

## INDEX

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### New Honda IMA System

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**Bringing the latest technology into the lives of as many people as possible.**

## **Birth of the Civic Hybrid**

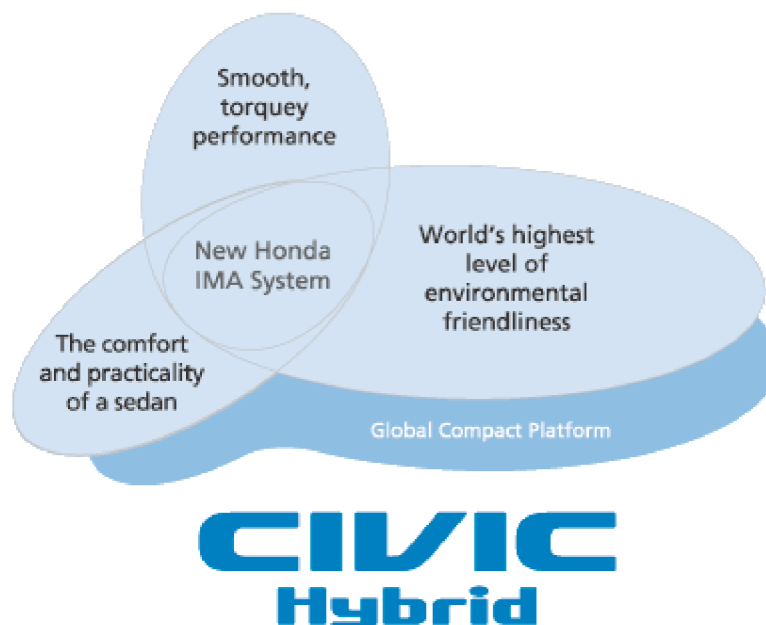
In 1997, Honda developed the Honda IMA (Integrated Motor Assist) System, a highly efficient power unit that consists of a gasoline engine, the main power source, assisted by an electric motor. Our IMA-equipped Insight, released in 1999, achieved the world's highest fuel economy for a gasoline-powered production vehicle. Now we have developed an even more efficient power unit, the New Honda IMA System, which will power a Civic 4-door sedan built on our Global Compact Platform.

The New Honda IMA System combines a 1.3L i-DSI engine equipped with the VTEC Cylinder Cut-off System and a highly efficient electric motor. The result is a substantial improvement in electrical power regeneration (battery charging), along with a lighter, more compact motor assist system. Powered by this system, the Civic Hybrid achieves outstanding fuel economy of 29.5km/L\* - the highest in the world for a 5-seater gasoline-powered production vehicle. Its clean-running performance has earned it recognition by the Japan Ministry of Land, Infrastructure and Transport as an Ultra Low Emissions Vehicle.

Economically built on an existing platform, the Civic Hybrid combines the world's highest level of environmental friendliness with the practical benefits of smooth, powerful performance in the low-to-mid speed ranges and ample trunk space. Civic Hybrid-opening up a new world of possibilities in a hybrid car.

Bringing the latest technology into the lives of as many people as possible: The Civic Hybrid has arrived.

\*Fuel consumption in 10-15 mode (Japanese Ministry of Land, Infrastructure and Transport figures)



## Honda IMA System/Power Unit

### The New Honda IMA System

A world's highest fuel economy of 29.5km/L

Recognized as an Ultra Low-Emissions powerplant

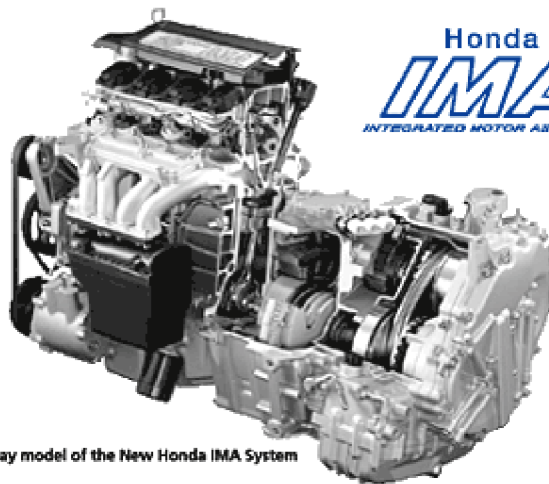
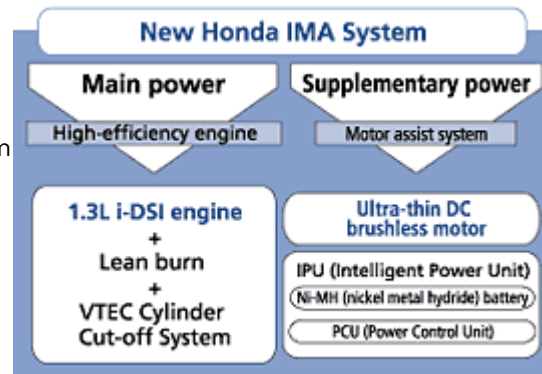
The New Honda IMA System is more efficient than ever.

