



Australia's most affordable hybrid



JAZZ HYBRID

HONDA JAZZ HYBRID – Low Emissions and Practicality without Compromise



The all-new Jazz Hybrid is another example of Honda's commitment to producing fuel efficient engines that are also fun and practical. The Jazz Hybrid is Australia's most affordable hybrid and joins Honda's other hybrid models – Civic Hybrid, Insight and CR-Z.

The Jazz Hybrid does not lose any of the practicality of the petrol-powered Jazz, with the compact nature of Honda's IMA system allowing this light car to retain its ultra-flexible 'Magic Seats' and 223 litres of boot space (with the rear seats in their normal position). With the rear seats down, the cargo area (load to window) is 722 litres.

The IMA battery pack and power control unit have been integrated in the area under the boot floor, retaining the normal boot area and allowing the 'Magic Seats' to fold in a similar manner as the petrol version (Utility mode is slightly different). This means that the seats fold flat, to provide a surprising 722 litres measured to the window and accommodating tall items within the car.

The IMA system is shared with all Honda's hybrids, taking advantage of the proven reliability of this important technology. With almost two decades of development and 10 years of sales, the Honda IMA system has proven itself to be a flexible and dependable system, with over one million hybrid vehicles sold around the world.

The all-new Jazz Hybrid uses the same 1.3 litre i-VTEC engine and electric motor as the Insight. The system is combined with a CVT gearbox and has an emission count of just 107 g/km of CO₂. Fuel consumption is just 4.5 l/100km combined urban/extra urban.

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Visually, the Jazz Hybrid is distinguished from the rest of the Jazz range with headlights that have a chrome-blue surround, clear rear LED tail lights, chrome-blue front grille and a chrome tailgate garnish. The Hybrid will also be available in a range of colours; Alabaster Silver, Fresh Lime Green, Rallye Red, Taffeta White and Polished Metal.

The dashboard integrates a version of the Eco Assist function, which uses the ambient lighting of the speedometer to advise the driver on how their driving style is impacting on their fuel economy.

The Eco Assist function helps the driver target the maximum economy from their car in various situations and gives drivers real-time feedback on how their application of the brakes and accelerator affects their fuel consumption and environmental impact.

The Jazz Hybrid is available with the following specifications:

- 1.3 Litre SOHC i-VTEC engine delivering 65kW @ 5800 rpm and 121Nm of torque at 4500 rpm
- Honda's unique Integrated Motor Assist (IMA) system, comprising an electric motor delivering 10kW @ 1500 rpm and 78Nm of torque at 1000rpm
- Continuously Variable Transmission (CVT) with Grade Logic Control
- 91RON Fuel
- Fuel consumption (combined urban/extra urban) of 4.5 litres per 100 kilometres and CO₂ emissions of 107g/km
- Vehicle Stability Assist (VSA) with Traction Control System (TCS)
- Advanced Compatibility Engineering (ACE) Body Structure

HONDA JAZZ HYBRID – Low Emissions and Practicality without Compromise



- Six airbags (front, side and full length curtain)
- ABS and BA
- ECON mode and Idle Stop
- McPherson strut front and Torsion Beam rear suspension
- Audio system with AM/FM radio, CD with MP3 and steering wheel-mounted controls
- Auxiliary Jack
- Bluetooth connectivity
- iPod compatible USB connectivity
- Speed-sensitive Volume Compensation (SVC)
- Body coloured and power door mirrors
- Halogen headlights and LED rear combination lights
- Intermittent front wipers and rear wiper
- Climate-control air-conditioning
- Cruise control with steering wheel-mounted adjustment
- 10 cup holders
- Honda's unique 'Magic Seats' system that folds in 18 different ways
- Multi-Information Display (MID)
- Power windows with driver's auto up/down
- 60/40 split fold rear seats with recline and tip-up
- Cloth trim
- Tilt and telescopic steering wheel
- Tonneau cover

JAZZ HYBRID

ENGINE AND IMA SYSTEM



The Jazz Hybrid shares its engine and IMA system with the Insight, where it has proved itself as a very reliable system. IMA stands for Integrated Motor Assist, which consists of a low-friction 1.3 litre engine that serves as the primary power source assisted by an ultra-thin electric motor, coupled with a Continuously Variable Transmission.

