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## Preface

The small car, a vehicle intimate with the needs of everyday life, is finding fans among a truly wide range of people. With such variety in the types of drivers and passengers, demands and desires here are myriad; the machine that realises every single one of them, we can say that this is the ideal small car.

The first-generation Jazz and its innovative centre tank layout succeeded in fulfilling a number of requirements thought to be impossible to meet up to that point, revolutionising the small car.

However, with the changing times, ever greater value is demanded by users for the small car, pushing this ideal even higher. Pursuit of this perfect small car, making every demand a reality; this was the mission we set for ourselves and for the Jazz when we started development.

It goes without saying that approaching this towering ideal was no simple matter, so the team itself set the lofty goal of surpassing limits in every area. Then, without lowering our target levels or sacrificing any objective for the achievement of another, we set our sights high, aiming to meet all our targets, and devoted ourselves to realising a variety of creative and original ideas, taking advantage of every technology we possessed.

Anything that could possibly be asked of a small car—styling, packaging, driving, safety—every demand is achieved at an unprecedented level in the completion of the new Jazz. Yet another step towards the ideal small car.

**LPL (Large Project Leader) in charge of Development**

A handwritten signature in dark ink that reads "Kohei Hitomi". The signature is written in a cursive, flowing style.

**Kohei Hitomi**

## **Introduction - Innovation, Technology & Versatility Continue in Honda's Quintessential Light Hatch**

The Honda Jazz has been a global success for Honda with over 2.5 million sold since its debut in 2001.

The Jazz is produced in five countries and sold in over 115, ranking it alongside the Civic as one of Honda's most widely sold models.

Now, some six years later Honda Australia introduces the second-generation Jazz with new levels of styling, performance, driving dynamics and ride quality while maintaining its renowned packaging, functionality and versatility, making this new Jazz Honda's most refined light hatch ever.

Three variants are offered – a 1.3-litre Jazz GLi and two 1.5-litre i-VTEC models, Jazz VTi and VTi-S. All are Euro 4 compliant and run on 91RON standard unleaded fuel.

Jazz GLi comes with a raft of standard features, including power windows and mirrors, central locking and single in-dash CD stereo. The entry level Jazz has a comprehensive array of safety equipment – ABS brakes with Electronic Brake Force Distribution (EBD), dual front airbags and front seatbelt pre-tensioners are standard.

An optional 'Safety pack' is offered comprising side and curtain airbags, and a multi-information display which includes a speed alarm, trip computer and seatbelt reminder for all passengers.

The mid-range Jazz VTi gets the larger, more powerful 1.5 litre engine in addition to side and curtain airbags, the multi-information display, a security alarm system and a vanity mirror for the front passenger.

The top-of-the-range Jazz VTi-S is given the sports makeover with sport front and rear bumpers, side skirts and 16 inch alloy wheels.

Honda has infused more power into the new Jazz range demonstrating that spirited performance and light car dynamics need not be dull. Two engines power Jazz – the GLi features Honda's advanced 1.3-litre SOHC engine, (now with i-VTEC technology) to provide the best balance of fuel economy and lively performance. It now delivers 73kW (up 12kW) and 127Nm, (up 8Nm).

The 1.3-litre i-VTEC engine delivers fuel economy figure of 5.8 litres per 100kms and produces just 138gCO<sub>2</sub>/km when fitted with the manual transmission.

Jazz GLi has a 5-speed manual or optional, 5-speed automatic transmission, (unique to the segment) with Honda's Grade Logic Control.

Both the Jazz VTi and VTi-S are powered by a 1.5-litre SOHC i-VTEC engine that has an output of 88kW (up 7kW) and 145Nm (up 2Nm). Fuel economy is similarly frugal, achieving a combined 6.4L/100km and just 151g/km in manual form.

Both VTi and VTi-S are available with 5-speed manual transmission and Honda's new 5-speed automatic transmission, that also allows the driver to manually operate the gears via paddles on the steering wheel (VTi-S only).

While the second-generation Jazz retains the same suspension layout as the previous generation, (McPherson strut front and Torsion Beam rear for maximum packaging efficiency), significant improvements have been incorporated to enhance the overall ride quality, handling, agility and ultimately the driving experience.

The rear H-shaped torsion beam has been re-designed and has also received new larger bushings, improved spring lever ratio and extended trailing arm lengths. While the Honda designed McPherson strut compact front suspension has been improved thanks to new castor geometry and bushes, the turning circle is 9.8 metres (GLi and VTi).

An upgraded version of Honda's Electric Power Steering (EPS) is standard across the Jazz range.

The overall utility of the Jazz has been one of its strengths and the second-generation Jazz has lost none of its flexibility, making it one of the most user friendly cars in the light car segment.

Once again Honda's engineers were meticulous in maximising useable room ensuring not a millimetre of available space is wasted.

Honda Managing Director & CEO Mr Yasuhide Mizuno said the arrival of the second generation Jazz has been widely anticipated by Honda, its dealers and customers alike.

"The first generation Jazz was an instant hit for Honda around the world. It has sold strongly since its introduction in Australia in October 2002 and we expect the second-generation Jazz, with its improved performance and dynamics to continue as a front runner in the light car segment."

"We know from previous experience this car will have massive appeal for buyers seeking a vehicle with personality, design excellence and, of course, Honda's advanced technology."

## Sales & Marketing

Since its debut in Australia, October 2002 the Jazz has been one of Honda's most successful models with sales in excess of 51,000 units. The first-generation Jazz has received praise for its versatility, styling, functionality, performance, fun to drive character and fuel economy.

With the arrival of the second-generation Jazz, Honda expects to attract many new customers to the Honda brand as well as many current Jazz owners wanting to update to the new model range.

They will be impressed by the comprehensive features, economy, bold new styling, safety and the outstanding value for money the Jazz offers.

Honda's second-generation Jazz has been an instant hit in every market launched so far.

In Japan for example, the Jazz has been the number one selling car every month from October 2007 to June 2008.

The new Jazz provides the perfect balance of youthful styling, driving fun, high equipment levels, interior flexibility and overall versatility to be the ideal partner for people's hectic lifestyle.

The Jazz also has broad appeal to all age segments who appreciate the versatility of the Jazz and its ability to be both a highly-competent urban runabout and a highway cruiser.

## Concept

The ultimate in personal motoring - **All-new Honda Jazz**



## Main Features

### Jazz GLi

- All-new 1.3-litre 4-valve i-VTEC SOHC engine delivering 73kW@6000rpm and 127Nm@4800rpm
- Euro 4 compliant
- 5.8 litres/100km combined (Manual Transmission) 138g/km
- 6.6 litres/100km combined (Automatic Transmission) 157g/km
- A 5-speed manual or the all-new 5-speed automatic transmission - unique to the segment
- McPherson strut front and torsion beam rear suspension
- Dual front airbags
- Anti-lock brakes (ABS) with Electronic Brake Distribution (EBD)
- Front seatbelt pretensioners
- Front ventilated disc brakes and rear solid disc brakes
- Upgraded Electric Power Steering (EPS)
- Halogen headlights
- Roof mounted antenna
- 60/40 split-fold rear seats with one-touch fold down action
- Flexible seating design including collapsible flat load floor
- Large cargo area of 337 litres (seats up) or 848 litres (rear seats folded)
- Centrally mounted fuel tank
- Compact dimensions with short nose design
- Multi information display including odometer, trip meter, average fuel economy and estimated range, speed alarm, seat belt reminder for all occupants (*Safety Pack option only*)
- Centre console with integrated storage pockets
- Single in-dash CD player, four speakers, AM/FM tuner & MP3 and WMA
- Central locking
- 10 cupholders
- Power windows
- Power mirrors
- Body coloured mirrors and door handles
- Immobiliser
- Fuel lid that locks with central locking

- Three rear head restraints
- Luggage cover
- Luggage hooks in rear cargo bay
- Driver and passenger map lights
- Driver vanity mirror
- Driver footrest
- Tilt and telescopic steering
- Dust and pollen cabin filter
- Auxiliary jack
- Speed-sensitive volume compensation (SVC)

### Jazz VTi

#### As per GLi, plus:

- Revised 1.5-litre SOHC i-VTEC engine producing 88 kW@6600 rpm and 145 Nm@ 4800 rpm
- 5-speed manual transmission or 5-speed automatic transmission
- Multi information display including odometer, trip meter, average fuel economy and estimated range, speed alarm, seat belt reminder for all occupants
- Passenger vanity mirror
- Security alarm system
- Side airbag with Occupant Position Detection System (OPDS)
- Curtain airbag

### Jazz VTi-S

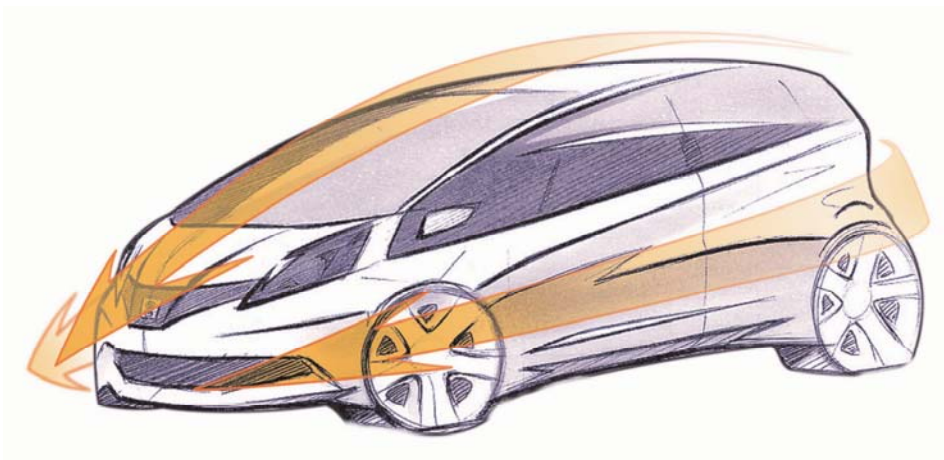
#### As VTi, plus:

- Front and rear sports bumper
- Side skirts
- 16 inch alloy wheels
- Leather covered steering wheel
- Cruise control
- Driver's seat arm rest (auto only)

## Design

### Super-forward form for a body structure with the front pillars as far forward as possible

To achieve our aim of the styling expressing spaciousness and exhilarating driving, we took a hard look at the forward cabin and sought to move the front pillar as far forward as possible, leading to the creation of a new body structure that achieves a variety of design requirements, including safety. This structure provides for a forward-leaning look, almost leaping ahead, along with a more spacious interior.



