ALL-NEW 2016 CIVIC SEDAN
PRESS INFORMATION

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OVERVIEW

CIVIC IS HONDA'S LONGEST-RUNNING AUTOMOTIVE NAMEPLATE AND ITS LARGEST-SELLING GLOBALLY.

In Australia more than 325,000 Civics have been sold since the first-generation Civic went on sale in 1973.

Over the course of nine generations, the Civic has continuously evolved to meet changing customer needs around the world, setting the bar for fuel-efficiency, driving performance and design innovation in an affordable small car.

On a global stage, the Civic is offered today in sedan, coupe and hatch body styles and sold in more than 170 markets around the world. As of 2016, it is produced in nine locations around the world.

The creation of the new 10th-generation Civic represents one of the most comprehensive and ambitious new-model developments ever undertaken by Honda, requiring an unprecedented commitment of R&D resources and Honda engineering prowess.

Although the platform's basic architecture and powertrain components in the 10th-generation Civic were developed in Japan, design and engineering teams as well as sales and manufacturing operations around the world, including Australia, were deeply involved in the detailed analysis of local market needs.

The development team had a mission to deliver a "dynamic rejuvenation" of the Civic that would set it apart from competitors and ensure the Civic was in a league of its own. From the early stages of the car's platform development, engineers in Japan and the United States benchmarked the world's very best small cars, including luxury European small cars, on the way to creating the new-generation Civic.

Through real-world evaluation of the world's best cars, as well as European luxury vehicles, Honda engineers were able to define the all-new Civic's targets in ride, handling, steering and NVH (noise, vibration and harshness) performance, as well as interior quality and overall refinement.

Achieving these lofty goals while ensuring the affordability of a small car, in terms of cost, fuel-efficiency and manufacturing, demanded new thinking and approaches to construction, aerodynamics, powertrain and chassis development and design.

This resulted in a completely re-imagined and reinvented Civic. The bold-new Civic is truly the sportiest Civic ever and a benchmark for the small car segment in terms of space, fuel efficiency, safety features, interior quality and driving performance.

DEVELOPMENT BACKGROUND AND ASPIRATION

WHEN DEVELOPMENT WORK ON THE ALL-NEW CIVIC STARTED, THE GLOBAL AUTOMOTIVE INDUSTRY WAS GOING THROUGH A DRAMATIC CHANGE.

Ever increasing global environmental concerns meant there was increased emphasis on advanced turbocharging, diesel and engine downsizing technologies. This trend first started in Europe, gradually spreading to North America and China before expanding all over the world. It was also a time when European carmakers were coming up with new design ideas and premium features in the already hotly contested small car segment.

Adopting new ideas, technologies and creating new values is at the very heart of the all-new Civic.

The first-generation Civic pioneered the concept of a global basic car, combining a front-engine with front wheel drive in a two-box body design. It was a smash hit with customers wanting fuel efficiency, space, impressive build quality and reliability.

It is also famously known to be the first car meeting the then newly-introduced 1970 Clean Air Act[1] (US emission standards) otherwise known as the Muskie Act. Over the past nine generations, Civic continued adopting new ideas and creating new values. Today the Civic nameplate has grown into a household name around the world.

The driving force in all Honda's endeavours is founded on a fundamental belief in the Three Joys:

- The Joy of Buying for the customer
- The Joy of Selling for the dealer; and
- The Joy of Creating for Honda associates and suppliers

At the start of the development process for the all-new Civic, Honda once again wanted to prove the company's fundamental belief in the Three Joys by creating an all-new Civic that surpassed the needs and expectations of small car customers around the world.

"It is also famously known to be the first car meeting the then newly-introduced 1970 Clean Air Act."

THE "OTOKOMAE" MANTRA

WHEN DESIGN AND ENGINEERING WORK FIRST STARTED ON THE CIVIC, HONDA TEAM MEMBERS WANTED TO DEVELOP A NEW MANTRA, OR RALLYING CALL.

They quickly settled on "OTOKOMAE", a word tracing back to the traditional Japanese art of KABUKI extolling the grace and elegance of the actions and play of KABUKI actors. In Japan today, "OTOKOMAE" not only expresses a sense of grace, sophistication and elegance, but also the inner beauty of thought and mind, and the associated behaviour and way of life. By adopting this rallying call; Honda was able to create a strong sense of clarity, a beacon that showed the way to go for the all-new Civic.

For example, to really make the all-new Civic a genuine "OTOKOMAE," Honda did not hesitate to adopt technologies previously associated with high-end, expensive European cars. In the same way, design work was not conducted just to create an attractive appearance.

Engineers honed the car's dynamic performance, especially at very high speeds, on unrestricted German autobahns. The German autobahns are widely considered to be among the most demanding real-world test environments for automakers. Upper management at Honda also responded to the development team's "OTOKOMAE" spirit by allowing the design and product development teams to engineer a car that not only met the expectations of today's customer, but also ensures a new dynamic standard at Honda.

From very early on, this "OTOKOMAE" mantra quickly became the "standard" by which all proposals were measured and decisions validated. From there it naturally evolved to become the Civic's grand concept.

1: The 1970 Clean Air Act mandated a 90% reduction in harmful exhaust emissions within a five-year period, raising strong opposition from automakers claiming it was not feasible. At the time, these were the most stringent emission standards in the world.

GRAND CONCEPT

"A car for all people, a car for the world."

THE FIRST-GENERATION CIVIC WAS BORN IN JAPAN IN 1972. AS ITS NAME SUGGESTS, IT INCORPORATED HONDA'S WISH TO CREATE "A CAR FOR ALL PEOPLE, A CAR FOR THE WORLD" THAT ENRICHES EVERYDAY LIVES.

Ever since, the Civic has embodied Honda's challenging spirit, while not deviating from customer needs and feedback on continuous improvement, always delivering new levels of value.

Today, with increasing concerns regarding the global environment and more developed countries entering the automotive age, there is an increased level of corporate responsibility and more competition than ever before. These are all the more reasons for Civic to be, more than ever, "a car for all people, a car for the world". To this end, and to be as true to the original spirit as possible, the development team devised for this 10th generation the Grand Concept titled "The Civic: Creating a Way of Life".

"THE CIVIC: CREATING A WAY OF LIFE"

Honda set an objective to create "The" Civic. It was to be a car that combined exceptional fuel-efficiency, world-leading driving dynamics and unmatched interior space while ensuring the car had a dashing, youthful overall appearance.

THE THREE PILLARS

CHARISMATIC (DESIGN & PACKAGING)

Beyond just skin-deep beauty, customers today expect technology and performance and this served to create a truly charismatic Civic. Honda needed to create an athletic external appearance hinting at superior vehicle dynamics that would be supported by technologies until now only seen in high-end European cars. As a result, the all-new Civic provides a modern cabin in which advanced technology and high-quality materials harmoniously work together, creating an enhanced level of space, comfort and wellbeing. Importantly, the driver has a wide field of vision and there is a matching sense of security and safety for all passengers.

SOULFUL (PERFORMANCE)

Dynamic performance targets were set with the high speeds associated with driving on Germany's famously unrestricted autobahns in mind. Honed through a gruelling regime of real-world tests, the Civic's new platform provides superior driving stability and refinement without forgetting a need for a confidence-building, "cockpit" style driving position. This performance is matched to a newly-developed-for-global-use, "down-sized" turbocharged petrol engine combining superior dynamic performance with matching environmental performance.