#### Engine

The i-DSI1 engine's special combustion characteristics result in leaner burning, while VTEC variable valve control technology employed in the VTEC Cylinder Cut-off System contributes substantially to electrical power regeneration (battery charging) during deceleration. Both these features help boost fuel economy.

#### Motor assist system

The new system employs a higher-output motor, and the IMA nickel metal hydride battery and PCU (Power Control Unit) have been made smaller, lighter, and more efficient, and have been combined with the IPU (Intelligent Power Unit). The resulting package is compact enough to fit into a regular passenger sedan.



**Honda**  
**IMA**  
INTEGRATED MOTOR ASSIST

IMA's improved efficiency and fuel economy combine with the Honda Multimatic S's continuously variable transmission to achieve astonishing fuel economy of 29.5km/L<sup>2</sup>-the highest in the world for a 5-seater gasoline-powered production vehicle, even with the automatic transmission. The system delivers high drivability, while exceeding the Japanese government's fuel economy standards for 2010. Moreover, a lean-burn-compatible adsorption-type NOx catalytic converter and other equipment result in clean-burning performance that has earned the New Honda IMA System recognition by the Japanese government as an Ultra Low-Emissions powerplant.

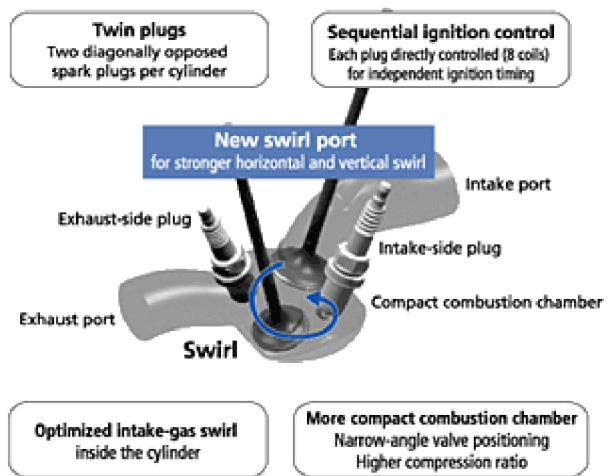
1 DSI: Dual & Sequential Ignition  
2 Fuel consumption in 10-15 mode (Japanese Ministry of Land, Infrastructure and Transport figures)

The 1.3L i-DSI VTEC Cylinder Cut-off System engine: excellent fuel economy and highly efficient electrical regeneration.

The dual and sequential ignition control system's intensive combustion, along with leaner burning and lightweight construction, create a quantum leap in fuel economy.

The i-DSI engine's combustion

characteristics are enhanced by an improved intake port shape that results in a powerful horizontal and vertical swirl. This permits the leaner burning that delivers low fuel consumption. Plateau honing of the cylinder walls creates a silken finish, and the piston skirts are impregnated with low-friction molybdenum sulfide (MoS2) to reduce friction between sliding components to a minimum. Furthermore, in the pursuit of higher fuel economy, each and every part has been lightened.



### Engine lightening technologies

- \*Magnesium alloy head cover
- \*Plastic intake manifold
- \*Aluminum connecting pipe
- \*Plastic idle pulley
- \*Ultra-compact compressor bracket

### The valves of three cylinders are left closed during deceleration, resulting in a major improvement in electrical regeneration.

Since excessive engine friction during deceleration can lead to loss of the wheels' rotational energy due to engine braking, the amount of energy that can be regenerated by the motor may be reduced. The New Honda IMA System employs the VTEC System to stop operation of valves in three of the four cylinders, reducing engine friction by 50%, and making possible highly efficient electrical regeneration.



