special Edition and 1.8 Prestige received full LED headlights and LED fog lights. The 1.5 A trim was dropped. The HR-V was launched in Malaysia in February 2015 as a locally assembled model with three trim levels: S, E and V.[38] All variants were updated in May 2016 where the previously offered 16 inch alloy wheels were swapped for 17 inch.[39] A limited Mugen edition based on the V trim was launched in February 2018 and was limited to 1,020 units.[40] Bookings open for the facelift version in July 2018[41] and in November 2018, a facelift HR-V was showcased during the 2018 Kuala Lumpur International Motor Show.[42] In January 2019, the facelifted HR-V was launched with four trims: 1.8 E, 1.8 V, 1.8 RS and Sport Hybrid i-DCD. Malaysia became the only country outside of Japan to officially market the Vezel/HR-V hybrid.[43] The HR-V was launched on 9 June 2015 and it was offered in three trim levels: S, E and EL. All models are only offered with the 1.8-litre engine matted with a CVT transmission.[44] The facelifted HR-V was launched on 24 August 2018 and it is offered in two trim levels: 1.8 E and 1.8 RS.[45] The HR-V was introduced in Taiwan in October 2016 and is only available with the 1.8-litre engine. It comes in three different trims, the VTi, VTi-S and S. All models feature a CVT transmission, with the VTi featuring seven gear ratios (including L), whereas the VTi-S and S have five gear ratios.[46] For the 2019 refresh, the VTi model was discontinued. The refresh also brought the CVT gearbox to the VTi-S model, as well as several other minor tweaks, like 17-inch alloy wheels (up from 16-inch). The S trim was updated with full LED lights, an updated entertainment system with improved reversing camera and a few other minor tweaks. The Brazil-market HR-V, assembled locally at Honda's plant in the state of São Paulo and also imported from Argentina, went on sale in first-quarter 2015 as a 2016 model.[47][48][49][50][51] For the first nine months of 2015, Honda's production in Brazil was reported to increase by 20 percent as a result of the launch of HR-V compared with a 20% drop for the industry.[52] On 21 May 2020, the last HR-V rolled out the assembly line of the Argentinian plant, marking the closure of the plant.[53][54] This means Brazil is the only producer of the HR-V in South America. The HR-V was launched in Pakistan in 2016 but was later discontinued owing to poor sales. Despite being a global model, Honda did not market the second-generation HR-V in India where it has significant operations, citing uncompetitive pricing compared to its rivals and potentially high investment for the localization of components.[55] A Honda executive cited an example of the crossover's electric parking brake which comes standard with the vehicle that would inflate the cost, while the vehicle was not designed with a manual handbrake in mind. Honda offered the cheaper Brio-based BR-V and the Fit/Jazz-based WR-V instead.[56] The company has started a project from late 2017 to produce and market the second-generation HR-V in India from December 2019, only to be shelved again due to low sales forecast.[57][58] Petrol engines Model Engine Displacement Power Torque Transmissions Year 1.5 i-VTEC L15Z 1,497 cc (91.4 cu in) I4 120 PS (118 hp; 88 kW) at 6,600 rpm 145 N·m (107 lb·ft) at 4,600 rpm 6-speed manual7-speed CVT 2015–2022 1.5 i-VTEC L15B 1,497 cc (91.4 cu in) I4 132 PS (130 hp; 97 kW) at 6,600 rpm 155 N·m (114 lb·ft) at 4,600 rpm 6-speed manual7-speed CVT 2013–2022 1.5 VTEC Turbo L15B7 1,497 cc (91.4 cu in) turbocharged I4 185 PS (182 hp; 136 kW) at 5,500 rpm 240 N·m (180 lb·ft) at 1,900–5,000 rpm (manual)220 N·m (160 lb·ft) at 1,700–5,500 rpm (CVT) 6-speed manual7-speed CVT 2018–2021 1.5 