COMFORTABLE (EQUIPMENT & SAFETY FEATURES)

Honda's proprietary Advanced Compatibility Engineering (ACE™) Body Structure provides for superior passive safety. It is matched with active safety devices like Vehicle Stability Assist™ (VSA®), Agile Handling Assist (AHA), and the latest Honda Sensing™ suite of driver-assistive technologies for enhanced safety and driver comfort. Advanced technologies such as an LCD speedo, Advanced Display Audio and an Electric Parking Brake (EPB), combine for added comfort and sense of quality.

EXTERIOR DESIGN

WITH ITS ATHLETIC STANCE, ADVANCED AERODYNAMIC STYLING AND STYLISH LED LIGHTING, THE NEW CIVIC SEDAN BOASTS A YOUTHFUL, PREMIUM AND SPORTY NEW STYLE THAT ADVANCES CIVIC DESIGN INTO A NEW ERA.

Its windswept lines are complimented by the most comprehensive aerodynamic packaging of any Honda production car to date, including underbody panelling, improving both fuel-efficiency and cabin quietness.

THE EXTERIOR CONCEPT: ADVANCED NEW SEDAN WITH REVOLUTIONARY SILHOUETTE.

THE DESIGN

The compact overall proportions of the new Civic are complimented and accentuated by its design details, including sleek, swept-back bodylines, a sharp and aggressive face, and pronounced wheel arches. The bonnet features sharply defined character lines that draw the eye forward and down to the Civic's aggressive new face, highlighted by a chrome-plated* Honda solid wingface that runs the full width of the front fascia and is flanked by new LED headlights in an in-line configuration.

The all-new Civic's ultra thin A-pillars lend the cabin an open, airy feeling providing excellent forward visibility, while the aggressively sloped roof line connects seamlessly with gracefully arching C-pillars that carry the curvature of the roof rearward to the outside rear corners of the long boot, where they intersect with Honda's signature C-shaped "light-pipe" LED taillights.

A sharply creased and curving upper-body side line swells over the rear wheel arches and curves aggressively inward to join the upper bend of the distinctive LED taillights. An upswept lower-body side line is bisected by the rear wheel arches before bending inward to meet up with the rear bumper's upper surface. The overall effect is one of dynamism and premium quality with an unmistakable and yet thoroughly modern Civic design aesthetic.

"The Exterior Concept: Advanced New Sedan with Revolutionary Silhouette."

*On all variants excluding RS.

INTERIOR
DESIGN CONCEPTS

THE CIVIC INTERIOR, FROM ITS SPACIOUSNESS, SMART DESIGN, COMFORTABLE FIT AND INTUITIVE CONTROLS, HAS ALWAYS BEEN A COMPETITIVE STRENGTH AND BENEFITED FROM HONDA'S VEHICLE PACKAGING EXPERTISE.

The all-new Civic interior takes that concept forward with new levels of quality, refinement and spaciousness for Civic.

The completely new interior is designed to match the exciting, modern and sophisticated exterior styling while providing enhanced comfort, innovative technology and superior quality.

High quality, soft-to-the-touch materials are liberally used around the cabin – on the instrument panel, front door sash and door inserts and the larger, more thickly padded centre armrest. Fit, finish and materials quality throughout the cabin have been thoroughly modernised and upgraded in keeping with the more premium character of the all-new Civic.

THE DESIGN

Honda's vehicle packaging expertise, along with the Civic's longer wheelbase and wider body, results in the best-ever interior packaging in a Civic. With the feel of interior passenger space, the all-new Civic delivers impressive comfort levels by giving its occupants a sense of spaciousness and premium comfort beyond the small-car class with ample headroom, legroom, shoulder clearance and side head clearance.

SOFT-TOUCH, ONE-PIECE INSTRUMENT PANEL

A redesigned instrument panel made possible by a more compact climate control system opens up added knee room, and the tandem distance (distance between the front and rear seat hip point) is increased by 45mm. The rear seat knee clearance is also increased by 55mm.

Highlights include a soft-touch instrument panel upper surface, door pad deck seams and soft door upper panels.

"The Interior Concept: Daring Ace Design."

CENTRE CONSOLE

The Civic interior offers a range of convenient storage features for the driver and passengers. The centre console is specially engineered to offer a sleek appearance coupled with the roomy versatility expected in luxury cars. With the prevalence of smartphones in most people's lives, the roomy console is engineered around a "tech centre" theme to assist connectivity. Up front, it has a two-tier smartphone tray with a wire management pass-through for organising occupant connectivity.

A new space-saving electronic parking brake replaces a conventional manual parking brake lever, freeing up more console space to accommodate a larger armrest and greater storage space. The main storage compartment is topped by a sliding, deeply padded armrest that features an added 25mm of adjustability, compared to the previous Civic. A pair of cup holders is centrally located and can accommodate large cups when the padded centre armrest is placed in the rearmost position. The cup holders can also be removed, offering up to 7.2 litres of storage, enough to accommodate iPads and other large items.

INSTRUMENTATION

An enhanced, intuitive driving position is at the very core of the all-new Civic. The Civic has digital instrumentation with a large tachometer, flanked by a temperature gauge on the left and fuel gauge on the right. A digital speedo is positioned in the centre of the tachometer. As with all Hondas, the driver-oriented dashboard is designed for clarity and rigorous ergonomic standards.

When the driver opens the door, the gauges progressively illuminate to provide a welcoming ambience upon entry. When the ignition is switched on, the instrument lighting progressively illuminates and then brightens to 100 per cent illumination. The instrument lighting dims progressively when the ignition is turned off.

CABIN SPACE

Fully loaded with five passengers, the all-new Civic has enhanced interior space and comfort, with exceptional headroom, legroom, shoulder clearance and side head clearance. Forward visibility is aided by new, ultra-thin A-pillars, 35mm lower bonnet height and rear-seat passengers will appreciate newly shaped front seat backs with a narrower upper profile (in the shoulder area) and smaller headrests that lend the rear cabin a more open, airy feel while not diminishing front seat comfort for the driver and passenger. The reworked instrument panel provides greater knee room for the driver, while rear-seat foot space is improved with an increase of 27mm in the space between the front seat rails.

BOOT CAPACITY

The all-new Civic has a wider and deeper boot with 517 litres of storage for the VTi-L, RS and VTi-LX and 519 litres for the VTi, VTi-S. Together with the enlarged passenger volume, this makes the new Civic sedan among the leaders in the small-car class in total interior volume.

A low lift-over height of 681mm and a maximum boot opening width of 1,097mm improves the ease of loading or unloading bulky items, as does a flat boot floor, which measures 1,390mm wide and 1,010mm deep – all significant improvements over the previous model. The floor and boot sides are carpeted to help protect cargo during transit, and also to help reduce road noise entering the passenger cabin.

COLOUR
DESIGN

EXTERIOR COLOURS

All-new Civic Sedan is available in eight exterior colours. All colours have a strong character, offering expressive contrasts that complement the Civic's stylish body-panel curves and angles, while also exhibiting a smart luxury appearance.

