

# Honda's CR-V compact SUV has a fresh look, along with an Automatic Diesel option for the first time

*Honda, more than any other car maker, is a company that lives in the real world, designing its products to suit. It realises that owners of SUV's like a higher driving position, like the security of knowing that there is four-wheel drive when needed, like the space and versatility and above all enjoy the comfort and safety.*

One car to benefit from this rather refreshing approach is the third generation CR-V, now face-lifted and at last available with an automatic gearbox for diesel models. Here's a model which, though still able to deal with towing and slimy surfaces, for the most part concentrates on providing what most compact SUV owners really want: a more pragmatic and useful on-road package. Put simply, it drives on road better than its rivals.

The CR-V can handle gentle off-road tracks thanks to its four-wheel drive system. The system has been tweaked a little to direct even more torque to the rear wheels when the front wheels start slipping. This is actually more handy if you're planning to use the CR-V in bad weather conditions or on an Alpine skiing jaunt.

Honda claims to have benchmarked the best family hatchbacks in its class (rather than other 4x4s) when it comes to handling. As a result, you can forget the cumbersome roly-poly road manners and ponderous ride quality still common to some cars in this class.

The best-selling CR-V has undergone some major revision to both the exterior and interior. Styling has been refreshed, the interior quality improved and equipment levels enhanced.

Prices start at just over £20,000 and rise to close to £30,000. As ever, two engine options are available. The petrol powerplant is a 2.0-litre unit producing 150bhp. The all new celebrated 2.2-litre i-DTEC diesel good for 150bhp but with a generously stuffed 350Nm of torque. This unit, first introduced in the Accord, is available with an automatic gearbox for the first time. An important addition to the range in this sector.

The diesel returns a combined fuel economy figure of 43.5mpg but don't overlook the 2.0-litre petrol which is good for 34.4mpg and which, due to lower purchase prices and cheaper servicing costs, doesn't really work out any more expensive to run over a three year ownership period. It's also marginally quicker. All CR-V models fall into insurance group 12.

The new models, including the Diesel Automatic version can be test driven at your local Vertu Honda dealerships in Boston, Grantham, Lincoln, Mansfield and Retford. The CR-V has been the best selling SUV since it's launch, with the arrival of the revised model I can see no reason why this will change for the foreseeable future.



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