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## Honda civic 2006 hybrid review

Again, though, the relatively small electric motor output meant that the battery-pack could be smaller, leaving more room for passengers and luggage and preserving that `normal' small-car look and feel. This model Civic Hybrid was involved in a few recalls over the years, so it's worth checking with a Honda dealer to make sure they all been attended to. They started with a recall for some 2006-plated cars which had a glitch in the electric power-steering system. If the problem occurred, the power assistance to the steering would be lost. The car would still steer, but would require a much larger input of muscle on the driver's part. This Civic was also prone to failures of the brake-light switch which is hardly a Honda-specific thing, but it does make the car unroadworthy when vehicles following can't tell whether you've applied the brakes or not. Some owners had also problems with engines stalling for no good reason, and there were actually a couple of causes for this. And, of course, like a lot of cars of this era, the Civic Hybrid was tangled up in the Takata air-bag fiasco so, again, make sure you check whether the air-bags have been replaced. Being so heavily dependent on its electrical systems, the Civic has also caused a few headaches for owners with windscreen wipers stopping of their own accord and silly things like the air-bag light illuminating because of a faulty sensor in the front passenger seat. So make sure everything electrical operates promptly and correctly as chasing these problems can be a real headache. As with every hybrid vehicle, of course, that elephant standing in the corner is the question of battery life. And here it's a bit of a mixed bag. Unlike later hybrid designs which tend to use lithium-ion battery-packs, the Honda's batteries were the slightly more old-fashioned nickel-metal hydride type. Fundamentally, both types have their advantages but the hybrid world is definitely shifting towards lithium-ion. Interestingly, later versions of the Toyota Prius have used a mix of lithium-ion and nickel-metal hydride as a means of taking advantage of the plus points of each type. None of which answers the question of how long it will be before the Civic Hybrid needs a new battery pack at a cost of several thousand dollars. It all depends on how the car has been used and serviced and how the batteries have fared over the years. It's worth noting, though, that even with Honda's eight-year warranty on the batteries at the time, even the youngest of these cars will be well and truly beyond that cover, meaning you're more or less on your own. There have been reports of Civic battery failures, but mainly in overseas markets where the extremes of cold seem to take their toll. That said, our typical Aussie summers won't be kind to this technology, either, so the transaction still represents a bit of a gamble on the buyer's part. Honda dealers were also offering a software upgrade in the day to try to help with battery life, so check that this upgrade has been applied. The better news is that the asking price of these cars means that spending a few dollars fixing it up won't be beyond a lot of people. But whether it's worth spending \$4000 for a new battery-pack for a \$6000 car is a question for the individual. Either way, some will take the plunge with crossed fingers and, for us, that's not a bad way to approach things. Certainly, the vehicle itself stands as a bargain way to get into a hybrid car that doesn't impose too many of the usual hybrid compromises in terms of the actual driving. Looking to buy a Honda Civic Hybrid, check out the cars for sale on Drive here Honda Civic Hybrid Nuts and bolts Engine/s: 1.3-litre four-cylinder petrol/electric motor Transmissions: CVT Fuel economy (combined): 4.6 litres per 100km Safety rating (courtesy of www.howsafeisyourcar.com.au): 3 stars Our rating: 3 stars Likes: Less compromised to drive than some hybrids. Prices have tumbled recently. Will cut running costs in the right environment. Hybrid tech still looks like the immediate future. Dislikes: Older style battery tech. A few quality issues. Takata air-bag victim. Three-star safety rating. Competitors: Toyota Prius - The first taste of hybrid motoring for many of us. The Prius of this era was slow, heavy and ponderous to drive. You really had to be in touch with your green self to be interested. 2.5 stars Toyota Camry Hybrid - The family-sized Toyota Hybrid goes back to 2009 and represents hybrid transport with almost no compromises. Reliability seems as good as any other Toyota, including the battery-packs. 4 stars Nissan Leaf - If you really want to go green, the plug-in, electric-only Leaf is the way. There's no petrol engine at all, so this is no interstater. But if saving the planet is important, the Leaf has plenty of cred. 3 stars What to pay (courtesy of Glass's Guide): 06 June 2019 by David Ross Parkers overall rating: 3 out of 5 3.0 Written by David Ross on 06 June 2019 It may look like simply a saloon version of the Civic hatchback we're all familiar with, but in fact this is a very special Honda. It's actually a hybrid so, like the Toyota Prius, it uses an electric motor along with a conventional petrol engine. The electric motor assists the engine by giving it a boost during acceleration to improve economy - it also runs the car at idle to reduce emissions. The clever bit is when you brake or coast, the energy is captured to charge the battery for the electric motor. That means you get the power of a 1.6-litre engine, with the fuel consumption of a 1.1-litre. It works up to a point, but the car does feel underpowered and needs to be revved hard to get decent performance - which sees fuel economy rapidly drop. Click to expand navigation Tap to expand navigation Civic Hatchback (2006 - 2011) Civic Type-R (2007 - 2010) Civic Hybrid Saloon (2006 - 2010) This advertisement has not loaded yet, but your article continues below. There seems to be a little underground game going on among hybrid car owners. The goal? See who can outdo one another in getting the best fuel economy average from vehicles that already claim to be the most miserly on the road. Driving Aug 10, 2011 • August 12, 2021 • 4 minute read 2006 Honda Civic Hybrid There seems to be a