THE COLOURS ARE:

- Rally Red
- Brilliant Sporty Blue Metallic
- White Orchid Pearlescent
- Lunar Silver Metallic
- Modern Steel Metallic
- Cosmic Blue Metallic
- Midnight Burgundy Pearlescent (All except RS)
- Crystal Black Pearlescent (RS only)

INTERIOR COLOURS

The Civic's interior palette is sophisticated and coordinated and is offered in black.

VTi comes in a black fabric trim. VTi-S and VTi-L feature premium black fabric. The RS and VTi-LX grades both come in leather-appointed trim.

ENGINES

WITH A NEW ADVANCED ENGINE AND CONTINUOUSLY VARIABLE TRANSMISSIONS, THE ALL-NEW CIVIC OFFERS TWO POWERTRAIN CHOICES THAT COMBINE FUEL-EFFICIENCY AND FUN-TO-DRIVE PERFORMANCE. BOTH ENGINES CAN RUN ON 91 RON FUEL AND ARE E10 COMPATIBLE.

1.5L DOHC VTEC TURBO ENGINE

The all-new Civic is powered by a completely new turbocharged 1.5-litre DOHC, direct-injected inline 4-cylinder engine with variable timing and electronic control and high response turbocharger with electronic wastegate, producing 127kW and peak torque of 220Nm achieved between 1700rpm and 5500rpm.

The 1.5-litre turbo engine is mated to a new CVT that combines with the low-inertia turbo, variable timing and electronic control and electronic wastegate to optimise power delivery across the engine's full operating range.

The engine features a wide array of friction-reduction design and engineering features for high performance while at the same time ensuring high fuel-efficiency. With direct injection, low-inertia Mono scroll turbo with electronic wastegate and dual variable timing and electronic control, the turbocharged Civic powerplant develops the power and torque of a much larger engine.

The all-new Civic 1.5-litre engine provided the performance of a mid-size car with the fuel efficiency of a light car.

1.8L I-VTEC ENGINE

The VTi and VTi-S models are powered by Honda's proven 1.8-litre engine turning out 104kW and peak torque of 174Nm. This, coupled with a new Earth Dreams CVT ensures improved fuel-efficiency and reduced load resistance, offering customers a smoother driving dynamic.

CYLINDER BLOCK AND CRANKSHAFT

The Civic's new 1.5-litre inline four has a lightweight die-cast aluminum block with individual reinforced main bearing caps to minimise weight. Cast-in iron cylinder liners provide long-lasting durability. Each journal on the lightweight forged-steel crankshaft is micro polished to reduce internal friction.

PISTONS AND CONNECTING RODS

The 1.5-litre engine's pistons help maintain stable combustion and contribute to improved efficiency with "cavity-shaped" crowns. The lightweight pistons have a carefully optimised skirt design to minimise reciprocating weight, which minimises vibration and increases operating efficiency. The pistons are cooled by twin oil jets directed at the underside of each piston crown. Ion-plated piston rings help reduce friction for greater operating efficiency. Lightweight, high-strength steel connecting rods are heat-forged in one piece and then "crack separated" to create a lighter and stronger rod with an optimally fitted bearing cap.

CYLINDER HEAD AND VALVETRAIN

The direct-injected all-new Civic 4-cylinder turbocharged engine has a lightweight DOHC cylinder head that is made of pressure-cast aluminum alloy. With exhaust port cast directly into the cylinder head, the need for a traditional separate exhaust manifold is eliminated.

A low-friction, silent-chain drives dual overhead cams and four valves per cylinder. The cam drive is maintenance free throughout the life of the engine. To help further reduce weight, new thin-wall hollow camshafts are used.

To benefit fuel-efficiency, emissions and power, the turbo engine utilises sodium filled exhaust valves. A hollow chamber within the valve contains sodium that is cooled by the exhaust port cooling jacket. As the chamber reaches close to the valve head, the sodium helps to cool the entire valve. As the valve is internally cooled it doesn't need an enriched fuel mixture that is used in many turbo engines to help cool the exhaust valve. The resultant leaner mixture reduces emissions, improves fuel efficiency and helps increase power.

The cylinder head includes smaller M12 sparkplugs, down from the more common M14, to save space and weight without sacrificing performance. The head also includes direct-injection multi-hole fuel injectors with a small diameter bore. Higher-pressure direct injection optimises fuel atomisation, allowing for more efficient combustion. Both the intake port and piston crown have special designs to provide a high-tumble intake charge that further enhances combustion efficiency.

The Civic Turbo engine features variable timing and electronic control that can vary the timing of both the intake and exhaust camshafts independently. With the turbo engine's variable cam timing, the cam timing can be optimised to suit the driving conditions. Under light loads, valve overlap can be increased to reduce pumping losses and improve fuel-efficiency.

“Based on the operating conditions, the direct-injection system alters its function for best performance.”

When engine speed is low and engine load is large, such as during initial acceleration, the amount of overlap is increased to boost the scavenging effect, which improves torque and responsiveness. During full-throttle acceleration, when engine speed is high and engine load is also high, the amount of valve overlap is reduced to increase engine output by improving both intake and scavenging.

DIRECT INJECTION SYSTEM

The direct-injection system enables increased torque across the engine’s full operating range along with improved fuel efficiency. The system features a compact, high-pressure, direct-injection pump that allows both high fuel flow and pulsation suppression, while variable pressure control optimises injector operation. A multi-hole injector delivers fuel directly into each cylinder (not to the intake port, as in conventional port fuel injection designs), allowing for more efficient combustion.

The multi-hole injectors can create the ideal stoichiometric fuel/air mixture in the cylinders for good emissions control. Theoretically, a stoichiometric mixture has just enough air to completely burn the available fuel. Based on the operating conditions, the direct-injection system alters its function for best performance. Upon cold engine startup, fuel is injected into the cylinders on the compression stroke. This creates a weak stratified charge effect that improves engine start-up and reduces exhaust emissions before a normal operating temperature is reached.

Once the engine is fully warmed up, for maximum power and fuel efficiency, fuel is injected during the intake stroke. This helps create a more homogeneous fuel/air mix in the cylinder that is aided by the high-tumble intake port design. This improves volumetric efficiency, and the cooling effect of the incoming fuel improves anti-knock performance.

TRANSMISSION

CVT (CONTINUOUSLY VARIABLE TRANSMISSION)

Continuously Variable Transmissions (CVT) are standard across the all-new Civic range, offering smooth and predictable gear ratio transitions and excellent acceleration matched with efficient low-rpm cruising. A wide ratio spread results in strong acceleration performance coupled with reduced engine rpm at high road speeds.

Each CVT is comprised of an engine-driven torque converter, which drives two variable-width pulleys connected by a steel belt. With its angled inner faces, the belt can circle the angled pulley faces at varying diameter depending on the pulley width, which alters the effective ratio between the pulleys. Since there are no steps in the pulley faces, the range of possible ratios is essentially infinite.

This ultra-fine control of the ratio is the key to the CVT's greater efficiency over a conventional automatic transmission with a limited number of discrete gear ratios. Instead of approximating the correct ratio for the conditions like a conventional automatic does, the Civic CVTs can precisely select the optimum ratio from moment to moment without steps or slippage

Computer control of the transmission allows the ratio between the pulleys to be altered almost instantly to best suit the driving conditions and accelerator pedal setting.

Turbo Civic models offer a CVT that is an evolution of the CVT transmission offered in Odyssey 4-cylinder models. A new generation of G-Design shift logic aids acceleration and has a more familiar driving feel. A new turbine twin-damper design for the torque converter provides tighter control and helps reduce turbocharger lag as the vehicle accelerates.