Three cylinders idle



VTEC Cylinder Cut-off System configuration

### VTEC Cylinder Cut-off System

When the throttle is open during acceleration or cruising, the valve lift-mode rocker arm and the idle-mode rocker arm are engaged via a synchronizing piston. During deceleration, as soon as the throttle is closed and regeneration begins, the synchro piston is positioned inside the idle-mode rocker arm, disengaging the lift-mode rocker arm so that the valve remains at rest. Since the cylinder is sealed off, pumping losses (resistance caused by engine aspiration) that result in engine friction are reduced, and the wheels' rotational energy is effectively transmitted to the motor. Moreover, cylinder idling can be maintained at engine speeds as low as 1,000rpm, for even greater regenerative efficiency.



Throttle open



Throttle closed (deceleration)

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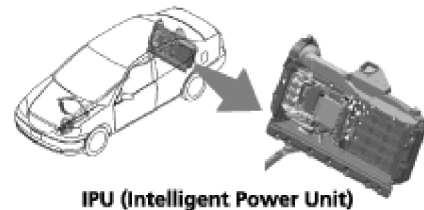
## *Honda IMA System/Packaging*

All parts of the power unit were made lighter, more compact, and more efficient, for improved packaging efficiency.

The result: the entire unit fits behind the rear seat.

**Packaging efficiency of the IPU (Intelligent Power Unit) has been substantially improved, by integrating the PCU (Power Control Unit) and the IMA battery.**

The PCU's main components, the inverter and the pre-driver, have been integrated, reducing the unit's weight by about 30% and its size by about 40%. The IMA battery's modules have also been made more efficient to reduce energy loss, and its box and peripheral equipment made more compact, realizing an approximately 30% reduction in size. This lighter, more compact, and more efficient PCU and IMA battery have been combined into a single IPU (Intelligent Power Unit), allowing the two cooling circuits previously used to be combined into one. The overall volume of the power unit has been reduced by around 50%, allowing it to be stored behind the rear seat. As a result, the new Civic Hybrid offers all the trunk space that one would expect in a sedan. (The numeric values above are based on the conventional HONDA IMA System).

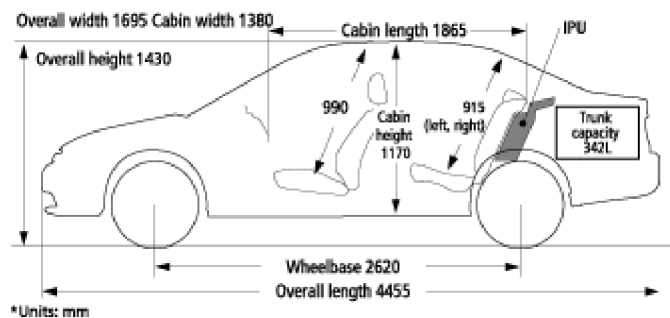


**IPU (Intelligent Power Unit)**

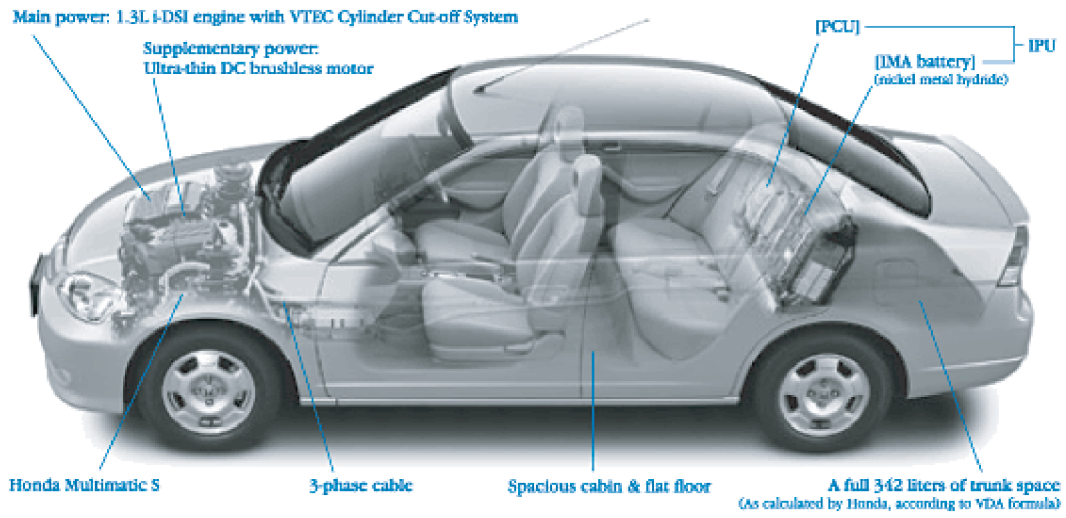
**High-efficiency packaging, with all the roomy comfort you expect in a Civic.**

Locating the IPU behind the rear seat permits superior packaging that does not compromise interior spaciousness. Reduction of trunk space compared to the Civic Ferio has been kept to a minimum, resulting in a roomy 342-liter\* compartment.