little underground game going on among hybrid car owners. The goal? See who can outdo one another in getting the best fuel economy average from vehicles that already claim to be the most miserly on the road. This advertisement has not loaded yet, but your article continues below. Some go at it without shoes to even gingerly tap the throttle. Other chat forums are suggesting to "drive slowly" and "avoid braking" (perhaps one should consider avoiding abrupt braking rather than not stopping at all). A list on greenhybrid.com called "You know you're a real hybrid owner when ..." offers "you lean forward going up hills instead of hitting the gas" and "you post your gas mileage online." These are the freaks looking for better mileage in an already fuel-efficient and emissions-friendly car. The reality is that most people who are switching from conventional combustion engines to the dual gasoline/electric-motored-cars are not likely going to change their driving style to save a few pennies. This advertisement has not loaded yet, but your article continues below. So, I figure, if you're going to test drive Honda's spanking-new Civic Hybrid, you might as well drive it the same way as an Accord or a BMW — or a Porsche for that matter. That means not always obeying — and definitely not undercutting — the speed limit, pressing on when the light turns green and driving everywhere, even to get a loaf of bread. If you think the futuristic- looking Toyota Prius is keen, you might be disappointed that the Civic Hybrid looks just like all the other run-of-the-mill Civic sedans. Keep in mind, though, that this latest-generation Civic is completely redesigned. The body is more modern and its multi-tiered interior dash is as controversial as a spaceship sighting. Look at the rear end of the Hybrid and you'll see two indicators that this is the gasoline/electric car: an obvious hybrid badge and a lip trunk spoiler. The Civic Hybrid also rolls around on smaller wheels than its Civic sibs, sporting 195/65 R15 M+S rubber. This advertisement has not loaded yet, but your article continues below. Where it starts to get foreign is in its technical components. The Civic Hybrid uses Honda's updated Integrated Motor Assist (IMA) system made up of a 1.3-litre, i-VTEC four-cylinder gasoline engine that's connected to an electric motor and a new Continuously Variable Transmission (CVT). While the gasoline engine is the main source of power, a battery pack stores electricity captured for the electric motor, which offers up an extra power boost. And like other gasoline- electric cars, driving the new Civic Hybrid — with Honda's fourth-generation hybrid system — takes some getting used to. Hop in, turn the ignition and watch the two-tiered instrument panel glow to life. At takeoff, both the gas and electric motors churn out the power and it feels pretty normal. Start braking, however, and the car's gas engine shuts down to save fuel — an "Auto Stop" visual flashes from the instrument gauge — and the electric motor acts as a generator to charge the battery pack until the brake pedal is released and the gas engine kicks back on. This advertisement has not loaded yet, but your article continues below. When I'm in traffic, I like to inch forward as the car ahead rolls in that direction. But with the Civic Hybrid, the gasoline engine shuts off when you come to a stop, and when you take your foot off the gas pedal it starts up, launching the car ahead more than one's used to in a conventional-powered vehicle. When you're off to a roll again, the gas engine provides the juice. At steady cruising speeds, the electric motor can run on its own with all four cylinders of the gas engine deactivated — the hot news for the latest IMA system. During highway travel, where you're going faster, the gas engine is the sole power provider. Overall, this switch-on, switch-off of gas and electricity adds to the Civic Hybrid's reported fuel economy rating of 4.7 litres per 100 kilometres in the city and 4.3 L/100 km on the highway, or 1,000 kilometres on a 46.5-litre gas tank. My results averaged more like 7.0 combined city and highway driving and about 700 kilometres on a tank of fuel. Still impressive, considering I didn't dance on the throttle like a ballerina in thick socks. This advertisement has not loaded yet, but your article continues below. Performance-wise, the 110 horsepower and 123 pound-feet of torque, combined from the gas and electric motor, feels slightly peppier than the numbers, but don't expect to be squealing tires. Still, there is lots of power to merge into traffic without biting your lip. And though you don't feel the car slipping through a set of transmission gears, the Civic Hybrid's CVT guarantees there's always peak torque at hand. Inside, the Hybrid's seats are uncomfortably stiff and flat at first — unexpected from Honda. With very low mileage on the test car, I think they just need to be sat in a few more times. All around, there's good legroom in the front and in back, room for five (though better for four adults) and a spacious trunk. This advertisement has not loaded yet, but your article continues below. For constant comfort even when the engine is in electric idle stop mode, the Civic Hybrid's automatic climate control system continues to operate. And that controversial dash? I like it (except for the digital speedo readout, which is so huge that if a cop is passing you there's no chance of getting out of a ticket). Even a friend who owns a Prius favoured the Civic's interior setup. THE SPECS GASOLINE MISER DOESN'T CHEAP OUT WHEN IT COMES TO SAFETY FEATURES TYPE OF VEHICLE: Compact hybrid sedan ENGINE: 1.3L SOHC four-cylinder gasoline-electric with IMA POWER: 110 hp; 123 lb-ft of torque (combined gasoline/electric motors) TRANSMISSION: CVT BRAKES: Front discs/rear drums with ABS PRICE: BASE/AS TESTED \$25,800/same FUEL ECONOMY L/100 KM: 4.7 city; 4.3 hwy. STANDARD EQUIPMENT: Dual-stage, dual-threshold front air bags with passenger-side occupant position detection system, side air bags and side curtain air bags, active front head restraints, side mirrors with integrated turn signals, fuel consumption display, outside temperature display, AM/FM/CD/MP3 compatible audio with speed-sensitive volume control and steering wheel controls.

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