G-DESIGN SHIFT

The feature is designed to provide the optimum ratio for the driving conditions, and to offer a more natural driving feel than some previous CVT transmissions that may have a disconnected "rubber-band" feel compared to a conventional automatic transmission.

The Civic CVTs have a new generation G-design shift logic that has been created to offer more immediate acceleration response than conventional automatics or other CVT designs. When abruptly applying power from a steady-state cruising speed, both Civic CVTs immediately send power to the drive wheels while simultaneously adjusting the ratio (seamlessly and progressively downshifting) to smoothly bring the engine to its horsepower peak in a linear way.

By comparison, some conventional automatics are slower to respond and lose time making multiple downshifts. Since a conventional automatic transmission has a limited number of separate, discrete gear ratios, even when fully downshifted, it can only approximate the optimum engine rpm as speed increases. This cuts into acceleration.

During full-throttle acceleration, the new generation of G-Design shift logic employs stepped ratios as the vehicle speed increases. This helps give the transmission a more "connected" feel for the driver as the engine rpm and vehicle speed increase together. This stepped operation also improves acceleration performance incrementally.

"A new turbine twin-damper design for the torque converter provides tighter control and helps reduce turbocharger lag as the vehicle accelerates."

CHASSIS

BUILDING ON THE FOUNDATION OF ITS ULTRA-RIGID AND LIGHTWEIGHT BODY STRUCTURE, THE ALL-NEW CIVIC UTILISES THE MOST SOPHISTICATED CHASSIS DESIGN IN THE HISTORY OF CIVIC.

Its fully independent suspension includes an all-new multi-link rear design that is rigidly mounted to the rear sub-frame for a high degree of lateral stability.

Also for the first time on a Civic are front and rear hydraulic compliance bushings, a feature typically reserved for larger or more expensive cars. This helps improve ride compliance and reduce road vibrations without compromising sporty handling feel.
The all-new Civic sedan also applies bonded front and rear stabiliser bushings for smoother and more progressive anti-roll behavior.

MACPHERSON STRUT FRONT SUSPENSION

The proven MacPherson strut front suspension is engineered to provide engaging performance and a responsive feel for the driver. Performance-calibrated geometry ensures a high degree of quickness and precision, smoothness and stability. The lower suspension arms are connected to the sub-frame and to the body via fluid-filled bushings, which provide the ideal combination of handling responsiveness and precision, along with maximum isolation from road noise, vibration and harshness (NVH). All front suspension arms and the front hub carriers are steel, and all Civic sedan trims use a tubular front stabiliser bar.

INDEPENDENT MULTI-LINK REAR SUSPENSION

The independent multi-link rear suspension includes stamped-steel arms, cast aluminum hub carriers and a stabiliser bar. Mounted on a rigid sub-frame, a first for Civic, the new rear suspension provides agile handling, both during normal driving and in emergency manoeuveres, together with a flat ride. The trailing arms are located on the unibody in fluid-filled bushings for exceptional control of noise, vibration and harshness (NVH) while maintaining precise handling. All Civics use a solid rear stabiliser bar for improved crisp turn-in and body roll control.

DUAL-PINION VARIABLE RATIO ELECTRIC POWER-ASSISTED RACK-AND-PINION STEERING

The Electric Power Steering (EPS) incorporates dual-pinion gears and a variable gear ratio for improved steering feel, performance and all-round driver comfort.

The dual-pinion steering provides a substantially improved feel compared to the previous generation Civic. Compared to a traditional single-pinion steering system, the dual-pinion EPS utilises the physical steering input from the driver as well as from a supplemental electric motor. A non-contact torque sensor measures the driver's steering effort and an ECU determines how much electric motor assist to add, with the result being a seamless, natural feeling steering in all situations.

In the all-new Civic, this translates into improved manoeuvrability with less steering input. The all-new Civic steering wheel has 2.2 turns lock-to-lock, versus 3.1 in the previous generation.

AERODYNAMICS

Sleek aerodynamic performance was crucial in the development of the all-new Civic. The all-new Civic generates seven per cent less drag than the previous-generation, which helps improve both fuel efficiency and interior quietness. Computational fluid dynamics (CFD) was used to measure the car's efficiency during the design phase, followed by scale-model wind tunnel testing and full-scale wind tunnel testing. Two critical gains from this process include a 22 per cent reduction in drag (CdA) through the efficient management of underbody and engine-bay airflow.

At the front of the car are specially shaped components to guide airflow through the radiator and into the engine's cold-air intake, while chanelling the remaining airflow over, around and under the vehicle. Narrow A-pillars and flush-mounted glass also contribute to the Civic's efficient passage through the air. The relaxed slope of the rear roofline and rear window further improves aerodynamic efficiency.

The all-new Civic features the flattest underbody of any petrol-powered Honda production vehicle. A molded under-panel is positioned directly beneath the front fascia, starting the rearward flow of air underneath the vehicle in a smooth manner. An aluminum under-tray is positioned underneath the engine and transmission and features a cooling duct to assist in directing ambient airflow to the hydraulic engine mount. Dual side under-panels extend from behind the front wheels to just ahead of the rear wheels, further smoothing the airflow as it travels rearward, while also reducing wind noise in the passenger cabin.

Lateral strakes located ahead of each wheel and tyre (206mm wide in front, and 86mm wide in the rear) help deflect airflow around the tyres for additional aerodynamic efficiency gains. Even the stamped steel exhaust silencers are aerodynamically shaped, eliminating the need for an under-cover at the rear of the vehicle. This reduces parts count, complexity and weight while ensuring optimal aerodynamic efficiency.

NOISE VIBRATION HARSHNESS PERFORMANCE

ENGINEERS FOR THE ALL-NEW CIVIC ADOPTED PREMIUM NOISE-ISOLATING MATERIALS AND DESIGN FEATURES TO ACHIEVE IMPROVED LEVELS OF CABIN QUIETNESS.

This includes the adoption of new methods to measure and reduce air leaks in the Civic body that, based on Honda's internal test data, is one of the most tightly sealed body in the competitive class. Full body air leaks have been reduced by 58 per cent compared to the previous Civic.

The new Civic takes noise, vibration and harshness (NVH) countermeasures to the next level. All Civic models feature strategically placed body sealants. Additional NVH enhancements on all models include acoustic separators inside the A-, B- and C-pillars.

ENGINE COMPARTMENT ISOLATION

Measures to isolate sound and heat emanating from within the engine compartment include dedicated front, side and rear bonnet seals, strategically placed heat baffles and dedicated insulation within the instrument panel. Inside the vehicle, a one-piece molded insulated carpet liner adds further to exceptional heat isolation and noise reduction for the all-new Civic.

SOUND-ABSORBING UNDERCOVERS

Sound-absorbing under covers are placed underneath the Civic, along both sides of the passenger cabin, to further mitigate road and wind noise. As well, a special baffle plate is located beneath the centre of the floor pan.

To complement the various noise reduction measures, the all-new Civic has an unprecedented level of body sealing to dramatically reduce the levels of noise inside the vehicle.

"The new Civic takes noise, vibration and harshness (NVH) countermeasures to the next level."