Honda was the first to introduce hybrid motoring in Australia in 2001 and also introduced the world's first six-speed manual transmission with a hybrid drivetrain in 2011. IMA technology has featured in the Insight, Civic Hybrid and the CR-Z. Over this time, the system has evolved and become more compact and lightweight, ensuring that one of the most famous attributes of the Jazz – practicality – is not diminished.

The 1.3 litre i-VTEC engine has been further enhanced to improve fuel economy. The low-friction, pattern coated piston design has been combined with an ultra-efficient catalyst to optimise this highly efficient power unit.

During deceleration, when the engine's cylinders have no load on them, combustion in all four cylinders is stopped. This virtually eliminates the pumping losses, decreasing resistance to allow the IMA motor/generator to operate more efficiently and increase energy recovery to charge the battery. The sealing of the cylinders means the air trapped within it can be used like a spring, increasing the efficiency without the necessity to decouple the engine.

The technology used to shut the cylinders, Variable Cylinder Management (VCM), is also used to shut all four cylinders when only little torque is required – during low speed cruising for example. In this mode the Jazz Hybrid is powered by the electric motor only, with the pistons running idle, meaning no fuel is used and zero CO₂ is produced. The Jazz Hybrid can stay in this electric mode fractionally longer by virtue of its lower weight and shorter cabling route between the battery and motor.

ENGINE AND IMA SYSTEM



Drivers can see when the car has entered the EV mode through the Multi-Information Display (MID) where a graphic indicates if the car is being powered by the engine, electric motor or the two combined.

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

The engine and IMA system produces 72kW at 5800rpm and 167Nm at 1000-1700 rpm. The key to Honda's hybrid systems is the support given by the electric motor that can help boost performance as well as keep emissions and fuel consumption to a minimum.

The motor uses coils with high-density windings and high-performance magnets to produce 10kW and 78 Nm. As with other Honda hybrids, the motor is constructed using flat wire windings, which have an oval cross section. The use of flat wire reduces the thickness of the winding, without reducing its density, which makes the motor compact enough to slot into an existing model such as the Jazz.

ECO ASSIST



A few years ago, while monitoring customer use of the Jazz, the development team found that there were significant differences in the fuel economy achieved from one driver to another. For example, at an average speed of 30km/h, there were differences of up to 21 percent in the actual fuel consumption being recorded by different drivers.

With this in mind, the engineers tweaked the car's management system in an attempt to minimise the effect of varying driving styles on fuel economy.

When the tests were repeated, the least efficient drivers improved their results and the difference between all the results was reduced to 12 percent.

Honda has taken this learning into the development of its hybrid models; the result is the ECON button. When activated by the driver, ECON mode tells the car's management system to adopt specific settings to improve fuel consumption. It does this without affecting overall safety levels or the general usability of the car. The ECON mode in the Jazz Hybrid has been improved over that originally found in the Insight. These enhancements have also recently been applied to the Insight model to improve real world economy.

When the ECON switch is depressed, the Jazz Hybrid enters ECON mode, resulting in the following:

- Power output is limited and torque is reduced by four percent (except when the driver presses the pedal to the floor e.g. when overtaking)
- Smoothes driver accelerator input to optimise throttle position and engine speed. At any engine speed, there is an optimum throttle angle, which if maintained, results in the best fuel efficiency. Some drivers apply a more on/off approach to throttle control, often pressing the accelerator down too far. To counteract this, the system 'smoothes out' driver input by maintaining the throttle opening to match the speed and conditions. The driver can override the system at any time, to perform an emergency manoeuvre
- Smoother CVT shift pattern
- Regenerative brake energy is increased
- Air conditioning operates more frequently in the recirculation mode
- The fan blower power is reduced more frequently to limit the system's consumption of energy
- During Idle Stop mode (the engine turning off when the car is stationary), the air conditioning shuts down.

CLIMATE-CONTROL AIR-CONDITIONING



The Jazz Hybrid's climate-control air-conditioning will change when in ECON mode. The compressor cycles less frequently, causing the cabin temperature to increase by about four degrees. This saves fuel, thus emissions.

During Idle Stop, the system is automatically switched to 'recirculation' mode and the fan speed is lowered. As the compressor is driven by the engine, no additional cooling occurs during Idle Stop. There is a small temperature increase inside the cabin without causing too much discomfort to the occupants.