### Sharp front view

The forward cabin asserts itself with a strong flowing design, while the larger bumpers and headlight size and placement give the new Jazz a real presence.

The wide honeycomb mesh of the upper grill adds a sense of sportiness to the wider stance projected by the wide lower grill. The lower centre of gravity is accentuated by the projected form from the low grill to the front guards.

## Headlights

They are even larger with a more distinctive styling that give a sense of solidity.



### Side view emphasises the forward cabin design

The highest point of the roof is set towards the rear with the body lines flowing together towards the nose to achieve a dynamic forward-leaning exterior, realising a unique form that is both powerful and solid. A smooth curve is provided by minimising the width from the A-pillar to the side of the roof, while at the same time, the sharp edges coming up from inside the solid form create a dynamic look. The muscular lines of the rear bumper also emphasise an overall feel of power and strength.

## Fuel lid

The fuel lid dovetails seamlessly with the monoform styling thanks to Honda's application of a push-lift opener, which is identical to the just-launched 2009 YM Euro.

The fuel lid switch employs a smart push-open mechanism that synchronises locking and unlocking with the driver's side door locks. This set up simplifies self-service fuelling.



## Rear view offering a sense of stability and agility

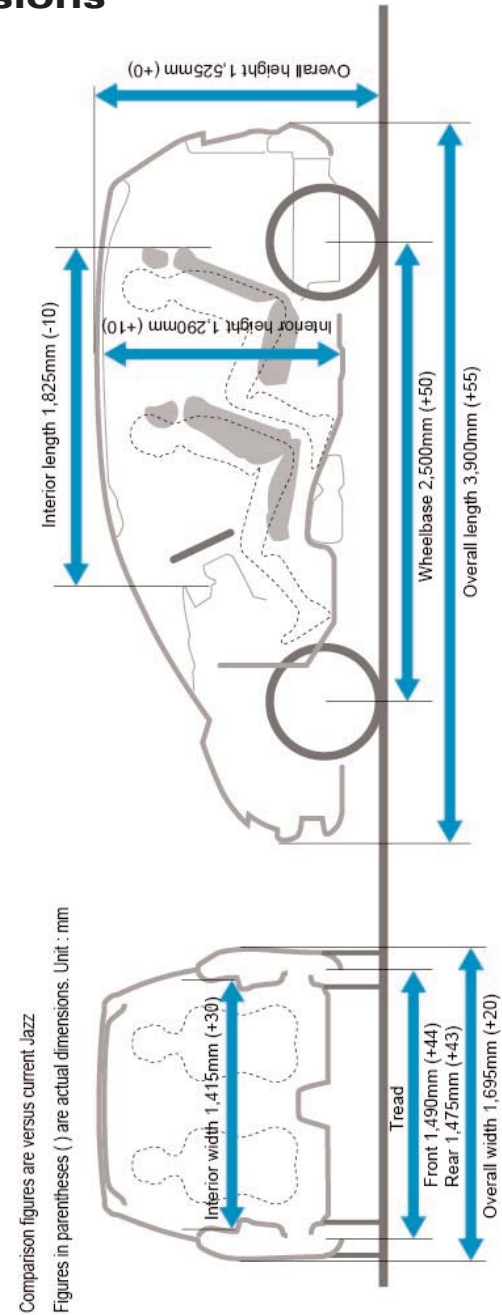
The full form projecting from the rear bumper to the tailgate realises a true sense of stability. With the contrast between this solid lower area and the upper area with the inward flow toward the roof end around the rear quarter windows, the cabin has a definite sporty look, expressing the spaciousness of the interior.

## Rear combination lamps

Three-dimensional white turn signals and reverse lights that jump out and provide a contemporary look.



## Dimensions



## Dimensions Comparison (mm)

	2009 Year Model	Previous Model
<b>Length</b>	3900 (VTi-S 3920)	3845
<b>Width</b>	1695	1675
<b>Height</b>	1525	1525
<b>Wheelbase</b>	2500	2450
<b>Front Track</b>	1492	1457
<b>Rear Track</b>	1475	1445

## Packaging

### Even more spacious and user-friendly packaging that retains the easy manoeuvrability of a light car

For packaging, the under-floor central tank layout was carried over from the previous model to help maintain the manoeuvrability expected of a small car while allowing enhancement of cabin space and practicality. To create this new packaging, size increases were kept to a minimum, especially for length, with its impact on manoeuvrability, while innovative and original ideas were brought into play in every area, including the windshield placement, the roof peak setting and thinner A-pillars.

### Creation of a sense of stability that can be felt immediately

The wheelbase has been increased by 50 mm, the front track by 35 mm, and the rear track by 30 mm. This longer wheelbase and wider track size come together to create a feeling of stability.

### A spacious interior that appeals to human sensibilities

The wider track of the second-generation Jazz allows the interior cabin space to be increased, achieving a large space more akin to a medium sized sedan. This interior width increase of 30mm, together with the larger side windows and the deep-set door line delivers even more space around the arms and shoulders.





Setting the roof peak directly above the rear seats and improving the shape of the front seat back has made it possible to increase the amount of space around the knees, at the feet and above the head in the rear seats. The larger glass area and a windscreen that is even further forward all help to create a very spacious interior. With greater distance between the front seat occupants and much thinner A-pillars, the Jazz has a real air of roominess.

### Sizeable luggage space of 337 litres (with rear seat up)

The Jazz seats five people and still leaves ample room for their luggage.



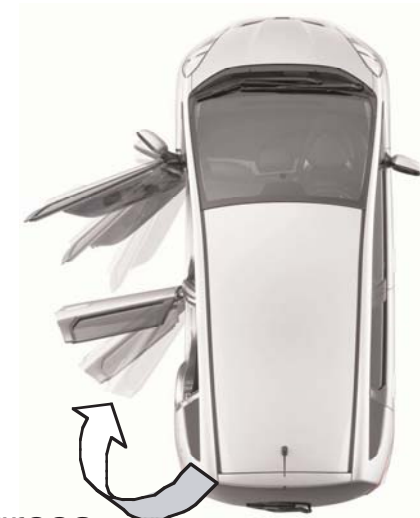
### Low rear hatch opening for easy loading and unloading of luggage

Thinking of those times when heavy luggage needs to be loaded and unloaded, the height of the opening to the hatch is set just 605 mm from the ground.



### Wide-angle opening for rear doors

The rear doors now open to a wide 80° angle, providing even easier access for passengers and facilitating the loading and unloading of luggage. Since the doors can also be stopped at two places along the way, you can feel safe getting in and out of the vehicle in narrow parking spaces.

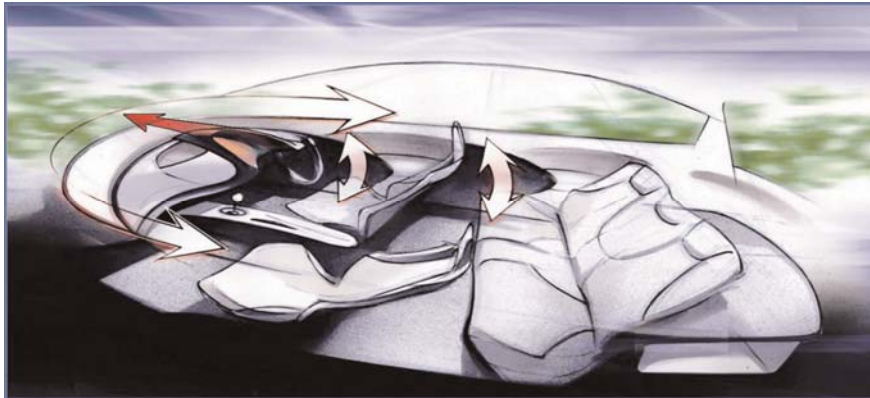


80 degrees

## Interior

### Spacious comfortable cabin

Despite the restrictions on the body size, the interior cabin is even more spacious. The overall effect is to provide passengers with a natural feeling of comfort. From the instrument panel design to the control layout and even the selection of materials, careful attention has been given to every detail.



### Cockpit brimming with fun and relaxed operability

Thanks to the structure of the instrument panel and its functionality, the styling has an expansiveness you can feel. The three-dimensional, large-diameter gauges and placement of ancillary controls, gives the cockpit intuitive operability.

### Advanced styling, three-dimensional gauges

The gauges are given sculptural surfaces with gun metallic hairline treatment on the outside for a sporty, advanced feel. Acrylic was used for the graduations on the speedometer in the centre of the cluster for eye-catching solidity.