ADVANCED EQUIPMENT

7-INCH ADVANCED DISPLAY AUDIO TOUCHSCREEN

The all-new Civic feature a 7-inch Advanced Display Audio touchscreen that uses the Android operating system to offer a wide range of useful features and capabilities. The intuitive and easy-to-use touchscreen allows users to swipe, tap and pinch – just like on a tablet or smartphone – to control the vehicle's audio system, display settings and other advanced features. The 7-inch touchscreen is a special high-contrast, high definition IPS display with a high viewing angle for better legibility.

The 160-watt audio system has eight speakers with four 6.7-inch full range speakers, one in each front door and two in the rear deck, plus four 1.5-inch tweeters, two near the A-pillars and two in the rear deck. In RS and VTi-LX models, there is a premium 452-watt audio system with ten speakers, including sub-woofer.

DIGITAL RADIO (DAB+)

For the first time on a Honda, Digital Radio offers greater choice of radio stations, paired with clearer reception and quality sound that gives the listener an enhanced radio experience. DAB radio is available on Civic VTi-L, RS and VTi-LX.

ADVANCED DISPLAY AUDIO (ADA)

The Advanced Display Audio unit features a 7-inch high-definition screen with high-speed processor producing high-resolution quality and responsiveness.

Customers will be able to use familiar apps from their Smartphone through either Android Auto™ or Apple CarPlay®. This includes navigation, phone, messaging and music & entertainment access.

Civic owners can also use the car's WiFi hotspot when tethered to a mobile phone with data plan.

The Advanced Display Audio can also be customised, allowing Civic owners to change wallpapers, skins, Apps on the home page or re-arrange the Home screen layout.

REMOTE KEYLESS ENTRY

Remote keyless entry is standard equipment from VTi only. The wave key design has an integrated transmitter in the handle with boot lock and unlock buttons.

SMART ENTRY

Smart Entry is available on all variants from VTi-S up and allows the driver to approach and open the car front doors and use the boot without using a key or pressing a button on the remote. With the remote in their possession, the driver simply presses the release button and opens the boot. As a safety and convenience feature, the Smart Entry system will not allow the transmitter fob to be locked in the interior of the Civic.

PUSH BUTTON START/STOP

On the Civic VTi-S and above, once the driver has opened the door and is seated, the driver simply pushes the START/STOP button positioned on the instrument panel while pressing the brake pedal to start the car. Powertrain operation and certain electrical functions are ended when the START/STOP button is pressed again at the conclusion of the drive. For accessory mode, the driver simply presses the START/STOP button without pressing the brake pedal. The new Civic's START/STOP button features a pulsating light to help the driver more easily locate the button.

WALK-AWAY

On the Civic VTi-S and above, the car will automatically lock once the driver has walked a 2.5 metre distance away from the car with the key.

SAFETY

THE ALL-NEW CIVIC PROVIDES A HIGH LEVEL OF COLLISION MITIGATION IN A WIDE VARIETY OF ACCIDENT SCENARIOS, INCLUDING OFFSET AND FULL-LAP FRONTAL COLLISIONS, SIDE AND REAR IMPACTS.

The Civic's safety performance starts with its class-leading forward visibility and precise, stable and predictable steering, handling and braking performance. Standard four-channel anti-lock brakes (ABS) with Electronic Brake Distribution (EBD), Vehicle Stability Assist (VSA) 4 with traction control and Agile Handling Assist further enhance dynamic stability, emergency manoeuvering and braking performance.

ADVANCED COMPATIBILITY ENGINEERING™ (ACE™) BODY

The ACE body structure uses the engine compartment to efficiently absorb and disperse collision energy during a head-on vehicle-to-vehicle collision. It features a frame structure composed of a highly efficient energy-absorbing main frame, a bulkhead upper side frame that absorbs the upper part of the collision energy, and a lower member that helps prevent misalignment of the frames of the vehicles involved. This design disperses collision forces over a larger frontal area, which enhances energy absorption of the engine compartment, reduces the chance of deformation of the passenger compartment and results in enhanced occupant protection. At the same time, the structure reduces the chance of vertical or lateral misalignment between the vehicle and other vehicle's safety structures.

During a frontal collision, a conventional body structure generally concentrates the loads from the impact through two pathways running longitudinally through the lower portion of the frame. The body structure's front side frame is designed to prevent cabin deformation by distributing forces through multiple major load bearing pathways and away from the passenger compartment.

The overall result is a high level of bending and twisting rigidity for the body, combined with enhanced crash-worthiness with no additional weight penalty.

HONDA SENSING™

Available for the first time on a Civic, the Honda SENSING™ suite of safety and driver-assist technologies can further reduce the potential for a collision and mitigate the consequences. The technologies alert the driver and take emergency action when a collision is determined to be imminent. Honda SENSING™ uses both millimeter wave radar and a monocular camera to sense and respond to detected road hazards and is available on the range-topping VTi-LX. The all-new Civic Honda SENSING™ technology suite includes Adaptive Cruise Control with Low Speed Follow for the first time in a Honda vehicle.

The Honda SENSING™ suite includes:

- Collision Mitigation Braking System (CMBS)
  - Including Forward Collision Warning (FCW)
- Lane Departure Warning (LDW)
- Adaptive Cruise Control (ACC)
  - with Low Speed Follow (LSF)
- Lane Keeping Assist (LKAS)
- Road Departure Mitigation (RDM)

LANEWATCH BLIND SPOT MONITORING

The passenger-side mirror on the VTi-S, VTi-L, RS and VTi-LX includes an integrated camera, which offers an 80 degree view of the left lane of traffic to aid the driver in monitoring a blind spot.

ANTI-LOCK BRAKING SYSTEM (ABS) WITH ELECTRONIC BRAKE DISTRIBUTION (EBD)

On slick roads, ABS is designed to prevent wheel lock during sudden braking to help the driver maintain handling performance and avoid hazards. EBD ensures proportionate front-to-rear brake pressure according to the vehicle load distribution, enhancing stopping performance.

BRAKE ASSIST

A function of the VSA® system, the Brake Assist feature recognises emergency braking situations and almost instantly applies added braking force. This Brake Assist feature is controlled by a special logic in the system that evaluates the pedal application rate and force to recognise a panic stop situation. At that point, the VSA modulator pump increases braking pressure while the pedal is still being pressed to ensure maximum stopping force, an action that can help shorten braking distance.

ELECTRIC PARKING BRAKE (EPB)

The standard Electric Parking Brake (EPB) is simpler, more convenient and comfortable to use than a traditional parking brake. The EPB also frees up centre console stowage space, allowing a higher console and an extended armrest length.

Engaging the parking brake now requires only a pull on a switch on the centre console. To release the parking brake, the driver simply presses on the accelerator pedal (while the seatbelt is buckled) when the transmission is in Drive or Reverse, or pushes on the parking brake switch while operating the brake pedal.

AUTOMATIC BRAKE HOLD

When activated, Automatic Brake Hold retains brake pressure when the car comes to a stop such as at a traffic light or in heavy traffic. This frees the driver from continually pressing the brake pedal to maintain the vehicle in a stopped position, a significant improvement in driving enjoyment in difficult conditions.

