

Crash Tests

New Car Safety

Honda S2000

01/1999 on 12/2009 - Dual Frontal

Overall Evaluation



Overall Score
Variant: Roadster

26.88 out of 37
Engine: 2 Litre
Category: Sports

The left-hand-drive European model was tested by EuroNCAP. 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 Honda S2000 was introduced in Australia during 1999.

Dual front airbags are standard equipment. ABS brakes and are also standard.

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. Pretensioners are fitted the front seat belts to reduce slack in the event of a crash.

Overall Evaluation: 4

The Honda S2000 scored 11.63 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 15.25 out of 16 in the side impact crash test. There was a slight risk of serious abdomen injury for the driver.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 3.31pts, upper legs 2pts, lower legs 2.32pts.

The passenger compartment held its shape reasonably well in the offset crash test. The brake pedal moved rearwards by 117mm and upwards 50mm. The footwell ruptured. The steering wheel hub moved rearwards 16mm, upwards 14mm and sideways 6mm. The front ("A") pillar moved 11mm rearwards. The width of the driver's doorway shortened by 4mm. All doors remained closed during the crash. After the crash both doors could be opened with normal effort.

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.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 4pts, abdomen 3.25pts, pelvis 4pts.

The vehicle was not eligible for an optional pole impact test, since it did not have head-protecting side airbags. This test can earn a further two points.

Pedestrian rating (v4)

(0 stars)

A pedestrian test to the current protocol was not conducted on the Honda S2000.

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)		Side Impact Crash Test aa 50km/h (v3.1) Driver
	Driver	Passn	
Head			
- HIC	210	223	58
- Acceleration (g for 3ms)	34.8	35.2	25.66
Neck			
- Shear (kN)	0.47	0.67	
- Tension (kN)	0.48	0.54	
- Extension (Nm)	4.57	5.12	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	26.82	26	19.57
- Viscous Criterion (m/s)	0.07	0.05	0.1
Abdomen			
- Force (kN)			1.28
Pelvis			
- Force (kN)			1.93
Upper Legs Force (kN)			
- Left	0.27	0.13	
- Right	0.27	0.18	
Knee Displacement (kN)			
- Left		0.26	
- Right		0.35	
Lower Legs Force (kN)			
- Left	1.27	1.84	
- Right	1.3	1.88	
Index (Upper Lower)			
- Left	0.31 0.15	0.32 0.24	
- Right	0.32 0.37	0.35 0.21	

Bonus points (maximum 5)

Pole Test: Zero points

Seat Belt Reminders: None fitted - zero points

Modifiers for offset test scores

Head		No deduction
Chest		No deduction
Upper leg	Variable & conc. loading	2 pt deduction L & R
Lower leg		No deduction
Foot score	footwell rupture	1pt deduction
Structure		No deduction

Modifiers for side impact test scores

Head	Not assessed
Chest	Not assessed
Upper leg	Not assessed
Lower leg	Not assessed
Foot score	Not assessed
Structure	Not assessed



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