### Multi Information Display with a broad range of functions

Current fuel economy and range indicators have been adopted in the liquid crystal display, a first for Jazz. The continuous display of fuel economy at each moment in the movement of a liquid crystal bar allows for more economical driving. Switching displays the odometer, trip meter, average fuel economy, estimated range, a seat belt reminder for all occupants and a speed alarm with two settings.\*\*



**Information display**  
(\*\*Standard on VTi & VTi-S,  
part of Safety Pack Option  
on GLi)

### Air conditioner controls have been made simpler

To keep eye movement to a minimum when operating the air conditioner during driving, the controls have been moved closer to the driver and are more accessible.

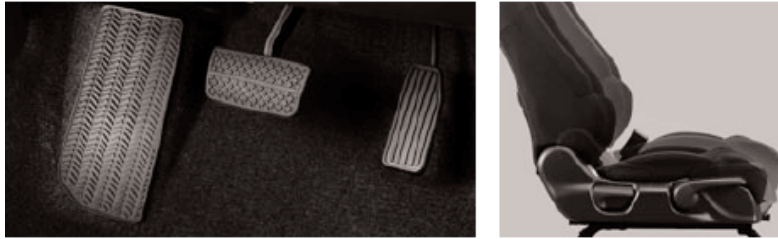


### Higher air conditioner efficiency combined with increased glass surface

Pressure losses have been reduced 25% because of the straight pipes, and the amount of air flow has been increased by about 10% by optimising the air conditioning system and reducing pressure losses in the interior air conditioning unit. Improving efficiency while enhancing performance also contributes to improved fuel economy.

## An optimal driving position

With the increased space around the feet, the accelerator and the brake pedals have been moved 15 mm closer to the driver's right foot and this new Jazz also has a footrest. This model is equipped with a tilt and telescopic steering column and a driver's seat height adjuster to allow the driver to easily find the optimal driving position. The steering adjustment range is 30 mm front to back and 40 mm top to bottom. The ratchet-type height adjuster makes adjusting the seat height even simpler, with a 50-mm adjustment range.



## Creation of a relaxing interior

The aim was to create an interior that offered a relaxing atmosphere from the moment you enter the vehicle. The glass area has increased by about 20 percent by moving the upper edge of the windshield towards the rear and moving the bottom edge forward about 120 mm compared with the previous model. The instrument panel was also lowered and given a forward tilt, and the area around the wipers was refined, reducing obstructions to visibility as much as possible for even greater exhilaration.

## Panoramic view

The front quarter windows on the left and right are three times larger and the width of the A-pillar has been reduced by about 20 mm to enhance visibility and give a more panoramic like view.

The windshield was enlarged by moving the A pillars forward and making them as slim as possible. The top of the windshield was also moved rearward to widen the upper view and create a more open feeling.



## Seats with a higher level of comfort

The front seat is based on the seat frame of a typical medium size sedan with the springs and padding optimised for comfort. The innovative seat surface and the side support area offer reassuring support. The angled cut of the seat back shoulders guarantees an open field of vision from the rear seats. The left and right rear seats are 20 mm wider, 15 mm deeper and have cushions 10 mm thicker for enhanced ride comfort. The left and right head restraints fold into the seat back for easy seat arrangement and better rearward visibility.



## Use of material of superior texture for the entire interior cabin space

With the aim of creating a high-quality interior space, no effort was spared in selecting materials and detailing each area.

- **Seat and door trim:** The dot-pattern fabric is a classy black with blue highlights.
- **Roof lining:** A high-quality knit with a crisp pattern was selected to enhance the relaxed feel of the space.
- **Grain:** Combining the high quality of leather with a pattern integrating the modernity of a geometrical design and a newly developed mat finish draws the eye to the unique construction of the instrument panel.

## Utility

### Jazz utility that is even more convenient and user friendly

The new Jazz is not just spacious, its very functional. A car that is intimate with the needs of everyday life must be easy to use so that a variety of people can ride in it. Based on this kind of thinking, every aspect of the Jazz was reviewed and new ideas were added, starting with the seat arrangement to each corner of the luggage space.

### Diverse storage space

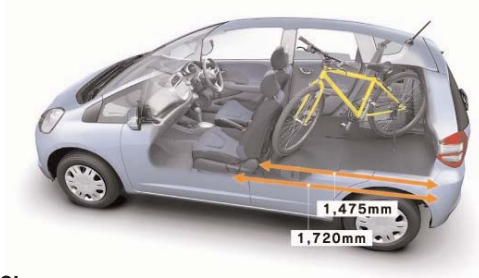
The Jazz interior has plentiful utility, starting with 10 cup-holders and a wide range of easy-to-use storage spaces.

### “Magic Seats” for one-motion fold down

Thanks to the longer wheelbase, the left and right head restraints which fit into the rear seat backs, and an innovative rear seat link mechanism, fold down and reverse of the rear seat is now possible in a single motion. No matter what position the front seat is in, pull the lever and with one motion, the rear seat can be folded down. This lever can be operated directly from the luggage space so even when loading large luggage, there's no need to go around to the rear seats. The seats can be returned to the upright position simply by pushing on the seat backs.



## Magic Seats



### Utility Mode:

Set the rear seat down and the luggage space can be extended to a maximum length of 1,720 mm thanks to the spacious full-flat floor\*.

*\*As measured with the front passenger seat moved all the way forward. When the front passenger seat is moved all the way back: 1,475 mm.*



### Long Mode:

In addition to the full-flat space in utility mode, place the front passenger seat in the full reclining position to create a space up to 2,400 mm long.



### Tall Mode:

Fold up the rear seat cushions and the space where the rear seats are suddenly becomes a 1,280-mm tall luggage space.

## Powertrain

### Two engines power the new Jazz range

A 1.3 litre i-VTEC SOHC engine replaces the twin spark i-DSI which is standard in the GLi and the bigger capacity 1.5 litre i-VTEC engine which is standard in both the VTi and sporty VTi-S models.

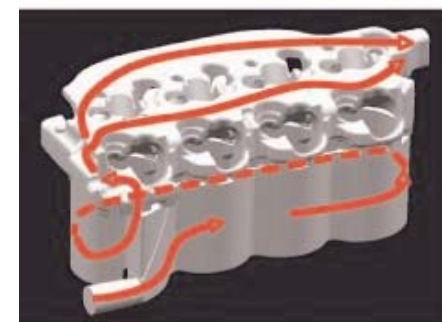
### 1.3 Litre engine

Honda has added more power and torque to the 1.3 litre engine which now receives an i-VTEC system in place of the previous twin spark i-DSI system. The VTEC system is employed to optimise power, torque and fuel efficiency.

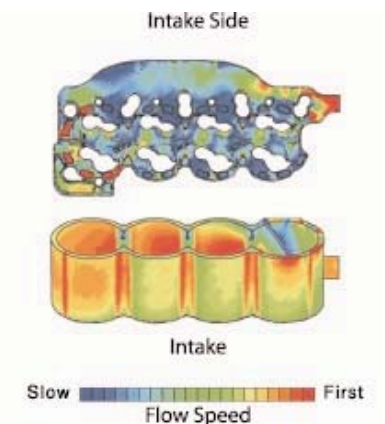
The 1.3 litre SOHC engine is Euro 4 compliant and operates on standard 91RON unleaded fuel. To further improve fuel efficiency, one valve is deactivated at idle.

To minimise emissions the exhaust manifold and catalytic converter have been placed closely together to reduce the heat-up time and maximise operating efficiency of the converter. The air/fuel ratio has also been enhanced and the intake port improved, while overall friction of the engine has been lowered.

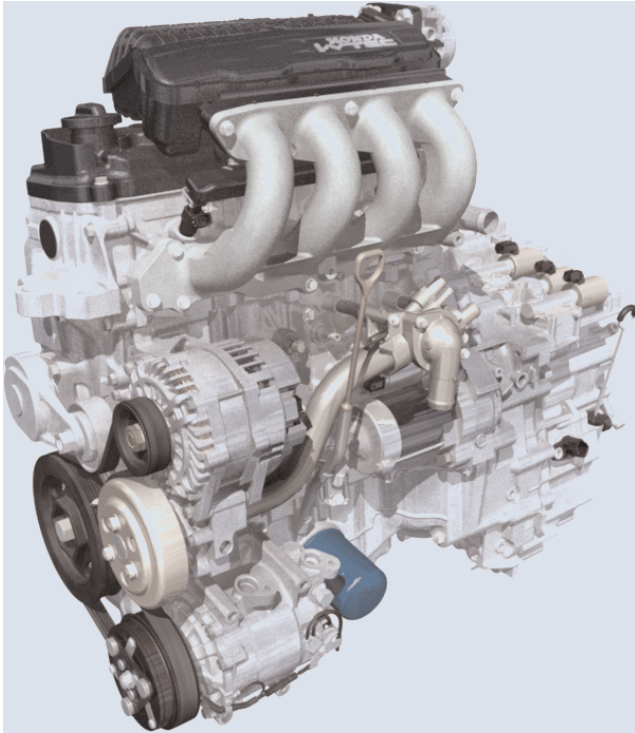
To suppress engine knock (abnormal combustion), which has a large impact on low-rpm torque, the flow of coolant in the water jacket was carefully reviewed and the dual-flow structure of the cylinder head and block in parallel used up to now was modified into the single-flow structure where coolant flows into the cylinder block ahead of the cylinder head. This allows concentration of coolant flow, improving cooling efficiency. Anti-knock performance is considerably improved for superior low-rpm torque, thanks to the limited temperature increases in the combustion chamber.