Operating the system requires two simple actions from the driver:

- Activating/deactivating the system via a switch on the centre console
- Pressing on the brake pedal until the vehicle comes to a stop

Once these steps are taken, Automatic Brake Hold will indicate engagement and then maintain brake pressure when the vehicle has come to a stop, even if the driver later releases the brake pedal. A green "Brake Hold" icon on the instrument panel illuminates to show that the system is functioning. The Civic then remains stopped – even on a hill – until the driver presses the accelerator pedal. At this point Automatic Brake Hold releases the brakes and the vehicle resumes normal braking function.

VEHICLE STABILITY ASSIST (VSA)

Vehicle Stability Assist (VSA) is a system designed to prevent skidding sideways when cornering, thus complementing ABS (which prevents wheel lockup) and TCS (Transaction Control System) to help ensure vehicle stability in most driving conditions.

AGILE HANDLING ASSIST

On all grades, Agile Handling Assist selectively uses the vehicle's brakes to improve initial turning response and overall cornering ability.

Agile Handling Assist utilises brake vectoring to improve corner traceability and confident handling feel. By applying braking force to the inside wheels during cornering at high lateral G, the system creates a yaw moment, thus generating more turning force and reducing understeer.

MOTION-ADAPTIVE ELECTRIC POWER STEERING (EPS)

Motion-Adaptive Electric Power Steering (EPS) is standard on all 2016 Civic models. The system incorporates driving stability technology that initiates steering inputs that prompt the driver to steer in the correct direction during cornering and in slippery road conditions. Using vehicle speed and steering angle data, Motion-Adaptive EPS works with Honda's Vehicle Stability Assist (VSA) and Electric Power Steering to detect instability in slippery road conditions both during cornering and under braking and automatically initiates steering inputs aimed at prompting the driver to steer in the correct direction. This advanced technology supports the driver's action in operating the vehicle in a safe and comfortable manner.

HILL START ASSIST (HSA)

The Hill Start Assist function helps to prevent the vehicle from rolling backwards when the driver switches from the brake pedal to the accelerator pedal while the vehicle is stopped on a hill. Hill Start Assist automatically activates when the vehicle senses a certain incline and is fully stopped in any forward gear when facing uphill or reverse gear when facing downhill. The system uses a longitudinal G-sensor along with a wheel speed sensor to control the hydraulic brake modulator. Hill Start Assist, when activated, will release the brakes when the driver depresses the throttle or if the driver doesn't press the accelerator after a few seconds.

I-SRS AIRBAG

i-SRS is a development of the standard airbag Supplementary Restraint System (SRS). i-SRS controls front airbag and front seatbelt pretensioner deployment, in a way that ensures optimum occupant protection according to the severity of a frontal collision.

A conventional SRS system can often deploy the airbags and seatbelt pretensioners according to a preset deceleration force.

With i-SRS, it will independently deploy both seatbelt pretensioners, and driver and passenger airbags. By controlling deployment to suit varying collision conditions, i-SRS ensures optimum occupant protection while minimising the risk of serious injury.

Ideally airbags must provide optimal occupant protection performance in a variety of collision scenarios. These occupants can often vary in height, weight and in-car postures.

However, in order to enable the airbag to be inflated more quickly and to maintain occupant protection performance over a longer period under various circumstances, Honda has developed the i-SRS to enable the complex control necessary without increasing the risk of an inflation injury from a deploying airbag.

A driver-side airbag with continuously staged inflation was therefore developed using spiral sewing technology that tears at specified pressures together with a vent timing control. Featuring a simpler system than that of existing airbag technology, the driver airbag in the all-new Civic is able to provide more tailored occupant protection for a wider range of differing physiques and collision circumstances.

SIDE CURTAIN AIRBAGS

The curtain airbags and a gas inflater are stored in the roof area above the side windows. Deployment of the airbag module creates a cushioning layer between the occupants' head and objects outside the vehicle, substantially reducing the effect of side impact forces and potential head injury. Side impact sensors are located in the middle and rear of the vehicle on both sides. The fully opened curtain extends along the length of the side windows and to a depth in excess of the glass area.

FRONT 3-POINT LOAD LIMITERS WITH PRETENSIONER ELR SEATBELT

Three-point seatbelts are standard for all seating positions. The front seatbelts are equipped with automatic tensioners to help minimise injury potential in a frontal collision. When an impact occurs, the automatic tensioner tightens the seatbelt of shoulder to help hold the seat occupant firmly in position, but then slightly relaxes the pressure to minimise the chance of injury from the seatbelt itself. The front seatbelts of the sedan are also high adjustable.

Pretensioners with load limiters are fitted to the front seats of Honda vehicles. In the event of a front or side impact above a certain limit, when the SRS is deployed, the pretensioner instantly rewinds part of the seatbelt webbing to maximise the restraining effect on the occupant. If the load on the seatbelt increases due to the forward movement of the occupant's chest, the load limiter pays out a small amount of the seatbelt while maintaining a restraining effect. This sequence reduces the pressure applied to the occupant's chest, reducing the risk of injury. As part of the way SRS is designed to operate, the pretensioner will always operate in unison with the airbags.

MULTI-ANGLE REARVIEW CAMERA

The all-new Civic receives a multi-angle rearview camera, viewable on the Display Audio. The camera can show a top view, normal view or wide rear view when the transmission is in reverse. The camera is located just below the licence garnish. Depending on the model, static guidelines help driver determine how close they are to an object, while higher grades have dynamic guidelines that project the vehicle's future path based on the driver's steering wheel inputs.

ISOFIX

ISOFIX is the International Standards Organization method to fit child seats into cars easily as well as safely. This standard is the result of extensive research in the field of attachment security and car design.

ISOFIX works by providing a method of affixing the child seat without the seat belt or a locking clip. This makes it easier and quicker to fit the car seat correctly.

GRADE LINE-UP

VTi

VTi-S

VTi-L

RS

VTi-LX

VTi

ENGINE
- 1.8 litre SOHC VTEC 4-cylinder engine
- 104 kW @ 6500 rpm and 174 Nm @ 4300 rpm
- Continuously Variable Transmission (CVT)
- Electric parking brake with automatic brake hold

EXTERIOR
- LED Daytime Running Lights (DRL)
- 16-inch steel wheels
- Body coloured door handles
- Electrically adjustable door mirrors
- Halogen projector beam headlights with auto-off timer
- Taillights with Integrated LED Light Bars
- Integrated rear window antenna

INFOTAINMENT
- Advanced Display Audio (7-inch colour touchscreen) including:
  - Apple CarPlay®
  - Android Auto™
  - AM/FM radio
  - Bluetooth® phone and audio connectivity°
  - USB connectivity
  - Multi-angle reversing camera with dynamic guidelines

INTERIOR
- LCD instrument cluster with multi-function colour display
- Auto up/down power windows – driver and front passenger
- Black fabric seat trim
- Variable Intermittent front windscreen wipers
- Tilt and telescopic adjustable steering wheel
- Accessory 12V power outlet
- Cruise control with speed limiter
- Single-zone automatic climate control
- 60:40 split fold rear seats
- 8-speaker audio
- Eco Assist and ECON Mode

SAFETY
- Anti-lock Braking System (ABS)
- Electronic Brake-force Distribution (EBD)
- Emergency Stop Signal (ESS)
- SRS airbags dual front, side and full-length curtain
- Tyre Deflation Warning System (DWS)
- Vehicle Stability Assist (VSA)
- Security alarm
- Hill Start Assist