\*As calculated by Honda, according to VDA formula.



**Cutaway model**



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## Exterior

**A smart, sleek exterior with a leading edge look-and superb aerodynamics.**

**The Civic Hybrid features a custom exterior design with stylish flair that highlights its leading-edge concept.**

The Civic Hybrid's custom design, based on the solid and dynamic form perfected in the Civic Ferio, expresses its unique, stylish flair. Aerodynamically formed parts are employed throughout, and the equipment is designed to impart a quality feel, giving the Civic Hybrid an original, refined look that sets it at the leading edge.



### **Civic Hybrid's custom exterior equipment:**

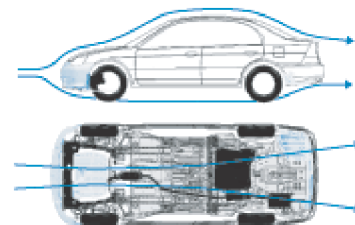
Integrated front grill/aerodynamic bumper • Front combination lamps with clear turn signal lenses • Fog lamps • Clear side turn signal lenses • Stainless steel side window moldings • Originally designed aluminum wheels • Trunk spoiler • Multi-reflector rear combination lamps • "Hybrid" emblem • Roof center antenna • Two custom body colors

### **Other exterior equipment:**

Privacy glass (rear door/rear window) • Body-colored, electric remote-controlled, hooded side mirrors

## **Total-body aerodynamic performance contributes to achievement of 29.5km/L fuel economy.**

In addition to the integrated front grill/aerodynamic bumper and the trunk spoiler, the entire body has been designed to maximize aerodynamic performance. Innovations include a lower vehicle height and a flattened undercarriage with engine under-cover and rear floor side covers. The result is superior, top-class aerodynamic performance in a practical sedan design. The Civic Hybrid's aerodynamic form contributes significantly to its sparkling 29.5km/L fuel economy.



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## Interior

**Innovative packaging for a spacious cabin, enhanced with quality appointments for a luxurious interior.**

**The luxurious feel you'd expect in a leading-edge sedan, with a custom design that makes you want to get in and drive.**

The entire cabin is dressed in cheerful taupe, highlighted with custom seats, black wood-grain paneling, chrome-plated parts, a fabric-covered arm rest, and other quality appointments found only in the Civic Hybrid. The high-quality interior imparts a luxurious, sporty feel.



### Self-illuminating gauges

Instrument panel LEDs light up as soon as the ignition is turned on. The display includes digital IMA meters indicating battery level and motor assist/charge status, in addition to the self-illuminating speedometer and tachometer. Illumination brightness can be independently adjusted for day- and night-time driving.



**Civic Hybrid custom interior equipment:** Front seats equipped with see-through headrests • Premium seat fabric • Black wood-grain center panel • Genuine leather-wrapped steering wheel • Self-illuminating gauges • Chrome-plated parts • Inner door handles / glove box knob / air outlet knobs / escutcheon / parking brake • Center pocket w/lid • Front cup holder w/lid • Fabric-covered door armrest • 2-tone coordinated center console • Center console pocket w/ shutter • Trunk lid lining

**Other interior equipment:** Manual seat height adjuster (driver's seat) • Large seat-back pocket (passenger seat) • Rear center armrest w/cup holder • Front map-reading light

### A roomy cabin and a practical, spacious trunk

Increasing the Honda IMA System's efficiency and making the IPU (Intelligent Power Unit) compact enough to fit behind the rear seat allows the Civic Hybrid to use the Global Compact Platform, just like the Civic Ferio. The cabin is just as roomy as in the Ferio, and the impact on trunk space is minimal-capacity is an ample 342-liter. (As calculated by Honda, according to the VDA formula.)



