

Crash Tests

New Car Safety

Honda Legend

06/2006 on 01/0001 - Frontal+Side+Head

Overall Evaluation



Overall Score

Variant: 4 Dr Sedan

33.2 out of 37

Engine: 3.5 litre V6
Category: Luxury

Vehicles tested after 1 January 2008 will require Electronic Stability Control in order to achieve a 5 star rating. This vehicle was tested prior to this date and may or may not meet this new requirement.

The left-hand-drive European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Honda Legend was introduced in Australia and New Zealand during 2006. Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Intelligent seat belt reminders are fitted to all seats. The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 5

5 stars. The Honda Legend scored 13.2 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious leg injury was marginal for the driver. The vehicle scored 15 out of 16 in the side impact crash test. A door opened during the crash. Two points were earned in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 4 pts, upper legs 2 pts, lower legs 3.2 pts. The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 98mm and upwards 17mm. The steering wheel hub moved forwards 6mm, downwards 25mm and sideways 5mm. The front ("A") pillar moved 14mm rearwards. All doors remained closed during the crash. After the crash high effort was required to open the driver's door. The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. Glove box components were a potential source of knee injury for the passenger.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts. Door modifier 1 pt. The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.1)



Child head impacts: 8.43.
Adult head impacts: 4.24.
Upper leg impacts: 2.86.
Lower leg impacts: 6.
Total (out of 36): 21.53.

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head			
- HIC	171	434	21
- Acceleration (g for 3ms)	34.2	56.8	17.5
Neck			
- Shear (kN)	0.37	0.52	
- Tension (kN)	0.94	0.65	
- Extension (Nm)	10.2	9.7	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	20.94	18.07	17.72
- Viscous Criterion (m/s)	0.07	0.04	0.15
Abdomen			
- Force (kN)			0.88
Pelvis			
- Force (kN)			1.71
Upper Legs Force (kN)			
- Left	0.49	2.29	
- Right	1.05	0.24	
Knee Displacement (kN)			
- Left	2.1	0	
- Right	0.2	0	
Lower Legs Force (kN)			
- Left	1.27	1.88	
- Right	2.52	1.62	
Index (Upper Lower)			
- Left	0.36 0.41	0.58 0.51	
- Right	0.53 0.33	0.47 0.4	

Bonus points (maximum 5)

Pole Test: 2 pts

Seat Belt Reminders: 3

Modifiers for offset test scores

Head		no deduction
Chest		no deduction
Upper leg	Variable & Conc. loading	2 pt deduction L & R for driver & passenger.
Lower leg		no deduction
Foot score		4 pts
Structure	Note: Steering column & pedal movements	measured relative to driver's seat.

Modifiers for side impact test scores

Head		
Chest		no deduction
Upper leg		
Lower leg		
Foot score		
Structure	Door opened during crash.	1 pt deduction



Version 1, Published on: 20/12/2007
Published by
New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601