VTi-S

Additional features over the VTi

EXTERIOR
- 16-inch alloy wheels
- Door mirrors with LED Integrated indicators
- Front halogen fog lights
- Front parking sensors
- Rear parking sensors

INTERIOR
- Smart keyless entry with push button start and walk away lock
- LaneWatch
- Leather-wrapped steering wheel

VTi-L

Additional features over the VTi-S

ENGINE
- 1.5 litre DOHC VTEC 4-cylinder engine with direct injection
- 127 kW @ 5500 rpm and 220 Nm @ 1700-5500 rpm
- Continuously Variable Transmission (CVT)
- Paddle shift gear control

EXTERIOR
- 17-inch alloy wheels
- Electrically retractable door mirrors
- Auto headlights (Dusk sensing)
- Auto front windscreen wipers (Rain sensing)
- Privacy glass (rear)
- Shark fin antenna

INTERIOR
- Digital radio (DAB)
- Dual-zone auto climate control
- Vanity mirrors with illumination
- Auto up/down windows – all passengers

RS

Additional features over the VTi-L

EXTERIOR
- LED Fog lights
- LED headlights with auto-levelling
- 17-inch alloy sports wheels
- Piano black upper/lower grille and pillar detail
- Dark Chrome door handles
- Tailgate spoiler
- Electric sunroof

INTERIOR
- Leather-appointed seat trim
- Heated front seats
- Driver's seat with 8-way power adjustment
- Drilled alloy sports pedals
- 452-watt premium audio system with 10 speakers including subwoofer

VTi-LX

Additional features over the RS

INTERIOR
- Satellite navigation with SUNA live traffic updates
- Auto-dimming rear view mirror

HONDA SENSING™ SUITE:
- Collision Mitigation Braking System (CMBS)
- Road Departure Mitigation System (RDM)
- Forward Collision Warning (FCW)
- Lane Departure Warning (LDW)
- Lane Keeping Assist System (LKAS)
- Adaptive Cruise Control (ACC) with Low-Speed Follow (LSF)

CIVIC SPECIFICATIONS

Description		VTi	VTi-S	VTi-L	RS	VTi-LX
POWERTRAIN						
Engine type		1.8L	1.8L	1.5L Turbo Charged	1.5L Turbo Charged	1.5L Turbo Charged
Engine capacity		1799	1799	1498	1498	1498
Compression ratio		10.6	10.6	10.6	10.6	10.6
Bore x Stroke (mm)		81 x 87.3	81 x 87.3	73 x 89.5	73 x 89.5	73 x 89.5
Fuel type (minimum recommended):	- Unleaded (91 RON)	•	•	•	•	•
Fuel supply system:	- Honda Programmed Fuel Injection	•	•	-	-	-
	- Direct Injection	-	-	•	•	•
Drive By Wire throttle (DBW)		•	•	•	•	•
TRANSMISSION						
Continuously Variable Transmission (CVT):		•	•	•	•	•
	- with steering wheel-mounted paddle shifters	-	-	•	•	•
PERFORMANCE AND FUEL ECONOMY						
Maximum power		104kW @ 6,500rpm	104kW @ 6,500rpm	127kW @ 5,500rpm	127kW @ 5,500rpm	127kW @ 5,500rpm
Maximum torque		174Nm @ 4,300rpm	174Nm @ 4,300rpm	220Nm @ 5,500rpm	220Nm @ 5,500rpm	220Nm @ 5,500rpm
Fuel consumption (litres/100km)*:	- combined	6.4	6.4	6.0	6.0	6.0
	- urban	8.7	8.7	8.1	8.1	8.1
	- extra urban	5.0	5.0	4.8	4.8	4.8
CO_2 emissions (g/km):		148	148	140	140	140
Emission standard:		ADR 79/04 (Euro 5)	ADR 79/04 (Euro 5)	ADR 79/04 (Euro 5)	ADR 79/04 (Euro 5)	ADR 79/04 (Euro 5)
CHASSIS						
Suspension type:	- MacPherson strut (front)	•	•	•	•	•
	- Multi-link (rear)	•	•	•	•	•
Motion Adaptive Electric Power Steering (MAEPS)		•	•	•	•	•
Brakes:	- ventilated disc (front)	•	•	•	•	•
	- solid disc (rear)	•	•	•	•	•
EXTERIOR						
Antenna type:	- in glass	•	•	-	-	-
	- Sharkfin	-	-	•	•	•
Door handles:	- body coloured	•	•	•	-	•
	- dark chrome	-	-	-	•	-
Door mirrors:	- electrically adjustable	•	•	•	•	•
	- body coloured	•	•	•	•	•
	- intergrated indicators	-	•	•	•	•
	- electrically retractable	-	-	•	•	•
Rear window demister		•	•	•	•	•
Wipers (front):	- variable intermittent	•	•	-	-	-
	- rain-sensing function	-	-	•	•	•
Tailgate spoiler		-	-	-	•	-
One touch tilt & openable electric sunroof		-	-	-	•	•
EXTERIOR LIGHTS						
Front fog lights (front):	- bulb type	-	•	•	-	-
	- LED type	-	-	-	•	•
Headlight type:	- Projector Halogen bulb	•	•	•	-	-
	- LED	-	-	-	•	•
Headlights with:	- auto off coming home/leaving home function	•	•	•	•	•
	- auto on/off dusk sensing	-	-	•	•	•
	- auto-levelling	-	-	-	•	•
	- LED Daytime Running Lights (DRLs)	•	•	•	•	•
Rear combination lights:	- LED optical guide type	•	•	•	•	•
DRIVER AIDS						
Cruise control with speed limiter		•	•	•	•	Adaptive Cruise Control
Eco Assist System (speedometer display)		•	•	•	•	•
ECON Mode		•	•	•	•	•
Hill Start Assist (HSA)		•	•	•	•	•
Driver Infomation Interface with colour display:		•	•	•	•	•
	- odometer	•	•	•	•	•
	- trip meter (A/B)	•	•	•	•	•
	- instant fuel economy	•	•	•	•	•
	- average fuel economy	•	•	•	•	•
	- range	•	•	•	•	•
	- average speed	•	•	•	•	•
	- elapsed time	•	•	•	•	•