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## Chassis

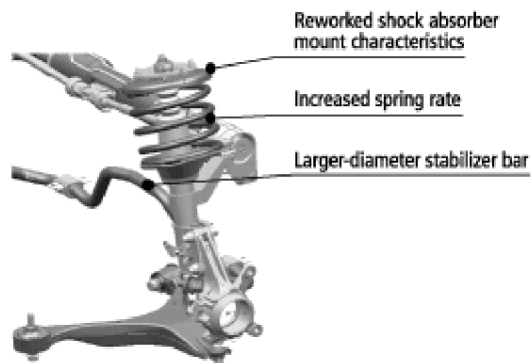
The Civic Hybrid's custom-designed chassis creates a luxurious ride and comfortable handling.

**A custom-tuned suspension makes full use of the Civic's potential.**

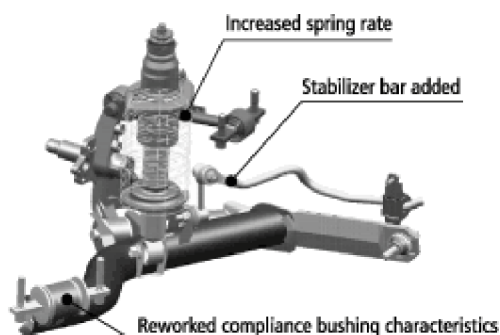
In the front, a toe-control link strut suspension is employed for its superb handling stability, while the rear uses a reactive-link, double-wishbone suspension for superior ride comfort and stability. The Civic Hybrid's suspension is further custom tuned to make full use of its potential. Spring rates and shock absorber mount characteristics have been reworked front and rear for increased damping force and improved ride comfort. The front stabilizer has been made thicker and a new rear stabilizer is employed for increased cornering stability- for the smooth ride of a luxury sedan. Also, ball bearings are used in the front shock absorber mounts to minimize friction, and a performance rod has been added in front of the steering gearbox for increased steering assembly rigidity. The Civic Hybrid's EPS (electric power steering) has also been custom tuned for more comfortable handling. Moreover, the caster trailing angle has been increased for improved inline stability.

### For a luxurious ride

#### Front toe-control link strut suspension

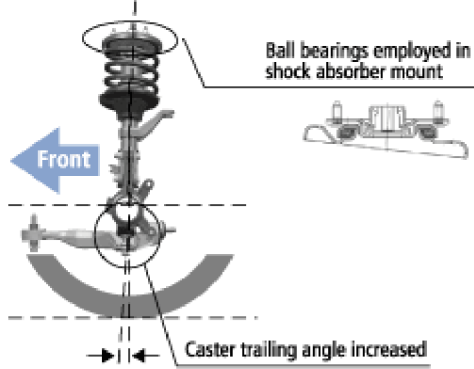


#### Rear reactive-link, double-wishbone suspension

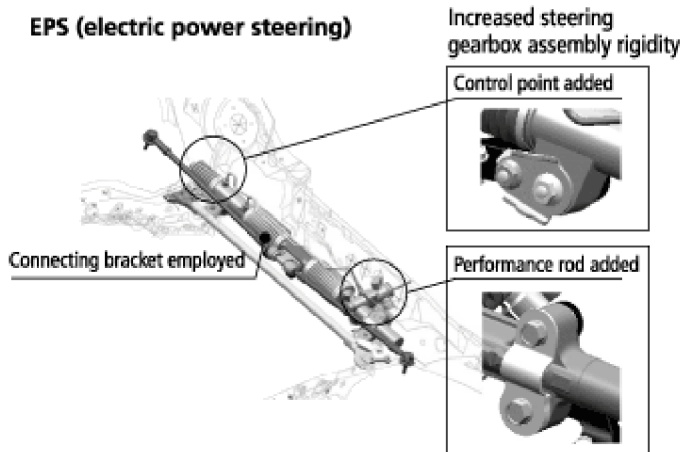


### For comfortable handling

### Front toe-control link strut suspension

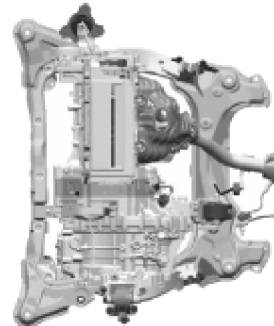


### EPS (electric power steering)



### Engine mount system optimized for the power unit, delivering improved NV performance and a smoother ride.

Engine mounts are optimally located over the axis of inertia, with consideration for the Civic Hybrid power unit's vibration characteristics. Moreover, liquid seal mounts are employed on the engine sides and transmission (as in previous Civics) to dampen vibration. These features significantly reduce vibration from the power unit, resulting in a more comfortable ride.