i-VTEC Hybrid LEB 1,497 cc (91.4 cu in) I4 132 PS (130 hp; 97 kW) at 6,600 rpm (engine)30 PS (30 hp; 22 kW) at 1,313–2,000 rpm (motor)152 PS (150 hp; 112 kW) (combined output) 156 N·m (115 lb·ft) at 4,600 rpm (engine)160 N·m (120 lb·ft) at 0–1,313 rpm (motor)190 N·m (140 lb·ft) (combined output) 7-speed DCT 2013–2022 1.8 i-VTEC R18Z9 1,799 cc (109.8 cu in) I4 141 PS (139 hp; 104 kW) at 6,500 rpm 174 N·m (128 lb·ft) at 4,300 rpm 6-speed manual7-speed CVT 2014–2022 Diesel engine[16] Model Engine Displacement Power Torque Transmissions Year 1.6 i-DTEC N16A 1,598 cc (97.5 cu in) turbocharged I4 120 PS (118 hp; 88 kW) at 4,000 rpm 300 N·m (221 lb·ft) at 2,000 rpm 6-speed manual 2015–2020 + - ANCAP (2015) - [59] - ASEAN NCAP: (applies to models equipped with only driver's seat-belt reminder) (applies to models equipped with two seat-belt reminders) + - Euro NCAP - - Latin NCAP (2015) - for adult occupants, and for toddlers[60] - NHTSA - 2016 HR-V NHTSA scores[61] Overall: Frontal Driver: Frontal Passenger: Side Driver: Side Passenger: Side Pole Driver: Rollover: / 15.3% Vezel Hybrid produced in Japan from July 2013 through February 2014 were recalled due to a problem with the software program controlling the 7-speed dual clutch transmission (DCT) which could cause a delay in the ability to begin driving or the inability to move at all.[62] Honda recalled 160,000 Fit subcompact and Vezel sport-utility vehicles, manufactured from August 2013 through February 2016 in Japan, because of defective power steering and a part that controls the electric current in the vehicles. The recall does not affect any Honda models sold abroad.[63] The third-generation HR-V is split into two different models for different markets. The global model (with "RV" model code) was first introduced in 2021 and has been produced in Japan, Thailand, Indonesia, Malaysia, Brazil, Taiwan, China, and Pakistan while also marketed in Europe. The North American market received a different and larger model (with "RZ" model code) which is claimed to "meet the distinct needs of U.S. customers", and is sold outside North America as the Honda ZR-V.[64] Motor vehicle Third generation2023 Honda HR-V e:HEV Advance (RV5; pre-facelift, Europe)OverviewModel code RV3 RV4 RV5 RV6 RS1 (electric) Also calledHonda VezelHonda XR-V (China)Honda e:NS1/e:NP1 (China, electric)[65][66]Honda e:Ny1 (Europe, electric)[67]Honda e:N1 (Thailand, Hong Kong, Macau and Malaysia, electric)ProductionApril 2021 – presentAssemblyJapan: Yorii, SaitamaChina: Guangzhou (GAC Honda); Wuhan (Dongfeng Honda)Taiwan: PingtungThailand: Ayutthaya; PrachinburiIndonesia: Karawang (HPM)Malaysia: Alor Gajah, MalaccaBrazil: SumarépPakistan: Lahore (Honda Atlas)Ghana: Tema (Honda Ghana)DesignerDaisuke Akojima[68]Body and chassisClassSubcompact crossover SUV (B)Body style5-door SUVPlatformHonda Global Small CarHonda e:N Architecture F (e:NS1/e:NP1/e:Ny1/e:N1)RelatedHonda Fit/Jazz/Life (fourth generation)Honda City/Ballade (seventh generation)Honda Freed (third generation)Honda ElevatePowertrainEnginePetrol:1.5 L L15B I4 (RV3/4)1.5 L L15ZF I41.5 L L15C1 I4 turboPetrol HEV:1.5 L LEB-MMD/LEC-H5/LEC6 Atkinson cycle DOHC i-MMD I4 (RV5/6)Electric motor2x AC PMSM (e:HEV)TZ190HSBMCF61 and TZ190HSAMCF61 permanent magnet synchronous motor (electric versions)Power output87 kW (118 PS; 117 hp) (L15B)89 kW (121 PS; 119 hp) (L15ZF)130 kW (177 PS; 174 hp) (L15C1)78 kW (106 PS; 105 hp) + 96 kW (131 PS; 129 hp) (LEB-MMD/LEC-H5/LEC6)134–150 kW (182–204 PS; 180–201 hp) (electric versions)TransmissionCVTe-CVT i-MMD (e:HEV)Hybrid drivetrainSport Hybrid i-MMD (e:HEV)Battery53.6–68.8 kWh NMC lithium-ion (electric versions)Electric range420–510 km (261–317 mi) (CLTC, electric versions)DimensionsWheelbase2,610 mm (102.8 in)Length4,330–4,385 mm (170.5–172.6 in)Width1,790 mm (70.5 in)Height1,580–1,590 mm (62.2–62.6 in)Curb weight1,250–1,450 kg (2,755.8–3,196.7 lb) The second-generation Vezel/third-generation HR-V for markets outside of North America was unveiled in Japan on 18 February 2021.