Safety Initiatives

Technology (Vehicle Technologies)

Honda's Approach

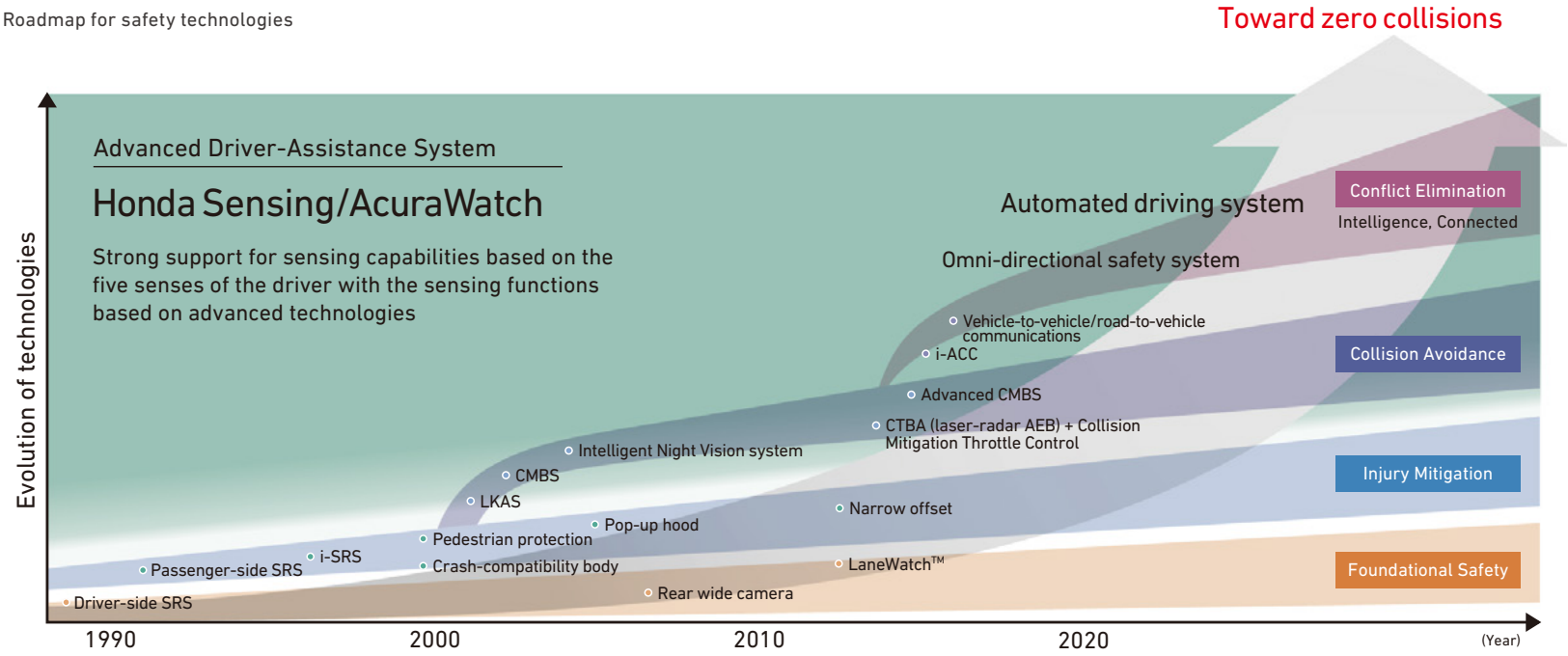
Honda has engaged in the development of safety technology placing an emphasis on real-life traffic environments – where multiple forms of mobility, such as motorcycles and automobiles, mix – and the realities of crashes in the real world, with high-minded objectives that go beyond meeting regulatory requirements and the attitude that "if something doesn't exist, we will make it."

The Company has been developing and commercializing safety technologies one after the other. In 1998, Honda developed the world's first pedestrian dummies, while it built the world's first indoor, all-weather omni-directional crash test facility in 2000. In 2003, Honda developed the crash-compatibility body and the world's first Collision Mitigation Brake System (CMBS).

In 2014, the Company announced "Honda Sensing/AcuraWatch," a new advanced driver-assistance safety system. "Honda Sensing/AcuraWatch" is a general term for advanced safety technologies that will lead to automated driving technologies in the future, which assists the driver from normal driving to collision avoidance based on information on the surroundings of the vehicle, collected through the use of sensors and other elements.

Honda will steadily continue to develop technologies as indicated in the roadmap for safety technologies (see the diagram below), with an aim to realize "a collision-free mobile society" where anybody using the road can do so in safety.

Roadmap for safety technologies



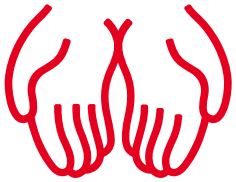
safety

Safety Initiatives

FY2018 Activities

The "Honda Sensing/AcuraWatch" advanced safe-driving support system continues to be used in an increasing number of models since its launch in the three regions of Japan, the United States and Europe in 2015.

In Japan, Honda has installed this system in more models in the mini-vehicle and compact vehicle categories, such as the N-Box, Grace and Shuttle, and has been increasing the number of models offering the system as a standard feature. In the United States, with the addition of the system to the Fit and HR-V in the compact vehicle category, almost all models are now offered with the system. Also, the system has been equipped on the Jazz (Fit in Japan) and HR-V in Europe, Fit in China and CR-V in Thailand.



T O P I C S

Automated Driving Vehicle Test-Ride Event in Tokyo in November 2017

Honda aims for the actual application of a Level-3 equivalent automated driving system on the highway by around 2020 and to subsequently expand usage to general roads. Honda has also created a roadmap to make a Level-4 system technically feasible by around 2025 and drawn up a vision of automated driving to provide new value to people and society. To realize this vision, Honda is working to create better systems (legal, insurance, etc.), build a required infrastructure and cultivate an understanding among the general public of automated driving systems.

In November 2017, the SIP*1-Promoting Committee started implementing a large-scale field operational test for SIP-adus*2 and held the SIP-adus Workshop 2017. Honda participated in both events and offered an opportunity for policymakers and experts in and outside Japan to test ride an automated driving vehicle on the Metropolitan Expressway as part of efforts to increase recognition for the evolution of Honda's automated driving technologies and deepen discussion toward solving relevant issues in the real world.

Automated driving vehicle test-ride event

*1 Cross-ministerial Strategic Innovation Promotion Program, a national project led by the Council for Science, Technology and Innovation of the Cabinet Office, designed to "lead science, technology and innovation beyond the framework of government ministries and traditional disciplines"

*2 SIP-Innovation of Automated Driving for Universal Services

safety