If the humidity inside the cabin is too high, the engine will not enter Idle Stop at all.

This is controlled via a humidity sensor within the cabin. When the cabin temperature increases beyond a certain point and dependent on desired temperature, the engine will restart and run until the cabin temperature decreases to an acceptable level.

INTERIOR

'Magic Seats' retained with hybrid technology

One of the most distinct elements of the Jazz and a key factor in its popularity is the 'Magic Seats' design; acclaimed for its flexibility and multiple cargo or passenger configurations. The Jazz Hybrid not surprisingly retains the arrangement, even with the addition of the fuel saving IMA technology.

The rear seats of the Jazz fold flat due to the centre tank layout design. The bases of the seats drop down into the space normally filled with the fuel tank, which is located under the front seats, freeing up usable space in the rear. Even with the front seats in their rearmost position, the 60:40 split rear seats with their retractable head restraints can be collapsed in a simple 'one-motion' dive-down action by means of a lever located on the outside shoulder of the seat.

In **'Utility Mode'**, Jazz offers a maximum 1720mm in length. With the larger rear seat portion alone collapsed, there is sufficient space and length to accommodate a surfboard laid flat. The available load length is even greater in 'Long Mode' where the front passenger seat is slid fully forward and its seatback fully reclined – opening up a 2.4m long load space. This mode is slightly different from the petrol version of the Jazz.

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



INTERIOR

This locking seat base action adds further innovation and Jazz's unique offer, since in 'Tall Mode' the seat bases can be left raised into a vertical position and locked against the seat backs. By fixing the seat bases at 90 degrees to their normal position, the user can create a second load area between front and rear seats. This floor to roof space is capable of holding a variety of objects up to 1280mm in height, such as tall plants, two mountain bikes with their front wheels removed, a folded wheelchair and all manner of other items. Since the rear doors open to 80 degrees, it is easy to make full use of this feature.

Instrument cluster

The dash of the car is now in a darker hue, which in the Hybrid contrasts strongly with the blue backlighting of the dials, gauges and displays. The backlighting colour is unique to the IMA powered version of the Jazz, with the petrol versions using amber lighting, harmonised across all of the dashboard illumination.



EXTERIOR DESIGN



The overall design of the Jazz Hybrid is instantly recognisable as a Jazz. The clear grille of the hybrid version of the car changes the airflow through the front of the vehicle. In addition, the air intake below the grille has also been re-profiled to maximise aerodynamic efficiency, while maintaining sufficient airflow. These measures reduce drag in the critical frontal area of the car.

The changes to bodywork have been complimented by a blue tint to the surround of the front lights and clear rear light clusters. The front grille, headlights and tail lamps are all finished in the same chrome-blue finish and set the Hybrid apart from the petrol car. The rear lights have been highlighted with a chrome tailgate garnish, which along with the "Hybrid" logo on the rear, further designate the lowest emission Jazz model.

CHASSIS



The basic chassis of the Jazz Hybrid is identical to that of the standard Jazz, but the anti-roll bars and damper tuning have been optimised for the 70 kg weight increase over the petrol car. The result is an improvement in ride comfort, increasing refinement, particularly over poor road surfaces. The on-centre feel of the steering has been improved by slightly increasing friction around the straight ahead point. The tweaks to the Jazz Hybrid's chassis give it a smoother ride, enhanced handling and greater stability, adding to what is already a very competent package.

COMPREHENSIVE SAFETY PACKAGE



The Jazz Hybrid, like all Honda models has been subject to rigorous car-to-car crash testing in the R&D centre at Tochigi, Japan.

The Jazz Hybrid benefits from the highly effective Advanced Compatibility Engineering (ACE) technology which provides a protective cocoon for occupants in a variety of real-world crash conditions. These may include a frontal collision between vehicles of differing heights, weights and frame construction.

These crash tests which are conducted to enhance real-world crash safety are done using a number of different models with different sizes and weights. By using a range of vehicles, Honda is able to ensure the Jazz is optimised to minimise injuries to occupants of both vehicles in an impact.