[69] Sales began in Japan on 22 April 2021, with the European-spec HR-V being detailed in the same day.[70] The Japanese market Vezel e:HEV model receives a 78 kW (106 PS; 105 hp) 1.5-litre petrol engine coupled to an electric motor for a combined output of 96 kW (131 PS; 129 hp) from 4,000 to 8,000 rpm. The basic Vezel G receives a regular 1.5-litre petrol engine, producing 87 kW (118 PS; 117 hp) at 6,600 rpm.[71] The European market HR-V is only available with a hybrid powertrain.[72] According to specifications issued for the Australian market, the boot capacity is smaller than its predecessor, measuring 304 litres (10.7 cu ft) with the rear seats in place and 1,274 litres (45.0 cu ft) with the back seats folded using the VDA measurement, down from 437 litres (15.4 cu ft) and 1,462 litres (51.6 cu ft) respectively.[73] The facelifted model was unveiled on 14 March 2024. Changes include an updated front fascia design and new LED graphics for the rear taillights, new exterior colour, the interior received minor changes, e:HEV model received an updated energy management control and new safety features included in the Honda Sensing safety system.[74] Rear view (pre-facelift) Honda HR-V e:HEV RS (RV5; pre-facelift, Malaysia) Rear view (RS; pre-facelift) 2025 Honda HR-V e:HEV Advance Plus (RV5; facelift, Europe) Rear view (facelift) Interior of Honda HR-V Hybrid A battery electric version of the third-generation HR-V was revealed in China in October 2021 as the Honda e:NS1 and e:NP1, which is manufactured by Dongfeng Honda and Guangqi Honda respectively. Both are based on the e:N Architecture F platform for smaller, front-wheel-drive battery electric vehicles.[75] The same model is marketed in Europe as the Honda e:Ny1. Sourced from China, the e:Ny1 went on sale in UK in 2023 with two trim levels available, Elegance and Advance.[76] It is also marketed in Hong Kong, Indonesia, Malaysia and Thailand as the Honda e:N1.[77] Honda e:Ny1 (Europe) Rear view (e:Ny1) Interior (e:Ny1) The Brazilian market third-generation HR-V was introduced on 1 July 2022. It will offered with either a 1.5-litre petrol engine or a 1.5-litre turbo petrol engine engine, both mated to a CVT. The former will be available on EX and EXL trim levels, while the latter will be available on Advance and Touring trim levels, Honda Sensing is standard across all trim levels. The third-generation HR-V became available in August 2022 for 1.5-litre naturally aspirated engine models and it become available in October 2022 for 1.5-litre turbo models.[78][79] The third-generation HR-V was launched in Jamaica on 10 June 2022 alongside the BR-V. It is offered by either a 1.5-litre petrol or a 1.5-litre hybrid (e:HEV), the former is available on the LX and EX trim levels while the latter is exclusive to the EX-L trim.[80] Two versions of the petrol models were unveiled in 2022. The Dongfeng Honda XR-V adopted the exterior styling of the HR-V RS marketed in Southeast Asia,[81] while the GAC Honda Vezel uses the exterior styling of regular HR-V model.[82] Honda Vezel (China) The HR-V was sold in its home country Japan as the Vezel. Four trim levels are available: G, X, Z, and PLaY. Two powertrain options are available: a 1.5-litre petrol (only for G trim) and a 1.5 e:HEV petrol hybrid (for all trim levels except G trim); AWD option is available for all trim levels, except on the PLaY trim.[83] The facelifted HR-V debuted in Japan in April 2024.