CIVIC SPECIFICATIONS

Description		VTi	VTi-S	VTi-L	RS	VTi-LX
	- outside temperature display	•	•	•	•	•
	- phone	•	•	•	•	•
	- radio	•	•	•	•	•
	- turn-by-turn navigation	-	-	-	-	•
Steering wheel-mounted controls:		•	•	•	•	•
COMFORT AND CONVENIENCE						
Accessory power outlet (12v):	- front console (x1)	•	•	•	•	•
Air conditioning:	- single-zone climate control	•	•	-	-	-
	- dual-zone climate control	-	-	•	•	•
Drilled alloy pedals		-	-	-	•	-
Driver's footrest		•	•	•	•	•
Dust and pollen filter		•	•	•	•	•
Front console (with 2 cup holders)		•	•	•	•	•
Interior lighting:	- map light	•	•	•	•	•
	- interior light	•	•	•	•	•
	- cargo area light	•	•	•	•	•
Power windows with:	- auto up/down function (driver and front passenger)	•	•	-	-	-
	- auto up/down function (driver and all passengers)	-	-	•	•	•
Privacy glass:	- rear passenger area	-	-	•	•	•
Rear view mirror:	- day/night	•	•	•	•	-
	- auto-dimming	-	-	-	-	•
Rear seat armrest with two cup holders		•	•	•	•	•
Remote central locking		•	•	•	•	•
Smart keyless entry with push start button and walk away locking		-	•	•	•	•
Tilt and telescopic steering column		•	•	•	•	•
Sunvisor vanity mirror:		•	•	•	•	•
	- illuminated	-	-	•	•	•
SEATING & INTERIOR						
Front seat adjustment:	- driver seat height adjustment (manual)	•	•	•	-	-
	- 8-way electric drivers seat adjustment	-	-	-	•	•
Seat trim material:	- fabric	•	-	-	-	-
	- black premium fabric	-	•	•	-	-
	- black leather appointed[2]	-	-	-	•	•
Heated front seats		-	-	-	•	•
Leather-wrapped gear shift knob		-	-	-	•	•
Leather-wrapped steering wheel		-	•	•	•	•
STORAGE						
Beverage Holders (x8)		•	•	•	•	•
Coat hanger (x2)		•	•	•	•	•
Passanger side seat back pocket:		•	•	•	•	•
Sunvisor ticket holder (driver-side only)		•	•	•	•	•
MULTIMEDIA						
Advanced Display Audio (7-inch touchscreen) featuring:		•	•	•	•	•
	- AM/FM radio	•	•	•	•	•
	- Bluetooth® connectivity with audio streaming°	•	•	•	•	•
	- Digital radio (DAB+)^	-	-	•	•	•
	- Apple CarPlay™ with Siri® Eyes Free mode‡	•	•	•	•	•
	- Android Auto™ with Google™ Voice search#	•	•	•	•	•
	- Garmin® satellite navigation~ (with SUNA≠ Live Traffic updates)	-	-	-	-	•
USB port (x2)		•	•	•	•	•
HDMI port		•	•	•	•	•
Speakers:	- 8 speakers (4x speakers, 4x tweeters)	•	•	•	-	-
	- 452W premium sound system (10x speaker inc. subwoofer)	-	-	-	•	•
Speed-sensitive volume compensation (SVC)		•	•	•	•	•
ACTIVE SAFETY						
Vehicle Stability Assist (VSA)		•	•	•	•	•
Honda Sensing:	- Forward Collision Warning (FCW)	-	-	-	-	•
	- Collision Mitigation Braking System (CMBS)	-	-	-	-	•
	- Lane Departure Warning (LDW)	-	-	-	-	•
	- Lane Keeping Assist System (LKAS)	-	-	-	-	•
	- Road Departure Mitigation System (RDM)	-	-	-	-	•
	- Adaptive Cruise Control (ACC) with Low-Speed Follow (LSF)	-	-	-	-	•
Agile Handling Assist System (AHAS)		•	•	•	•	•
Straight Driving Steering Assist		•	•	•	•	•

CIVIC SPECIFICATIONS

Description		VTi	VTi-S	VTi-L	RS	VTi-LX
Anti-lock Braking System (ABS)		•	•	•	•	•
Electronic Brake-force Distribution (EBD)		•	•	•	•	•
Emergency Brake Assist (EBA)		•	•	•	•	•
Emergency Stop Signal (ESS)		•	•	•	•	•
Traction Control System (TCS)		•	•	•	•	•
Tyre Deflation Warning System (DWS)		•	•	•	•	•
PASSIVE SAFETY						
Child restraint anchorages:	- ISO Fix (x2)	•	•	•	•	•
	- Child anchorage point (x3)	•	•	•	•	•
Child proof rear door locks		•	•	•	•	•
Head restraints (x5)		•	•	•	•	•
LaneWatch		-	•	•	•	•
Seatbelts:	- 3 point ELR / ALR (for all rear seatbelts)	•	•	•	•	•
	- 3 point ELR with pre-tensioner (front)	•	•	•	•	•
Seatbelt reminder - driver and all passengers		•	•	•	•	•
Side impact protection		•	•	•	•	•
i-SRS airbags:	- front	•	•	•	•	•
	- side	•	•	•	•	•
	- full-length curtain	•	•	•	•	•
PARKING AID						
Parking sensors:	- front	-	•	•	•	•
	- rear	■	•	•	•	•
Multi-angle reversing camera (3 modes):	- normal, wide, top-down	•	•	•	•	•
	- fixed or dynamic guidelines	•	•	•	•	•
SECURITY						
Engine immobiliser		•	•	•	•	•
Security alarm system		•	•	•	•	•
DIMENSIONS, WEIGHTS & CAPACITIES						
Overall length (mm)		4644	4644	4644	4644	4644
Overall width (mm)		1799	1799	1799	1799	1799
Overall height (mm)		1416	1416	1416	1416	1416
Wheelbase (mm)		2700	2700	2700	2700	2700
Front track (mm)		1547	1547	1547	1547	1547
Rear track (mm)		1563	1563	1563	1563	1563
Ground clearance - unladen (mm)		133	133	133	133	133
Head room:	- front (mm)	997	997	997	953	953
	- 2nd row (mm)	942	942	942	935	935
Leg room:	- front (mm)	1074	1074	1074	1074	1074
	- 2nd row (mm)	950	950	950	950	950
Shoulder room:	- front (mm)	1447	1447	1447	1447	1447
	- 2nd row (mm)	1397	1397	1397	1397	1397
Hip room:	- front (mm)	1364	1364	1364	1364	1364
	- 2nd row (mm)	1201	1201	1201	1201	1201
Minimum turning radius at wheel centre (meters)		5.327	5.327	5.327	5.327	5.327
Fuel tank capacity (L)		47	47	47	47	47
Tare mass (kg)		1261	1261	1331	1331	1331
Towing capacity:	- trailer with brakes (kg)	800	800	800	800	800
	- trailer without brakes (kg)	500	500	500	500	500
	- ball down force (kg)	50	50	50	50	50
Seating capacity		5	5	5	5	5
WHEELS AND TYRES						
Wheel type:	- steel	•	-	-	-	-
	- alloy	-	•	•	•	•
Space saver spare wheel		•	•	•	•	•
Tyre size		215/55 R16	215/55 R16	215/55 R17	215/55 R17	215/55 R17
Wheel size		16-inch	16-inch	17-inch	17-inch	17-inch

•Standard feature. – Not available. ■ Accessory option. *The fuel consumption figures quoted are based on ADR81/02 test results. [2]Leather trim includes non-leather materials in some areas. °Requires compatible device. The Bluetooth word mark is owned by The Bluetooth SIG, Inc. and use of such mark by Honda is under licence. ‡Apple CarPlay, iPhone and Siri are trademarks of Apple Inc. CarPlay and Siri requires iPhone 5 model and above running iOS 7.1 or higher. #Android, Android Auto and Google are trademarks of Google Inc. Android Auto and Google Voice Search requires Android 5.0 (Lollipop) or above. ^Digital radio station coverage dependent on vehicle location. ~Garmin® is a trademark of Garmin Ltd. or its subsidiaries, registered in the USA and other countries. ≠SUNA is a registered trademark of Intelematics Pty. Ltd. Coverage includes Melbourne, Sydney, Brisbane, Gold Coast, Adelaide, Perth and Canberra metropolitan areas. Refer to sunatraffic.com.au for full details.

HONDA

The Power of Dreams

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