Coolant flow/distribution



## 1.5 Litre engine



### Pursuit of best-in-class power and excellent fuel economy

**The newly developed i-VTEC engine delivers both power and fuel economy at a high level without sacrificing one to the other.**

Lively and nimble driving in the city, fun and carefree on long drives; to achieve this kind of performance, the objective was even more power, while maintaining the economical side of the small car. Featuring a newly designed transmission and a variety of technologies contributing to improved output, ideal performance is at hand. Utility that is even more convenient and user friendly.

## Lively performance with plenty of torque throughout all speed ranges - the 1.5 litre i-VTEC engine

The 1.5 litre i-VTEC engine was developed with the aim of delivering superior dynamic performance with outstanding fuel economy. Intake valve timing and valve lift settings switch to match for low and high-speed driving, and optimised valve overlap in the low, mid and high-speed ranges enhances intake and exhaust efficiency for lively, easy driving with plentiful torque throughout all speed ranges.

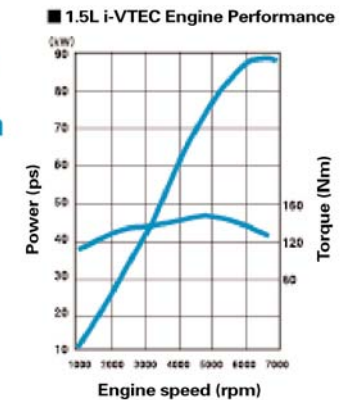
### 1.5L i-VTEC Engine

Maximum output

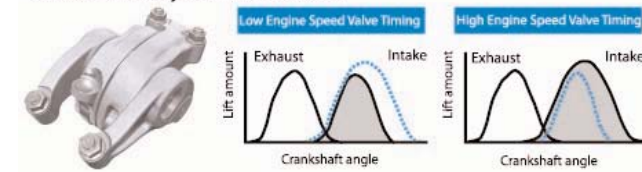
**88kW @ 6,600rpm**

Maximum torque

**145Nm @ 4,800rpm**



### 1.5-liter VTEC System Switchover



### Technology for output improvements

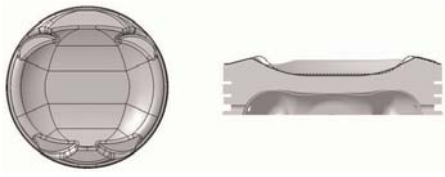
Aiming to achieve the highest possible output in the class, intake and exhaust efficiency were meticulously pursued with the switch to four valves. Adjusting the engine in a variety of ways has allowed this new model to maintain impressive low-rpm torque performance.

### Increased intake valve diameter

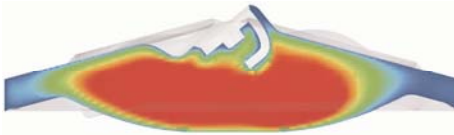
The intake valves, with their significant contribution to improvements in engine output, were completely re-examined. Having a new four-valve configuration, the engine took larger 28-mm diameter intake valves. The valve area was increased by 4%, resulting in a reduction in pumping losses and improving maximum output.

## Modified piston head configuration

Attention was given to residual gas and turbulent energy as factors influencing knock occurrence. After simulation of the distribution of these two factors, a combustion chamber configuration that would suppress knock was examined. The piston head shape was re-invented and given greater compactness thanks to the thicker piston head edges, to prevent residual gas accumulation and clear away the knock-occurrence environment, resulting in improved low-rpm torque.



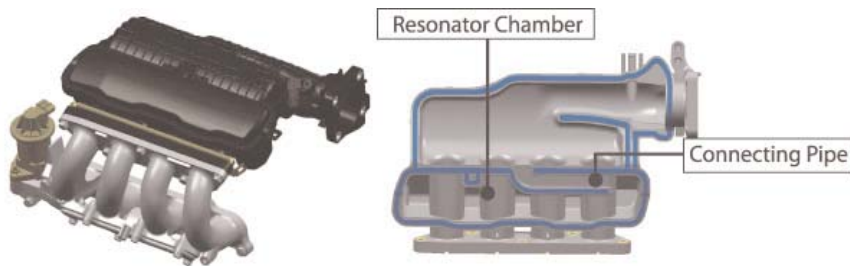
**Piston head configuration**



**Simulation of turbulence intensity within the combustion chamber**

## Adoption of intake manifold with torque-boosting resonator

A resonator chamber has been built into the intake manifold to combine the pulse waves generated in each cylinder to cause resonant effect for large amounts of air intake. The capacity and passage shape in this i-VTEC engine have been adjusted so that a dip in the torque curve near 3,500 rpm is filled in to deliver smooth driving performance.



**Configuration of the intake manifold with torque-boosting resonator**

## Application of DBW

The amount the accelerator pedal is pressed down is transmitted to the computer through an electric signal for direct operation of the throttle valve. Drive-By-Wire technology (DBW) was used for linear output in line with the acceleration work.

## High-strength cracked connecting rod

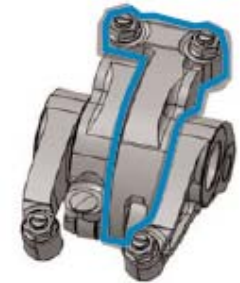
The high-strength cracked connecting rod made of hot-forged high-tension steel improves fatigue strength by about 50%, allowing a 17% reduction in the connecting rod cross-sectional area to provide about 1 kg weight reduction, including the crank balance weight. Moreover, the reduced connecting rod weight makes it possible to respond at even higher revolution because of the smaller inertial force.



**High-strength cracked connecting rod structure - conventional model & New Jazz**

## High-strength aluminium rocker arm

A newly developed aluminium material allowing a strength increase of about 20% is used for the L-shape primary rocker arm. Ensuring rocker arm strength allows greater layout freedom, and switching in the low- and high-rpm ranges is possible thanks to the VTEC mechanism, which contributes to increased output and weight reduction.



**High-strength aluminium rocker arm structure (Blue line: L-shape primary rocker arm)**

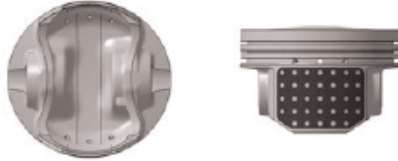
## Technology for fuel economy improvements

Starting with friction reductions, fuel economy has been pursued from a number of angles.

### Adoption of a patterned piston coating, a world first

By modifying the shape of the area around the piston skirt and adjusting the surface configuration, both friction and piston slap noise have been reduced. At the same time, the surface coating was given a pattern for the world's first patterned piston coating, which ensures improved oil retention, leading to even greater friction reduction.

**Patterned piston coating**



### Auxiliary belt drive system with auto-tensioner

The auto-tensioner adopted for the auxiliary belt drive system stabilises belt tension and absorbs variations in the tension of the moving belt by automatically regulating tension in accordance with load. All of this means lower belt tension in the case of low load and less engine friction resistance, leading to fuel economy improvements.

**Auxiliary belt drive system configuration**



### Exhaust manifold-integrated cylinder head and newly developed high thermal resistance catalytic converter

An exhaust manifold integrated with the cylinder head was adopted, while a high thermal resistance catalytic converter which can be placed directly downstream was newly developed. A highly thermal resistant material was used for the mat for the area supporting the catalyst, so fibre distortion is suppressed and the thermal resistance of the mat is significantly higher, resulting in an increase in the maximum operating temperature of the catalyst by 40 °C. This contributes to reductions in fuel consumption in the high-speed and high-load ranges to offer real fuel economy improvements.



**Cylinder head structure**



**Exhaust port configuration**

### Lightweight resin head cover

In pursuit of a lightweight design, a resin head cover was adopted, cutting the weight by 1 kg compared with an aluminium cover and contributing to improved fuel economy.

### Technology for improvements in environmental performance

Taking a hard look at environmental regulations expected for the future in order to prepare now.

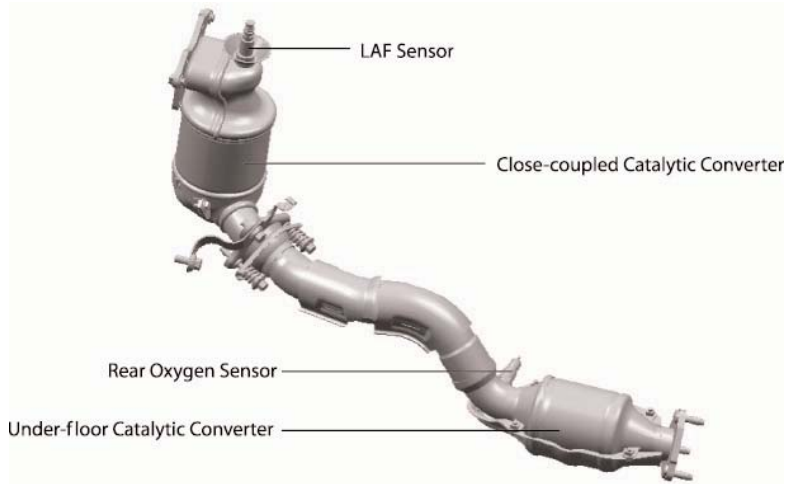
### Cylinder head-integrated exhaust manifold and newly developed high thermal resistance catalytic converter

The exhaust manifold integrated with the cylinder head and the newly developed high thermal resistance catalytic converter significantly contributes to reduced exhaust gas emissions while delivering excellent fuel economy. Integrating the exhaust manifold into the cylinder head connects the exhaust port to the cylinder head interior, with the high thermal resistance catalytic converter placed directly downstream. The aluminium exhaust port allows the temperature immediately after engine start to increase at an earlier stage. Because the exhaust gas reaches the nearby catalyst quickly while the gas is still at a higher temperature, the catalyst is efficiently activated, realising cleaner emissions. And the amount of precious metals used is significantly reduced, socially advantageous since global supply is limited.