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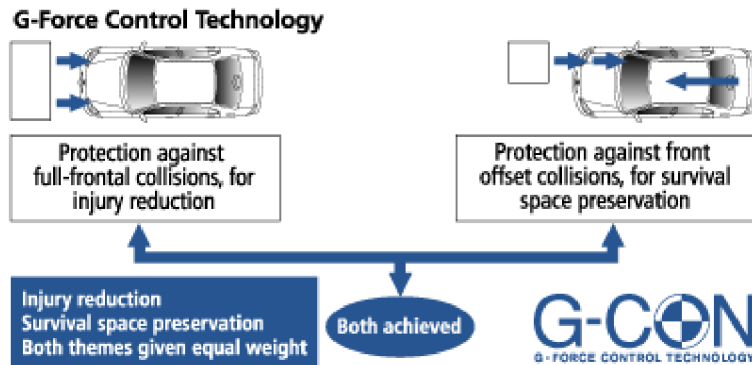
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## Safety

The world's highest level of real-world safety performance

**Honda's original G-Force Control Technology ensures high levels of both injury reduction and survival space preservation.**

To ensure crash safety, the Civic Hybrid incorporates Honda's original G-Force Control Technology, which ensures high levels of both full-frontal crash protection (important for reducing injuries) and front offset crash protection (important for preserving a survival space). Its new body employs a crash safety design that is among the best in the world, withstanding a 55km/h full-frontal collision, a 64km/h front offset collision, a 55km/h side collision, and a 50km/h rear collision.



### Original Civic Hybrid crash safety measures

Integrating the New Honda IMA System's high-voltage components in a single, compact IPU (Intelligent Power Unit) located behind the rear seat secures crushable zones to protect occupants from rear and side collisions. Stiffeners have also been added to the side sills for increased protection in frontal collisions. In addition, stiffeners have been added inside the side frame with stronger cross-member attachments, for greater protection in rear collisions. And for minor rear collisions, a bulkhead has been added inside the back bumper beam, strengthening mounting sections.

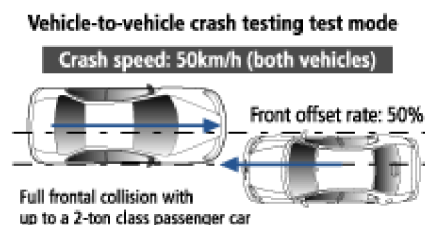


### Pedestrian injury-reducing body, designed to absorb impact on the head and leg areas.

Impact-absorbing wiper pivots • Impact-absorbing hood • Bendable hood hinges • Impact-absorbing bumpers • Impact-absorbing fenders

### Vehicle-to-vehicle crash testing in accordance with independently established standards.

Honda carries out its own vehicle-to-vehicle crash testing involving a "50% front offset collision with a 2-ton class vehicle, both vehicles travelling at 50km/h"-our own independent standards established based on analysis of crash data. The Civic Hybrid surpasses these rigorous test criteria.



### Comprehensive safety equipment

Interior that protects the head in a collision • Front-seat i-side airbag system

(manufacturer's option) • Dual front SRS airbag system for driver and passenger (standard) • 3-point, load limiter-equipped, pretensioner ELR seatbelts (standard) • ABS with EBD (Electronic Brake-force Distribution system) (standard) • Brake assist (standard) • ISO FIX compatible child seat anchor bars (left and right rear seats) with tether anchors (standard) • HID (high intensity discharge) headlights (manufacturer's option)

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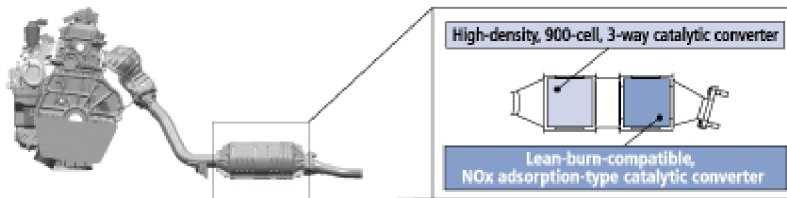
## Environmentalism



The world's highest level of environmental performance.

### Exhaust emissions reduction pursued along with fuel economy, earning the Civic Hybrid Japanese Land, Infrastructure and Transport recognition as an Ultra Low Emissions Vehicle.