A conventional body structure generally concentrates the loads from the impact through two pathways running longitudinally through the lower portion of the frame. The ACE body structure of the Jazz, is composed of highly efficient energy-absorbing polygonal cross-section side frames, a bulkhead (upper frame) which absorbs the upper part of the collision energy and a lower member that helps prevent misalignment of the frames of the vehicles involved.

This prevents cabin deformation by distributing forces through multiple major load bearing pathways and away from the passenger compartment. At the same time, the structure reduces the chance of vertical or lateral misalignment between the Jazz and another vehicle's safety structures.

Impact energy is directed into the immensely strong floor structure formed by the cross members and longitudinal members protecting the central fuel tank on all four sides. This structure provides exceptional stiffness which also benefits side impact performance to maintain cabin integrity.

Dual front and side airbags are supplemented on all models with standard equipment full length side curtain airbags to protect occupants front and rear. There are three-point seatbelts in all seating positions; those in the front seats with load limiting pretensioners. Vehicle Stability Assist (VSA) is standard as it is on all grades of Jazz, providing additional handling security in extreme manoeuvres or in low grip situations.

COMPREHENSIVE SAFETY PACKAGE

Pedestrian Safety

The Jazz Hybrid also incorporates many of the pedestrian-protection design features already familiar in Honda models. Research shows that features such as these, assist in dramatically improving a pedestrian's chance of survival if struck by a moving vehicle. Features include windscreen wiper pivots designed to break away on impact, energy absorbing front wing mounts and bonnet hinges, as well as an unobstructed area beneath the bonnet allowing greater space for deformation.



Jazz HYBRID



ENVIRONMENTAL INFORMATION

Battery Recycling

The Jazz Hybrid's battery is covered by an 8-year warranty. At the end of the vehicle's life, or in the event of the pack becoming damaged, it can be recycled through a Honda dealership.



BLUE SKIES FOR
OUR CHILDREN

Jazz Hybrid Specifications

FEATURES	Jazz IMA
Powertrain	
Engine	SOHC + Integrated Motor Assist (IMA) Inline 4 cylinder
Displacement	1.3L - 1339cc
Compression ratio	10.8
Bore x stroke (mm)	73 x 80
Emission Standard	Euro4
Automatic transmission	CVT with grade logic control
Fuel type – E10 Suitable	Unleaded (91 RON) ✓
Fuel supply system	Honda Programmed Fuel Injection (PGM-FI)
Drive by wire throttle (DBW)	✓
Performance	
Maximum power – Petrol Engine	65 kW @ 5800 rpm
Maximum torque – Petrol Engine	121 Nm @ 4500 rpm
Maximum power – Integrated Motor assist (IMA)	10 kW @ 1500 rpm
Maximum torque – Integrated Motor assist (IMA)	78 Nm @ 1000 rpm
Maximum power – Petrol Engine + IMA	72 kW @ 5800 rpm
Maximum torque – Petrol Engine + IMA	167 Nm @ 1000-1700 rpm
Fuel consumption – combined (litres/100km)* – automatic transmission	4.5
Fuel consumption – urban (litres/100km)* – automatic transmission	4.6
Fuel consumption – Extra urban (litres/100km)* – automatic transmission	4.5
CO ₂ emission – combined (g/Km) – automatic transmission	107
Econ Switch for Super Economy Mode	✓
Auto-Stop fuel saver (Idle Stop)	✓

Jazz Hybrid Specifications

FEATURES	Jazz IMA
Chassis	
Front suspension	Macpherson strut
Rear suspension	Torsion Beam Axle
Stabiliser bars	Front & rear
Steering system type	Electric power assisted
Front brakes	Ventilated disc
Rear brakes	Drum
Exterior	
Body coloured & powered door mirrors	✓
Door handles	Body coloured
Fog lights	✓
Grille	Blue tinting
Headlights	Halogen
Keyless entry	✓
Rear combination lights	LED type
Rear window demister	✓
Wipers:	
– Front	Intermittent
– Rear	✓

Jazz Hybrid Specifications

FEATURES	Jazz IMA
Interior	
Accessory power outlet (12v)	Front
Air conditioning	Climate Control
Central locking	✓
Comprehensive interior illumination	✓
Cruise control	✓
Cup holders: – number of cup holders	x 10
Digital clock	✓
Door pockets	Front
Driver's footrest	✓
Dust & pollen filter	✓
Front seat height adjustment – Manual	Driver
Glovebox	Double
Grab rail x4	✓
Head restraints – Adjustable	x 5
Lights-on warning	✓
Low fuel warning	✓
Luggage area light	✓
Map lights	✓
Magic seat system with underseat storage*	✓