### Realisation of high-precision air-fuel ratio control

A shift from the two O<sub>2</sub> sensors used up to now, the new Jazz features dual air-fuel ratio control with an LAF (Linear Air-Fuel ratio) sensor and an O<sub>2</sub> sensor, in addition to an air flow sensor, allowing an even higher level of control precision for an always accurate air-fuel ratio control. The amount of precious metals in the catalyst is reduced while excellent cleaning performance is achieved for exhaust gas emissions.





***Exhaust gas cleaning (high-precision air-fuel ratio control) system configuration***

**The first 5-speed automatic transmission in this class**

For greater driving performance, a 5-speed automatic transmission was adopted for smooth gear changes and a comfortable drive feel that quickly responds to the driver's intentions. The new Jazz also features technologies for fuel economy improvements such as active lock-up control and a compact design.



***The paddle-shifts allow the driver to change gears without letting go of the steering wheel.***

**Further enjoyment of the delight of driving:  
5-speed manual transmission**

Seeking out the perfect match for the engine, the new Jazz features ratios to provide comfortable acceleration and economical cruising. The gearbox and clutch have been optimised for both the shift and pedal strokes making them even more suited to human sensibilities.



# Body

## Even greater rigidity without increased weight. High-performance body for superior driving stability, styling and quietness

From styling to driving, the body is the foundation for it all. The goal for the new Jazz was to enhance body rigidity while maintaining its light weight. For this, rather than rely on additional members, the creativity and originality of Honda was brought to bear on the structure and design to create a high-performance body delivering a comfortable steering feel and a super-forward form.

### Front area reinforcement

#### Load-distributing frame (Advanced Compatibility Engineering)

Introduced on the second-generation Jazz is Honda's Advanced Compatibility Engineering (ACE), body with a load-distributing frame for enhanced collision safety contributes to greater rigidity, while the additional lower member connected to the main frame makes for an even more rigid structure. The arch shape previously used for the frame has been modified for higher structure efficiency, leading to significantly greater rigidity.

#### Closed section of bulkhead

Torsional rigidity is improved thanks to the closed section of bulkhead.

### Increases in rigidity around the rear. Larger frame cross-section

Thinner sheet metal was adopted with larger cross section to achieve both rigidity and package efficiency. The seamless side sill extension formed using integral moulding results in enhanced rigidity along with improved impact absorption.



### Continuous wall structure in the rear hatch opening

The upper rear hatch opening is designed so that the left and right sides form a continuous wall to provide higher rigidity around the tailgate.

### Higher structure efficiency in the suspension mount area

With a modified rear trailing arm bushing mount and a highly efficient structure that accepts load within the middle cross member side wall, the increased rigidity allows superior driving stability. Moreover, integrated stiffeners for the damper mount area and the rear hatch opening provide enhanced vertical rigidity and even greater ride comfort.

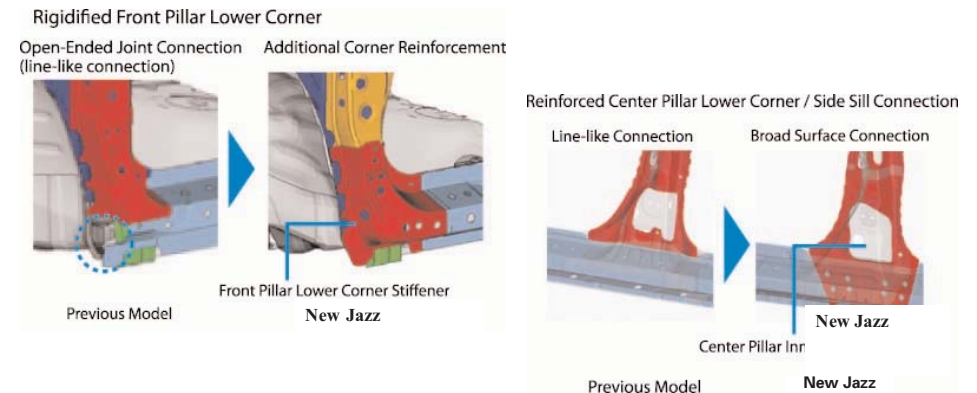
### Quiet body thanks to a highly efficient frame

Noise and vibration during idling as well as booming noise while cruising have all been carefully studied and reduced.

### Optimal eigenvalue control due to rigidity increases in every area of the body

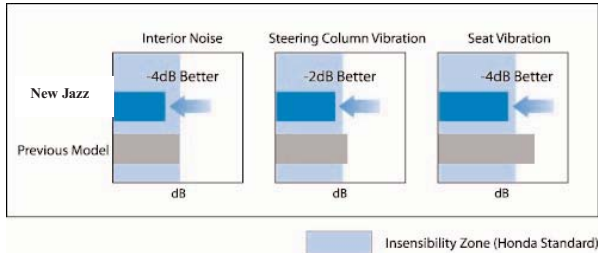
Taking a hard look at noise and vibration during idling and booming noise while cruising reveals that concentration of eigenfrequencies and amplification are the causes. As a countermeasure, attention was paid to the connection parts of the frame where stress is concentrated, such as the front and centre pillar lower stiffeners and the side sill connection area. Higher connection efficiency for these frame areas provides increased rigidity, allowing more dispersed eigenvalues.

#### Connection efficiency improvements



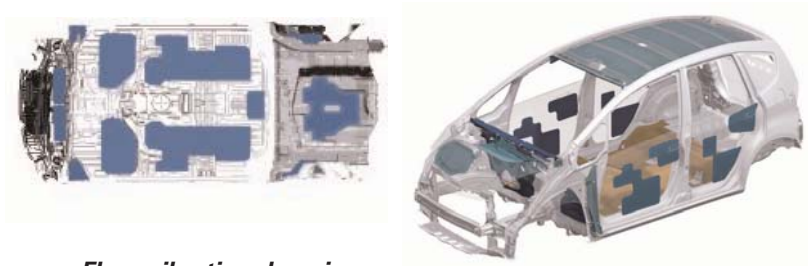
## An unnoticeable level of noise and vibration

The new Jazz offers a high level of quietness, thanks to the appropriately dispersed eigenvalues for the noise and vibration that occur while idling and the booming noise during cruising, reducing them to an unnoticeable level.



## Improved floor vibration damping and acoustic materials

The implementation of sound-absorbing acoustic materials in the roof, carpet and dashboard insulation contributes to both greater quietness and lower weight.

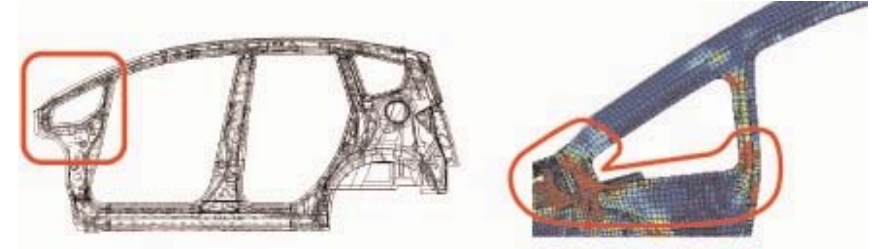


**Floor vibration damping material layout**

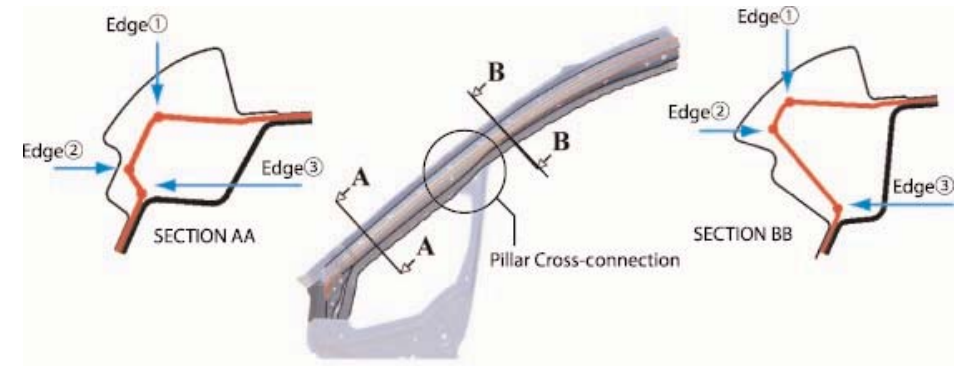
## Balance of styling and high rigidity

The super-forward form brings the front pillar forward, all the way to the centre of the front wheel; this styling and the thinner pillar cross-section allows larger front quarter windows, improving visibility. Enhanced rigidity and collision safety improvements were pursued. From an innovative structure with a continuous contour from the front pillar to the roof to the optimised stiffener configuration, every aspect of the styling has been meticulously worked over.

### Front pillar moved forward and reinforced



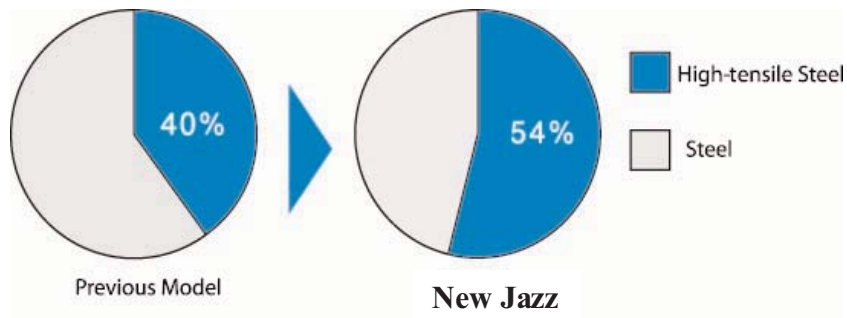
### Continuous front pillar contour/edge



## Lightweight, high-rigidity body

Although the new Jazz is lightweight, the number of areas of application of high-strength, high-tensile steel plate has been increased, now making up 54% of the entire body. With this material and such innovations as the polygonal cross-section configuration and optimal bead placement, rigidity is enhanced without weight increases.