[84] The e:HEV X variant is available with the HuNT package and the e:HEV PLay variant became the PLaY package, with AWD and a panoramic sunroof included as options. Vezel e:HEV X HuNT Package (facelift, Japan) Vezel e:HEV Z (facelift, Japan) The third-generation HR-V was launched in the GCC countries on 6 June 2022. It is offered with either a 1.5-litre petrol engine and mated to a CVT. The HR-V is available in three trim levels DX, LX, and EX, Honda Sensing is standard for LX and EX trim levels.[85] The third-generation HR-V was launched in Australia on 12 May 2022. It is offered with either a 1.5-litre petrol engine (Vi) or a 1.5-litre hybrid (e:HEV), both mated to a CVT transmission, with the former being offered on the X trim, while the latter is offered on the L trim . Honda Sensing is standard across all models.[86] The Australian market HR-V is only certified as a four-seater instead of five due to the lack of a top tether point for the middle seat, which is required by Australian Design Rules.[87] The facelifted model debuted in Australia in September 2024, with the addition of the e:HEV X variant.[88] The third-generation HR-V was launched in New Zealand on 20 August 2024, in the sole e:HEV Sport variant.[89] The third-generation HR-V was launched in South Africa on 3 June 2022, in two trim levels: Comfort and Executive, it is powered by the 1.5-litre L15ZF I4 petrol engine mated to a CVT.[90] In May 2025, both the Comfort and Executive trims were merged into the Elegance trim.[91] The third-generation HR-V was launched in Pakistan as a locally assembled model on 21 October 2022. It is offered in two trim levels: VTi and VTi-S. Both trim levels come with the 1.5-litre L15ZF I4 petrol engine mated to a CVT.[92][93] The third-generation HR-V was launched in Brunei on late June 2022, which is imported from Thailand. It is offered only with a 1.5-litre petrol engine mated to a CVT. The HR-V is only available with the EX variant and Honda Sensing becomes standard. The third-generation HR-V was launched in Indonesia on 23 March 2022. It is offered with either a 1.5-litre petrol or a 1.5-litre turbo petrol engine, both mated to a CVT. The former is available on S, E, and SE trim levels, while the latter is exclusively available on RS trim. Honda Sensing is standard across all models.[94] The third-generation HR-V was launched in Malaysia on 14 July 2022, and it became available on retail sales by August 2022.[95] It is offered in three engines: a 1.5-litre petrol engine, a 1.5-litre turbo petrol engine, or a 1.5-litre hybrid (e:HEV), all mated to a CVT transmission. The standard 1.5-litre engine is offered on the S trim, the turbo engine are offered on both E and V trim levels, and the e:HEV variant is offered on the RS trim. Honda Sensing is standard across all models.[96][97] The third-generation HR-V was launched in the Philippines on 19 April 2022 with two variants: S and V Turbo.[98] The HR-V RS Turbo variant was launched during the 8th Philippine International Motor Show on 15 September 2022.[99] For powertrains, it is offered in either a 1.5-litre petrol or a 1.5-litre turbocharged petrol engine, both mated to a CVT transmission; with the former being offered on the S trim and the latter is offered on V and RS trim levels. Honda Sensing is standard on all variants.[100][101] The facelifted HR-V debuted in the Philippines in March 2025 with three variants available: S, V and RS e:HEV.[102] The third-generation HR-V was launched in Singapore on 21 January 2022, with two trim levels: DX and HX. Two powertrain options are available: a 1.5-litre petrol (for the former trim) and a 1.5-litre e:HEV petrol hybrid (for the latter trim).