The Civic Hybrid has achieved a fuel economy of 29.5km/L-the highest in the world for a 5-seater gasoline-powered production vehicle-meeting fuel consumption regulations for 2010. In addition, the engine's rear exhaust-port system ensures effective exhaust gas cleansing even when the engine is cold. These features, combined with a high-density, 900-cell 3-way catalytic converter and Honda's own original lean-burn-compatible, NOx adsorption-type catalytic converter earn the Civic Hybrid Japanese Ministry of Land, Infrastructure and Transport recognition as an Ultra Low Emissions Vehicle. Superior fuel economy, combined with low emissions.



#### Emblem certifying an Ultra Low Emissions Vehicle

This emblem is awarded to vehicles achieving outstanding environmental performance by reducing exhaust emissions of HC and NOx to 75% below levels stipulated in year 2000 regulations.

### Overall vehicle recyclability of over 90% \*

Almost all interior injection-molded parts are made of olefin resin for superior recyclability. Coding of all plastic parts and other measures result in an overall recyclability of over 90%\*. We are also working to eliminate all lead, and have reduced lead content to 50% of 1996 levels.

\*According to independent Honda measurement standards.

## Specifications

Vehicle model	Honda ZA-ES9	
Drive system	FF	
Power unit	Honda IMA System	
Transmission	Honda Multimatic S (automatic continuously variable transmission)	
Dimensions		
Overall length/width/height (m)	4.455/1.695/1.430	
Wheelbase (m)	2.620	
Tread (m) front/rear	1.470/1.470	
Minimum ground clearance (m)	0.140	
Vehicle weight (kg)	1,190 (with sunroof: 1,210)	
Seating capacity (persons)	5	
Cabin dimensions (m) L/W/H	1.865/1.380/1.170 (with sunroof: 1.150)	
Drive train		
Drive train model	LDA-MF3	
Engine	Engine model	LDA
	Engine type, no. of cylinders, arrangement	Water-cooled, inline 4, transverse-mounted
	Valve train	SOHC chain-drive, 1 intake, 1 exhaust
	Displacement (cm <sup>3</sup> )	1,339
	Bore x stroke (mm)	73.0 x 80.0
	Compression ratio	10.8:1
	Fuel delivery system	Electronically-controlled fuel injection (Honda PGM-FI)
	Fuel type	Unleaded gasoline
	Fuel tank capacity (liters)	50
Electric drive (motor)	Electric drive model	MF3
	Electric drive type	AC synchronous electric drive (Ultra-thin DC brushless motor)
	Rated voltage (V)	144
Performance		
Engine	Max. output (kW[PS]/rpm)*	63[86]/5,700
	Max. torque (N-m[kg-m]/rpm)*	119[12.1]/3,300
Electric drive (motor)	Max. output (kW/rpm)	10/4,000
	Max. torque (N-m[kg-m]/rpm)	49[5.0]/1,000
Fuel consumption (km/L)	10-15 mode (Japanese Land, Infrastructure and Transport test value)	29.5
Main measures for increasing fuel economy	Hybrid system, lean burn, idling stop, electric power steering, automatic continuously variable transmission	

Min. turning radius (m)	5.3
Main drive battery (IMA battery)	
Type	Nickel metal hydride
Quantity	20
Capacity 3-hour discharge rate (Ah)	6.0
Transmission and drive train	
Gear ratios 1 speed	2.367–0.407
Reverse	4.226–3.214
Reduction gear ratio	5.777
Steering type	Rack and pinion
Tires (front/rear)	185/70R14 88S
Main braking type front/rear	Hydraulic bench-rated disc/hydraulic leading/trailing drum
Suspension type front/rear	MacPherson strut/double wishbone
Stabilizer type (Front/rear)	Torsion bar

- "\*" indicates net value, meaning that measurements were taken under conditions approximating those of the engine mounted in the car. New units convert from [PS] to [kW] for power output, and from [kg-m] to [[N-m] for torque.
- Fuel consumption is measured under standardized testing conditions. Actual fuel economy may vary, as conditions may differ during actual driving (due to weather, road, vehicle, driving, vehicle maintenance, and other factors). This vehicle is eligible for the Green Tax (a tax enacted to promote better fuel economy and reductions in pollution.)
- Specifications are determined in accordance with procedures proscribed in Road Transportation Motor Vehicle Law, except figures marked with a [double circle], which are Honda test values.
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## Equipment

- Standard equipment or manufacturer's option (Please request at time of ordering.)