### High-tensile steel comparison



## Chassis

### Revised suspension, with the high-rigidity body as a base Fun for the driver, comfortable for passengers; well-balanced chassis

With the new Jazz, work was focused on a high-level balance of superior ride comfort, crisp handling and nimble driving. A suspension configuration providing superior space efficiency for both the front and rear was adopted, while detailed adjustments were made for a high-level balance of flexibility and stability.

With driving fun surpassing its class and a real feeling of comfort, the new Jazz delivers truly dynamic performance.

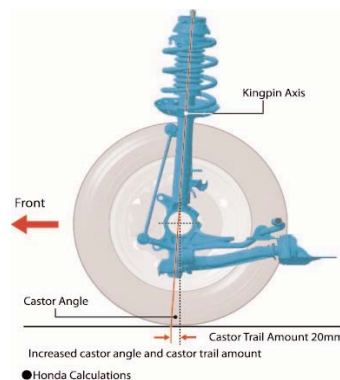
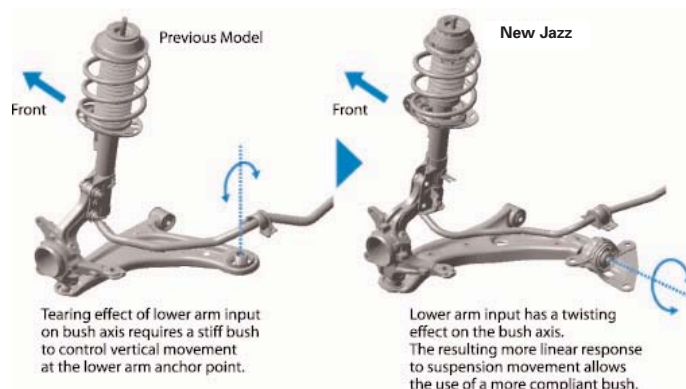


## Newly designed chassis realising both superior ride comfort and steady handling

To create superior ride comfort befitting a global light car, the basic dimensions of the vehicle were increased along with body rigidity. The suspension geometry was optimised for both the front and rear to ensure steady handling, and the rigid body and supple suspension provide first-class ride comfort.

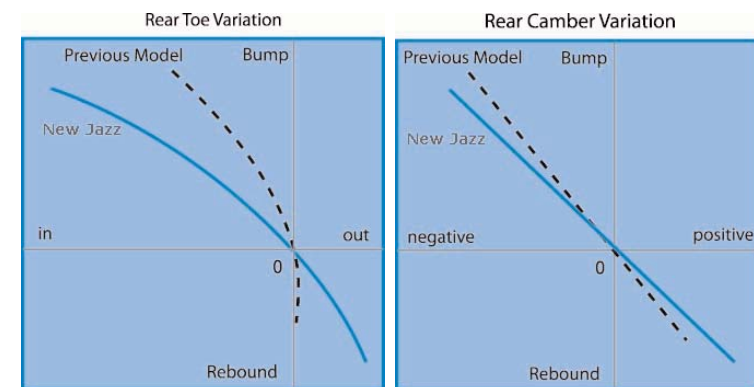
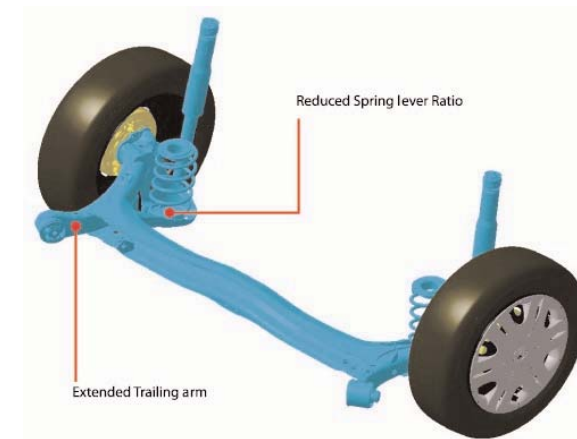
### McPherson strut front suspension

For the front, a McPherson strut suspension was adopted for excellent space efficiency. The optimised compliance bush placement and larger capacity make lower bush springs possible and realise a supple ride comfort. The tilted kingpin axis allowing for a larger caster angle and increased caster offset offers improved straight-line stability. Moreover, steady handling is achieved with a geometry design that optimises alignment characteristics during turning.



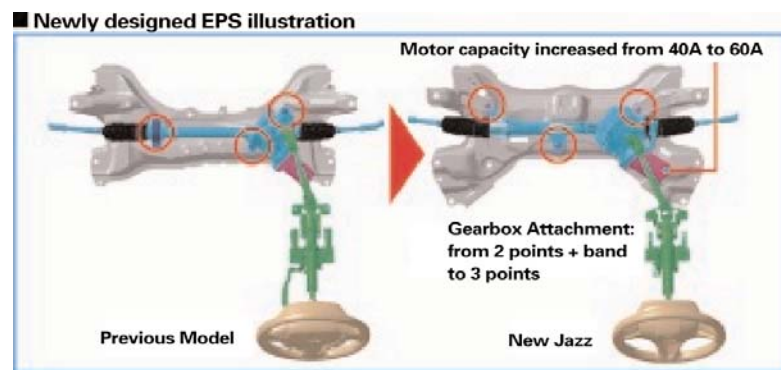
### H-shaped torsion beam rear suspension

The H-shaped torsion beam rear suspension was carried over for maximum possible cabin space. By reducing the spring lever ratio and increasing the trailing arm bush capacity, supple ride comfort is achieved, while the longer trailing arm reduces the body lift. Additionally, the amount of roll steer and roll camber has been optimised to deliver steady handling, and application of a newly developed material to the rear spindle realises more consolidated parts and even greater weight reductions.



## Newly designed large-capacity electronic power steering (EPS) delivering steady steering feel

The adoption of the newly designed large-capacity EPS offers improved steering assistance. Stationary steering performance has been improved, while modifications to the mount configuration for the steering gearbox and increased rigidity for the gearbox itself realise a steady, direct steering feel. The combination of further optimised suspension geometry and even more intelligent EPS control delivers natural, stress-free and crisp steering feel from low to high speeds.



## Linear brake feel

The brake master cylinder has been made longer with a smaller diameter, and the master power (braking servomechanism) servo ratio has been increased, providing a lower pedal ratio. Rigid and easier to control, the new Jazz realises a linear brake feel.

## Safety

### From active to passive safety

#### Safety performance; small body offering peace of mind

Driving, cornering, braking - after thorough examination of fundamental vehicle performance, the new Jazz was designed with active safety equipment to prevent accidents. And with advanced passive safety technology such as Honda's Advanced Compatibility Engineering Body realising both enhanced self-protection and better compatibility in collisions with other vehicles and a pedestrian-injury reduction body design to help protect pedestrian head and leg areas in the event of a collision, the new Jazz features total safety performance.

### Passive safety to protect people just in case

#### G-Force Control Technology, understanding the real world and moving forward from there

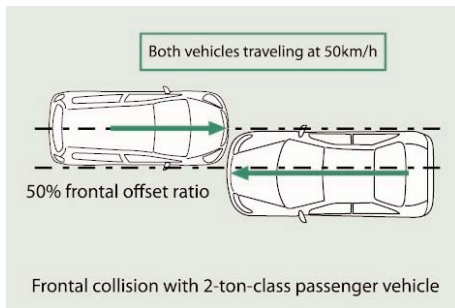
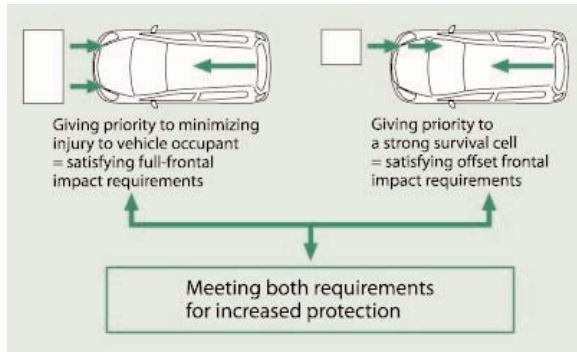
Honda's unique G-Force Control Technology controls impact in the event of a collision and limits injury. Honda has brought collision safety up another level through real-world collision safety research, starting with car-to-car crash testing at the world's first indoor omnidirectional crash test safety facility. To protect occupants in case of a collision, Honda has worked to address the issue of enhancing the self-protection while keeping in mind ways to reduce damage to the other vehicle in the collision.



### Reducing occupant injury with a strong survival cell

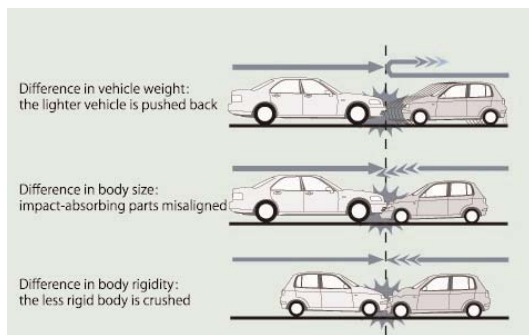
Thanks to barrier crash and other tests, the new Jazz both lowers occupant injury and ensures a strong survival cell in 55 km/h full-frontal collisions, 64 km/h front offset collisions, 55 km/h side collisions and 50 km/h rear collisions.

