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Fit Crosses Over

2019 Honda HR-V AWD Sport

DAN LYONS | text
Special to the Times Union

The Honda HR-V shares the same platform (and the same factory) as the Honda Fit. Many times, siblings show a strong, facial resemblance.

But in this case, the pair look most alike in the back seat, which is quite versatile. The leg room in said seat measures 39.3 inches. That's more than any competitive vehicle that comes to mind, and translates to adult sized space — unusual, in a subcompact crossover. The seatbacks also fold forward, and so set, cargo capacity goes from 23.2 — 57.6 cubic feet (in AWD models) — again, large, by segment standards, with a flat load floor, and a low lift over height. The back seats do one more thing.

The bottoms fold up and lock against the rear seatback, allowing second row storage for tall items. It also makes for a low entry height, if you want to take your dog along, and said dog doesn't like to jump up on seats. The floor, while low, has a pronounced hump in

2019 Honda HR-V AWD Sport
MSRP: \$20,520 (FWD base EX); \$23,620 (AWD Sport); As tested: \$24,665

the middle, which my dog pointed out to me, via side-eye. (A couple of towels for padding settled the dispute).

Up front, HR-V offers 41.2 inches of leg room, and if you're six feet or taller, you wouldn't say no to another inch or so. An eight-way power seat is offered, but only on top trim models.

Front cabin stowage spots are few, and run small. HVAC controls are handled in a deck of dials located



The 2019 HR-V is Honda's subcompact crossover, with more leg room than any competitor's entry in the segment. Powered by a 1.8L, 141 -hp engine, it's available in front-wheel-drive and (as in the Sport model above) in AWD.

half way up the center stack. They're intuitive and easy to reach. Adjustments for infotainment functions are channeled through a 7-inch touchscreen on the center stack, in all but base trim models. The screen doesn't respond to input from a gloved hand, but secondary controls (on the steering wheel) are available as a workaround, to switch channels.

Happily, the former (ineffective) sliding touch controls for sound system volume, has been replaced by a simple (effective) knob. An integrated navigation system is only offered on the top trim level. However, the new display audio system incorporates Apple CarPlay and Android Auto compatibility, so owners can bring their phone-based navigation apps

The compensation for limited oomph is solid fuel economy: 26 city/31 highway/28 combined.

along for the ride. A rearview camera is standard on all models. Honda eschews typical, mirror mounted blind spot detection in favor of a system called Lane Watch, which is included on mid-level trim (EX) and up. Switching on the right hand turn signal (or pressing a button on the end of that stalk) activates the system, which displays a camera generated image of what's behind your vehicle on the right side, onto the center screen.

Blind spot monitoring systems are really an essential part of a belt and suspenders approach to lane changes (along with turning your head and looking). The downside to the Lane Watch system is that it's right-side only. Since drivers make lane changes both left and right, the system is only half as good as it ought to be.

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