Jazz Hybrid Specifications

FEATURES	Jazz IMA
Interior	
Multi information display <ul style="list-style-type: none"> - Average fuel economy - Average vehicle speed - Distance to empty - Driver efficiency rating - Fuel economy History – last 3 drives + current drive fuel economy - Instant fuel economy monitoring system with ECO Drive bar - IMA assist indicator - Outside temperature display - Odometer - Seat belt reminder - Trip meter - Time travelled 	✓
Power windows: <ul style="list-style-type: none"> - auto up/down 	x 4 Driver
Rear view mirror	Day/night
Seats – front	Fully reclining
Seats – rear	60/40 split With fold down and tip up
Seat back pocket	Front Driver & Passenger
Seat trim material	Cloth
Seatbelt height adjuster	Front
Steering column	Tilt & telescopic adjustment
Steering wheel	Urethane
Ticket/card holder: <ul style="list-style-type: none"> - in visor (driver only) - in glovebox (card holder) 	✓ ✓
Tonneau cover	✓
Vanity mirror	Driver & front passenger
Windows	Heat absorbing

Jazz Hybrid Specifications

FEATURES	Jazz IMA
Safety	
Advanced Compatibility Engineering (ACE) body design	✓
Airbags SRS – front	Driver & front passenger
Airbags SRS – side with OPDS	Driver & front passenger
Airbags SRS – full length curtain	Driver & front passenger side
Anti-lock Braking System (ABS) with Brake Assist (BA)	✓
Child proof rear door locks	✓
Child safety seat anchorages	x 3
Electronic Brake-force Distribution (EBD)	✓
Hazard warning lights	✓
High mounted stop light	✓
Honda G-Con technology	✓
Immobiliser system	✓
Progressive crumple zones	Front & rear
Rear parking sensor	■
Seat belt pretensioner	Front
Seat belt reminder	Driver & all passenger
Seat belts 3 point ELR	Front
Seat belts 3 point ELR/ALR	Rear
Security alarm system	✓
Steering column	Energy absorbing
Transmission shift lock	✓
Vehicle Stability Assist (VSA) with Traction Control System (TCS)	✓

Jazz Hybrid Specifications

FEATURES	Jazz IMA
Dimensions/Weights/Capacities	
Overall length (mm)	3900
Overall width (mm)	1695
Overall height (mm)	1525
Wheelbase (mm)	2500
Tread (mm)	
– Front	1492
– Rear	1475
Ground clearance (mm)	
– Non-load	150
– Full load	110
Kerb weight (kg)	
– automatic transmission	1178
Maximum Permissible Weight	
– automatic transmission	1590
Fuel tank capacity (litres)	40
Turning radius at wheel center (metres)	5.39
Boot capacity (litres in VDA standard)	
– rear seat up	223
– rear seat down – load to window	722
Seating capacity	5
Tyres & Wheels	
Wheel size	15 x 5.5J
Tyre size	175/65 R15
Wheel type	Alloy
Spare wheel type	Temporary

Jazz Hybrid Specifications

FEATURES	Jazz IMA
Audio/Satellite Navigation System	
AM/FM radio, CD with MP3	✓
Antenna	Micro
Auxiliary jack	✓
Bluetooth Connectivity	✓
iPod compatible USB Connectivity	✓
Speed-sensitive volume compensation (SVC)	✓
Speakers	
– Front	x 2
– Rear	x 2
Steering wheel-mounted audio controls	✓
Warranty	
Battery – 8 year unlimited km warranty	✓
Vehicle – 3 year or 100,000 km warranty	✓
Vehicle – 6 year rust perforation warranty	✓
Colour Guide	
Exterior	Interior
Alabaster Silver (M)	Black
Fresh Lime (M)	Black
Polished Metal (M)	Black
Rallye Red	Black
Taffeta White	Black

* The fuel consumption figures quoted are based on ADR81/02 test results

+ Leather interior includes some PVC vinyl material

✓ Standard feature

– Not available

■ Optional

* Jazz IMA does not offer a flat floor when rear seats are folded