By adding car-to-car collision tests (2-ton class or lower passenger vehicles on the other side, collision speed of both vehicles of 50 km/h, 50% front offset collision) using Honda's own independent standards, Honda strives to enhance occupant protection by understanding real accidents.



### Further advanced self-protection and reduced damage to the other vehicle

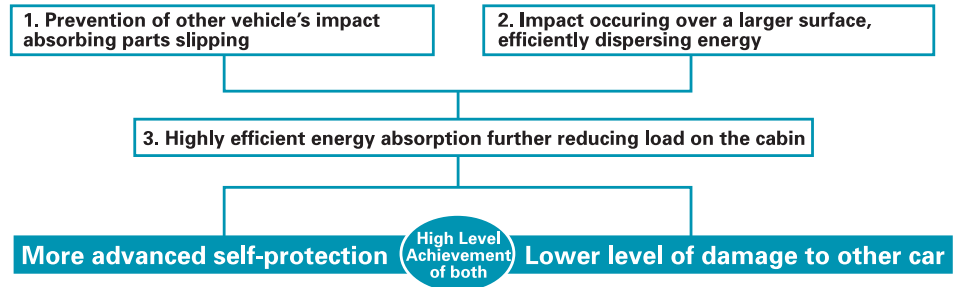
In some real-world car-to-car collisions, one vehicle sustains a larger amount of damage because of a difference in weight, body frame type, or hardness. Honda also studies advanced compatibility bodies that reduce the damage to the other vehicle in the collision, in addition to repeated tests and much research involving a variety of vehicles in car-to-car impacts to make advances in self-protection.



Car-to-car collision research themes

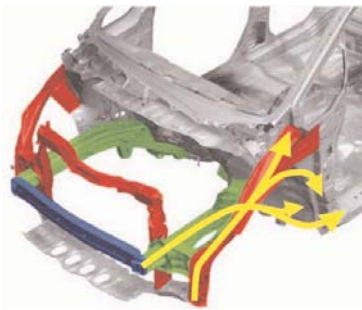
### Innovative compatibility engineering body: Aiming for more harmonious co-existence between cars

Honda has pushed self-protection even further forward to protect occupants in the event of a crash while simultaneously reducing the level of damage to the other vehicle involved in the crash. To achieve these apparently conflicting objectives, how to disperse the energy of impact in the engine compartment and more efficiently absorb the impact are critical questions. Therefore, with the three themes of preventing the impact absorbing area of the other vehicle from slipping over or under, dispersing shock in the event of a collision, and highly efficient energy absorption, Honda strives to bring collision safety performance to ever higher levels. As a result, the new Jazz meets target values in collision tests due to the highly efficient absorption of energy in the engine compartment and dispersal of load. The advanced compatibility engineering body ensures a high standard for self-protection, while realising a lower level of damage to the other vehicle in the collision.



## G-CON body

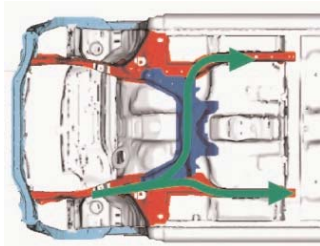
For the engine compartment and around the front floor, a load-dispersing frame has been adopted, with a newly designed lower member on the exterior of the main frame. Along with preventing slipping of the impact absorbing areas of the other vehicle in the event of a collision, the frame takes the impact over a larger area for very efficient absorption of impact energy, significantly reducing the load on the cabin. The creation of an advanced compatibility engineering body improves self-protection and reduces the level of damage to the other vehicle involved in the collision. Moreover, while the main frame is constructed using tailored blank welding for steel plates of two different thicknesses, the cross-section configuration was made polygonal, controlling the impact load with appropriate placement of the beads directed toward front and back, for highly efficient impact absorption in the engine compartment.



## Newly designed dashboard lower cross member

To disperse the impact energy from the main frame to the floor frame on the side of the vehicle not involved in the collision, the dashboard lower cross member was given a boomerang-like shape, realising a configuration that allows impact to be more efficiently dispersed and absorbed.

### ***Newly designed dashboard lower cross member***



## Advanced safety equipment for side collisions

### Side curtain airbag system (front/rear seats)

In the event of a side collision, the side curtain air bag system, (standard on VTi & VTi-S, safety pack option on GLi) provides protection over a wide area of the head and neck for passengers with a variety of physiques, from children to adults. Side curtain airbags are particularly helpful in preventing the head from colliding with the pillars. To ensure that the large airbag deploys instantly, covering virtually the entire window, it is fitted with a low-temperature compressed gas inflator. Sensors in five areas on both sides and in the centre of the vehicle detect a side collision and ensure optimum control over deployment timing of the airbags.

### Front-seat i-side airbag system (with passenger-side body position detector)

With a built-in sensor to detect a person in the passenger seat, the i-side airbag system detects the physique and posture of the occupant for accurate control of airbag deployment.

(The side curtain and front-seat side airbag systems are standard for the VTi and VTi-S and optional for GLi with safety pack.)

### ***Airbag system operation***



***Picture shows deployed driver and passenger side SRS airbag system, front-seat i-side airbag system and side curtain airbag system.***



## Pedestrian-injury reduction body with impact absorbing structure

Honda has its own unique standards with the aim of reducing pedestrian injury including;

### 1. Impact-absorbing bonnet

Space between the bonnet and the engine gives the bonnet room to deform and absorb impact.

### 2. Impact-absorbing bonnet hinges

The bonnet hinges easily bend to absorb impact.

### 3. Impact-absorbing front bumper

The brackets to attach the bumper are easily bent, absorbing impact.

### 4. Impact-absorbing wipers

The pivots absorb impact.

### 5. Impact-absorbing bumper

By optimising the bumper beam configuration, space is ensured between the bumper's face and its beam to absorb impact.



## Environmental performance

Not only is the entire Jazz range extremely fuel efficient with very low CO<sup>2</sup> emissions per kilometre, other factors determine a car's true 'greenness'.

### Reduction of hazardous substances

Hazardous substances significantly reduced include lead, hexavalent chromium, mercury and cadmium.

Also Polyvinyl Chloride (PVC) is excluded from interior parts and body spray material as much as possible.

### Recyclable design

Recyclability is improved due to adoption of superior olefin resins for interior and exterior parts.

## JAZZ History

Surpassing the expectations of people worldwide, the Jazz continues to revolutionise the small car.

Ever since the Jazz went on sale in Japan in June 2001, its superior packaging, high fuel economy and advanced style has made it a favourite of a wide range of customers.

In 2002, the Jazz was ranked No. 1 in annual sales of registered passenger vehicles in Japan, to give just one example of the records this top seller has been breaking.

Commencing sales in Europe in December 2001 under the name "Jazz," this revolutionary machine has made its way to Asia Oceania, South America, China and North America.

As of June 2008, the cumulative global sales had reached 2.5 million units. The next-generation Jazz continues this fine tradition and is stepping onto the world stage, ready to lead the light car segment into the future.

## New JAZZ Achievements

The new Jazz inherits the high-level basic performance of its predecessor, with overall performance enhancements for such functions as utility, driving comfort and handling, as well as the environmental performance that is a requirement of our times. Customers worldwide appreciate the performance and appeal of the new Jazz.

The new Jazz has gained excellent customer acceptance in Japan and is now ranked as the No. 1 best-selling car. It has also won the most prestigious "Car of the Year 2007-2008" award in November 2007, against many competitors.

### Other award achievements for the new Jazz in Japan

**Nov. 13: RJC Car of the Year Best Six**

**Nov. 20: JAHFA Car of the Year**

**Nov. 29: CCC Car of the Year Eco Award**

**Dec. 20: Golden Marker Award (Design)**

## 2009YM JAZZ Specifications

	GLi	VTi	VTi-S
<b>Powertrain</b>			
<b>Engine</b>	SOHC i-VTEC In line 4 Cylinder	SOHC i-VTEC In line 4 Cylinder	SOHC i-VTEC In line 4 Cylinder
<b>Displacement (cc)</b>	1339	1497	1497
<b>Maximum power</b>	73kW @ 6000rpm	88kW @ 6600rpm	88kW @ 6600rpm
<b>Maximum torque</b>	127Nm @ 4800rpm	145Nm @ 4800rpm	145Nm @ 4800rpm
<b>Compression ratio</b>	10.5	10.4	10.4
<b>Bore x stroke (mm)</b>	73 x 80	73 x 89.4	73 x 89.4
<b>Emission standard</b>	Euro 4	Euro 4	Euro 4
<b>CO<sup>2</sup> emissions</b>	138 g/km (Man) 157 g/km (Auto)	151 g/km (Man) 159 g/km (Auto)	151 g/km (Man) 159 g/km (Auto)
<b>Manual transmission</b>	5 Speed	5 Speed	5 Speed
<b>Automatic transmission</b>	5 Speed	5 Speed	5 Speed
<b>Steering wheel mounted paddle shift</b>	-	-	✓
<b>Fuel type</b>	Unleaded (RON 91)	Unleaded (RON 91)	Unleaded (RON 91)
<b>Fuel supply system</b>	Honda Programmed Fuel Injection (PGM-FI)	Honda Programmed Fuel Injection (PGM-FI)	Honda Programmed Fuel Injection (PGM-FI)
<b>Economy</b>			
Manual transmission	5.8L/100km	6.4L/100km	6.4L/100km
Auto transmission	6.6L/100km	6.7L/100km	6.7L/100km
<b>Drive by wire throttle (DBW)</b>	✓	✓	✓
<b>Gear ratios - manual transmission</b>			
1st	3.461	3.461	3.461
2nd	1.869	1.869	1.869
3rd	1.235	1.303	1.303
4th	0.948	1.054	1.054
5th	0.809	0.853	0.853
Reverse	3.307	3.307	3.307
Final	4.294	4.294	4.294
<b>Gear ratios - automatic transmission</b>			
1st	2.995	2.995	2.995
2nd	1.678	1.678	1.678
3rd	1.066	1.066	1.066
4th	0.760	0.760	0.760
5th	0.551	0.551	0.551
Reverse	1.956	1.956	1.956
Final	4.562	4.562	4.562