<p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Dual front SRS airbag system</li> <li>• ABS (4-wheel Anti-lock Braking System) + brake assist with EBD (Electric Brake-force Distribution)</li> <li>• ISO FIX-compatible child seat anchor bars (rear left/right seats) + tether anchor</li> <li>• Fog lights</li> <li>• Front 3-point, load limiter-equipped, pretensioner ELR seatbelts</li> <li>• Rear 3-point ELR/ALR (child seat securing mechanism) seatbelts (center seat: 2-point manual)</li> <li>• Front adjustable seatbelt shoulder anchors</li> <li>• Non-flammable materials used in interior</li> <li>• Seatbelt warning lamp (driver's seat)</li> <li>• Door beam</li> <li>• Shock-absorbing padding inside door</li> <li>• Childproofing</li> <li>• High-mount brake light</li> <li>o Front-seat i-side airbag system<sup>1</sup> (equipped with passenger seat positioning detection system)</li> <li>o HID (High Intensity Discharge) headlights (high/low beam)</li> </ul>
<p><b>Comfort</b></p> <ul style="list-style-type: none"> <li>• UV-cutting glass, all windows</li> <li>• Privacy glass (green) (rear window, rear doors)</li> <li>• Power windows (driver's window equipped with anti-pinch mechanism)</li> <li>• Power door locks</li> <li>• Radio-controlled keyless entry system (with welcome lamp function)</li> <li>• Hooded electric, remote-controlled side mirrors</li> <li>• Auto air conditioner</li> <li>• Rear heater duct</li> <li>• Cassette stereo with AM/FM tuner (with clock)</li> <li>• 4 speakers</li> <li>• Roof center antenna</li> <li>• Tilt steering</li> <li>o Thin smoked-glass electric sunroof (with tilt-up function)</li> <li>o Honda Navigation System<sup>2 3</sup> (with MD/CD player and AM/FM/TV tuner)</li> <li>o MD player with AM/FM tuner<sup>3</sup> (with clock)</li> </ul>
<p><b>Seats</b></p> <ul style="list-style-type: none"> <li>• Premium seat fabric (Main: moquette, sides: suede-finish tricot)</li> <li>• Height adjustable driver's seat</li> <li>• See-through headrests (front)</li> <li>• Large seat-back pocket<sup>1</sup> (passenger side)</li> <li>• Rear seat pillow</li> </ul>
<p><b>Cockpit</b></p> <ul style="list-style-type: none"> <li>• Genuine leather steering wheel</li> <li>• EPS (electric power steering)</li> <li>• Self-illuminating gauges</li> <li>• Footrest</li> <li>• Trunk and fuel lid openers</li> <li>• Ignition key warning buzzer</li> </ul>

- Fuel level warning light
- "Lights on" warning buzzer

#### Interior

- Sun visor with vanity mirror (passenger side)
- Black wood-grain center panel
- Chrome-plate trim (inner door handle, escutcheon, parking brake knob, glove box knob, air outlet knobs)
- Front cup holder with lid
- Center pocket with lid<sup>2</sup>
- Center console pocket w/ shutter
- Front map lamp
- Rear center arm rest (with cup holder)
- Ticket holder
- Day/night adjustable room mirror
- Driver's pocket
- Rotating fold-away grab rail
- Door pockets
- Cigarette lighter
- Large glove box
- Trunk compartment light
- Front ashtray (with light)
- Interior light
- Driver's side power window switch illumination

#### Exterior

- Body-colored door handles and side mirrors
- Integrated front grille and aerodynamic bumper
- Trunk spoiler
- Mister-equipped, variable-speed front wipers
- Thermal-wire rear window defogger

#### Handling

- Stabilizer bars
- Ventilated disc brakes (front)
- 185/70R14 88S steel-belted radial tires
- Aluminum wheels (14 inch)
- Front toe-control link strut suspension
- Rear reactive-link, double-wishbone suspension

- 1 The size of the seat-back pocket will vary if the front seats are equipped with the i-side airbag system.
  - 2 No center pocket with lid when the navigation system is installed.
  - 3 Cannot be installed along with the cassette stereo.
- Some manufacturer's options cannot be combined. Please be aware that equipment and specifications may change without notice

The Civic Hybrid is eligible for tax incentives. The clean-running, highly fuel-efficient Civic Hybrid offers many user benefits.

- Annual automobile taxes are reduced by 50% for two years, commencing the year after the vehicle is purchased. Since the Civic Hybrid is a hybrid vehicle, vehicle purchase tax is reduced by 2.2% nationwide.
- The Civic Hybrid is also eligible for a rebate for clean-energy vehicles. Purchasers meeting certain conditions can receive this rebate.