[103] The facelifted HR-V debuted in Singapore in July 2024 with the same variants from the pre-facelift model.[104] The third-generation HR-V was launch in Thailand on 5 November 2021, with three trim levels: E, EL and RS; Honda Sensing is standard on all trim levels. Assembled locally, it is only available with a hybrid powertrain.[105] The facelifted HR-V debuted in Thailand in November 2024 with the same variants from the pre-facelift model.[106] The third-generation HR-V was launched in Vietnam on 15 June 2022 in L and RS Turbo trim levels, while the HR-V G trim was launched on 15 December 2022.[107][108] It is offered in either a 1.5-litre petrol or a 1.5-litre turbo petrol engine, both mated to a CVT transmission, with the former being offered on the G trim, while the latter is offered on L and RS trim levels. Honda Sensing is standard across all models.[109][110] The facelifted model debuted in Vietnam on 4 April 2025 with three variants: G, L and RS e:HEV. For the facelift model, the G and L variants use the 1.5-litre petrol.[111] In a Euro NCAP testing conducted in 2022, the HR-V e:HEV received a four-star rating.[112] Euro NCAP test results Honda HR-V (2022) Test Points % Overall: Adult occupant: 31.3 82% Child occupant: 36.8 75% Pedestrian: 39.1 72% Safety assist: 12.6 78% 2022 Honda HR-V (Thailand) ASEAN NCAP scores[113] Overall stars / Score 81.38 Adult occupant 28.00/32.00 Child occupant 45.43/51.00 Safety assist 19.50/21.00 Motorcyclist safety 8.00/16.00 Main article: Honda ZR-V A separate North American HR-V model was unveiled on 4 April 2022 and has been sold since 7 June 2022 for the 2023 model year.[114][115] Based on the eleventh-generation Civic and categorised as a Subcompact crossover SUV,[116] it will also be sold outside of North America, such as in China (as the ZR-V and HR-V) and Europe (as the ZR-V) to slot between the global HR-V model and the CR-V.[67] Chinese models are produced by both Guangqi Honda (ZR-V) and Dongfeng Honda (HR-V) respectively.[117] European models will use the full hybrid powertrain as a standard. 2023 HR-V Sport (US) 2023 HR-V (China) Calendar year Japan US[118] Canada[119] Mexico Brazil Europe[120] Taiwan Thailand Indonesia Malaysia[121][i] 2014 96,029[122] 3,764[123] 2015 71,021[124] 41,969[125] 7,213 12,567[126] 51,159[127] 7,621 26,417[128] 36,425[129] 19,964 2016 73,889[130] 82,041[131] 12,371 18,603[132] 55,758[133] 33,064 2,648 15,590[134] 44,331[135] 24,645 2017 64,332[136] 94,034 14,149 19,396[137] 47,775[138] 29,375 13,398 15,371[139] 39,081[140] 19,121 2018 59,629[141] 85,494 9,071 13,052[142] 47,959[143] 25,920 10,157 15,682[144] 34,891[145] 8,572 2019 55,886[141] 99,104 12,985 17,175[146] 49,488[147] 21,747 9,244 21,980[148] 16,179 2020 32,931[149] 84,027 12,068 11,441[150] 32,515[151] 14,390 7,999 7,884[152] 13,021[153] 10,172 2021 52,669[154] 137,090 11,616 12,768[155] 38,411[151] 6,989 4,579 4,736[156] 16,802[157] 11,028 2022 50,736[158] 115,416[159] 11,031 8,264[160] 15,383[161] 4,258 18,005[162][163] 25,230[164] 11,021 2023 59,187[165] 122,206[166] 11,896 9,061[167] 48,061[168] 7,055 23,631[169][170] 25,856[171] 19,865 2024 75,424[172] 151,468[173] 9,366[174] 50,365[175] 20,053[176] 16,211[177] 21,303 ^ Figures based on registration (Malaysia) Year Vezel[178] XR-V[179] e:NP1 e:NS1 Ciimo X-NV[180] Everus VE-1[181] 2014 22,545 526 2015 126,838 118,749 2016 164,076 161,711 2017 146,906 167,952 2018 34,891[182] 141,600 168,250 100 2019 106,788 147,203 1,507 1,555 2020 150,363 168,272 6,579 2,376 2021 173,899 187,776 658 2,513 2022 108,961[183] 101,203[183] 3,608[184] 5,180[184] 2023 39,371[185] 52,608[185] 4,502[186] 10,562[187] 2024 16,033[188] 19,823[188] 1,815[188] 2,737[188] ^ "Honda | HR-V (2006年終了モデル) ". 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