	GLi	VTi	VTi-S
<b>Chassis</b>			
<b>Body type</b>	Monocoque	Monocoque	Monocoque
<b>Front suspension</b>	McPherson strut	McPherson strut	McPherson strut
<b>Rear suspension</b>	Torsion beam	Torsion beam	Torsion beam
<b>Stabiliser bars</b>	Front & rear	Front & rear	Front & rear
<b>Steering system type</b>	Electric power steering Rack and Pinion	Electric power steering Rack and Pinion	Electric power steering Rack and Pinion
<b>Front brakes</b>	Ventilated disc	Ventilated disc	Ventilated disc
<b>Rear brakes</b>	Solid disc	Solid disc	Solid disc
<b>Exterior</b>			
<b>Body coloured bumpers</b>	Impact absorbing	Impact absorbing	Impact absorbing & sports type
<b>Door handles</b>	Body coloured	Body coloured	Body coloured
<b>Exhaust</b>	Single	Single	Single (Chrome)
<b>Headlights</b>	Halogen	Halogen	Halogen
<b>Keyless entry</b>	✓	✓	✓
<b>Powered door mirrors</b>	✓	✓	✓
<b>Rear window demister</b>	✓	✓	✓
<b>Side skirts</b>	Optional	Optional	✓
<b>Wipers</b>			
Front	2-speed & intermittent	2-speed & intermittent	2-speed & intermittent
Rear	✓	✓	✓
<b>Interior</b>			
<b>Accessory power outlet (12V)</b>	✓	✓	✓
<b>Air conditioning</b>	✓	✓	✓
<b>Interior light</b>	✓	✓	✓
<b>Cruise control</b>	-	-	✓
<b>Cup holders</b>	x10	x10	x10
<b>Digital clock (in radio)</b>	✓	✓	✓
<b>Door pockets</b>	Front x 2	Front x 2	Front x 2
<b>Driver's footrest</b>	✓	✓	✓
<b>Driver seat arm rest (auto only)</b>	-	-	✓
<b>Driver seat height adjustment</b>	✓	✓	✓
<b>Glove Box (upper and lower)</b>	✓	✓	✓
<b>Head restraints</b>	x5	x5	x5
<b>Lights on warning</b>	✓	✓	✓
<b>Low fuel warning</b>	✓	✓	✓

	GLi	VTi	VTi-S
<b>Luggage cover with shelf</b>	✓	✓	✓
<b>Magic Seats system</b>	✓	✓	✓
Rear seats	60 / 40 split with fold down & tip up	60 / 40 split fold down & tip up	60 / 40 split fold down & tip up
<b>Multi information display</b>	Safety Pack option	✓	✓
<b>Power windows (front &amp; rear)</b>	✓	✓	✓
Auto up/down	Driver only	Driver only	Driver only
<b>Seat back pocket</b>	Front passenger	Front passenger	Driver & front passenger
<b>Seat trim material</b>	Cloth	Cloth	Sports cloth
<b>Seatbelt height adjuster</b>	Front	Front	Front
<b>Steering column</b>	Tilt & telescopic adjustment	Tilt & telescopic adjustment	Tilt & telescopic adjustment
<b>Steering wheel</b>	Urethane	Urethane	Leather
<b>Tachometer</b>	✓	✓	✓
<b>Vanity mirror</b>	Driver	Driver & front passenger	Driver & front passenger
<b>Ventilation pollen filter</b>	✓	✓	✓
<b>Windows</b>	Heat absorbing	Heat absorbing	Heat absorbing
<b>Safety</b>			
<b>Airbags SRS - front</b>	Driver & front passenger	Driver & front passenger	Driver & front passenger
<b>Airbags SRS - side with OPDS</b>	Safety Pack option	Driver & front passenger	Driver & front passenger
<b>Airbags SRS - curtain</b>	Safety Pack option	Front & rear	Front & rear
<b>Anti-lock Braking System (ABS)</b>	✓	✓	✓
<b>Central locking</b>	✓	✓	✓
<b>Child proof door locks</b>	✓	✓	✓
<b>Child safety seat anchorages</b>	x3	x3	x3
<b>Hazard warning lights</b>	✓	✓	✓
<b>High mounted brake light</b>	✓	✓	✓
<b>Honda GCON technology</b>	✓	✓	✓
<b>Immobiliser system</b>	✓	✓	✓
<b>Progressive crumple zones</b>	Front & rear	Front & rear	Front & rear
<b>Rear view mirror</b>	Day/Night	Day/Night	Day/Night
<b>Seat belt pre-pretensioners with load limiters</b>	Front seats only	Front seats only	Front seats only
<b>Seat belt reminder</b>			
Driver	✓	✓	✓
Front passenger	Safety Pack option	✓	✓
Rear passengers	Safety Pack option	✓	✓

	GLi	VTi	VTi-S
<b>Seat belts 3 point ELR</b>	Front	Front	Front
<b>Seat belts 3 point ALR/ELR</b>	Rear	Rear	Rear
<b>Security alarm system</b>	-	✓	✓
<b>Side impact protection</b>	✓	✓	✓
<b>Speed alarm</b>	Safety Pack option	✓	✓
<b>Steering column</b>	Energy absorbing	Energy absorbing	Energy absorbing
<b>Transmission shift lock (Auto only)</b>	✓	✓	✓
<b>Windscreen</b>	Laminated	Laminated	Laminated

### Dimensions/Weights/Capacities

<b>Overall length (mm)</b>	3900	3900	3920
<b>Overall width (mm)</b>	1695	1695	1695
<b>Wheelbase (mm)</b>	2500	2500	2500
<b>Front track (mm)</b>	1492	1492	1476
<b>Rear track (mm)</b>	1475	1475	1459
<b>Ground clearance (mm)</b>			
Non-load	150	150	150
Full-load	110	110	110
<b>Kerb weight (kg)</b>			
Manual transmission	1065	1070	1090
Automatic transmission	1110	1115	1125
<b>Fuel tank capacity (litres)</b>	42	42	42
<b>Fuel consumption - combined (litres/100km)*</b>			
Manual transmission	5.8	6.4	6.4
Automatic transmission	6.6	6.7	6.7
<b>Maximum turning circle at body (m)</b>	5.2	5.2	5.2
<b>Maximum towing capacity (kg)</b>			
Trailer with brakes - manual	1000	1000	1000
Trailer with brakes - auto	800	800	800
Trailer without brakes - manual	450	450	450
Trailer without brakes - auto	450	450	450
Down force / tongue load	70	70	70
<b>Boot capacity (litres in VDA standard)</b>			
Rear seat up	337	337	337
Rear seat down load to window	848	848	848
<b>Seating capacity</b>	5	5	5
<b>Tyres &amp; Wheels</b>			
<b>Wheel size</b>	15 x 5.5 J	15 x 5.5 J	16 x 6 J
<b>Tyre size</b>	175/65 R15	175/65 R15	185/55 R16
<b>Wheel type</b>	Steel	Steel	Alloy
<b>Spare wheel type</b>	Full size	Full size	Full size alloy

	GLi	VTi	VTi-S
<b>Audio System</b>			
<b>AM/FM radio, Single CD with MP3 &amp; WMA</b>	✓	✓	✓
<b>Antenna</b>	Roof	Roof	Roof
<b>Auxiliary jack</b>	✓	✓	✓
<b>Front door speakers</b>	x2	x2	x2
<b>Rear door speakers</b>	x2	x2	x2
<b>Speed-sensitive volume compensation (SVC)</b>	✓	✓	✓
<b>Steering wheel mounted audio controls</b>	-	✓	✓

### Safety Pack Option (\*\*GLi only)

**Includes:**

<b>Airbags SRS - side with OPDS</b>	✓	-	-
<b>Airbags SRS - curtain</b>	✓	-	-
<b>Multi information display</b>	✓	-	-
<b>Speed alarm</b>	✓	-	-
<b>Seat belt reminder - all passengers</b>	✓	-	-

### Colour Guide

Exterior	Interior	Interior	Interior
<b>Taffeta White</b>	Blue/Black	Blue/Black	Black
<b>Alabaster Silver Metallic</b>	Blue/Black	Blue/Black	Black
<b>Crystal Black Pearl</b>	Blue/Black	Blue/Black	Black
<b>Helios Yellow Pearl</b>	Blue/Black	Blue/Black	Black
<b>Rallye Red</b>	Blue/Black	Blue/Black	Black
<b>Cerulean Blue Metallic</b>	Blue/Black	Blue/Black	Black

\* The fuel consumption figures quoted are based on ADR81/01 test results

+ Leather interior includes some PVC vinyl material

✓ Standard feature

- Not available

(\*\*) Safety pack option available for Jazz GLi only

Specifications correct as at 13/08/2008