

Field	2010 Honda Insight	2009 Toyota Prius	Field Value (0-2)	Honda score (1-5)	Toyota score (6-Honda)	Honda Value	Toyota Value
Style:	EX w/Navit 4dr Hatchback (1.3L 4cyl gas/electric hybrid CVT)	4dr Hatchback (1.5L 4cyl gas/electric hybrid CVT)	1	3	3	3	3
Base Price:	\$22,170 (estimated)	\$24,095	10	4	2	40	20
Price as Tested:	\$22,170 (estimated)	\$27,643	0	5	1	0	0
Transmission Type:	Continuously variable transmission with sport mode and paddle shifters	Electronically controlled continuously variable	0	3	3	0	0
Transmission and Axle Ratios (x:1):	Variable between 3.17:1 and 0.53:1; Final Drive = 4.20:1	N/A	0	3	3	0	0
Engine Type:	Inline-4	Inline-4, Atkinson cycle	0	3	3	0	0
Displacement (cc / cu-in):	1,339cc (82 cu-in)	1,497cc (91 cu-in)	0	3	3	0	0
Valvetrain:	Single overhead camshaft, variable intake and exhaust lift, 2 valves per cylinder	16 valves, double overhead camshafts, variable intake valve timing	0	4	2	0	0
Compression Ratio:	10.8:1	13	0	2	4	0	0
Redline (rpm):	6,200	N/A	0	2	4	0	0
Horsepower (hp @ rpm):	98 @ 5,800 (includes electric motor assist of 13 hp @ 1,500 rpm)	76 @ 5,000 (gasoline engine); 110 maximum when blended with the electric motor	0	3	3	0	0
Torque (lb-ft @ rpm):	123 @ 1,000-1,500 (includes electric motor assist of 58 lb-ft @ 1,000 rpm)	82 @ 4,200 (gasoline); 295 @ 0-1,200 (electric motor)	0	2	4	0	0
Steering System:	Electric speed-proportional power steering	Electric-assist power steering	1	4	2	4	2
Steering Ratio:	16.7:1	19.1:1	1	4	2	4	2
Suspension Type (rear):	Semi-independent, torsion beam, coil springs and integrated stabilizer bar	Semi-independent, torsion beam, coil springs	1	5	1	5	1
Tire Size (front):	175/65R15 84S	P185/65R15 86S	0	3	3	0	0
Tire Size (rear):	175/65R15 84S	P185/65R15 86S	0	3	3	0	0
Tire Brand:	Dunlop	Goodyear	0	3	3	0	0
Tire Model:	SP 37	Integrity	0	3	3	0	0
Tire Type:	All-season, low rolling resistance	All-season	0	3	3	0	0
Manufacturer Curb Weight (lb):	2,734	2,932	1	4	2	4	2
Curb Weight As Tested (lb):	2,736	2,970	0	3	3	0	0
Weight Distribution, F/R (%):	58/42	59.8/40.2	0	3	3	0	0
Fuel Tank Capacity (gal):	10.6	11.9	0	2	4	0	0
EPA Fuel Economy (mpg):	40 city/43 highway/41 combined	48 city/45 highway	5	2	4	10	20
Edmunds Observed (mpg):	51.5	44	5	4	2	20	10
Temperature (Fahrenheit):	52.1	53.9	0	3	3	0	0
Humidity:	54%	28.88	0	3	3	0	0
0 - 30 (sec):	4	3.7	0	2	4	0	0
0 - 45 (sec):	6.85	6.5	0	2	4	0	0
0 - 60 (sec):	10.9	10.4	1	2	4	2	4
0 - 75 (sec):	16.6	16	0	3	3	0	0
1/4 Mile (sec @ mph):	17.9 @ 77.9	17.6 @ 78.6	1	3	3	3	3
0-60 with 1-ft Rollout (sec):	10.5	10.1	0	3	3	0	0
30 - 0 (ft):	32	30	0	2	4	0	0
60 - 0 (ft):	125	120	5	2	4	10	20
Braking Rating (Excellent, Good, Average, Poor or Very Poor):	Good	Very Good	0	2	4	0	0
Slalom (mph):	59.3	61.8	5	2	4	10	20
Skid Pad Lateral acceleration (g):	0.79	0.7	5	4	2	20	10
Db @ Idle:	44.2	39.2 (engine off); 42.6 (engine on)	0	2	4	0	0

Db @ Full Throttle:	72.5	70	0	2	4	0	0
Db @ 70 mph Cruise:	68.8	68	1	3	3	3	3
Acceleration Comments:	Almost agonizingly slow unless you brake-torque the launch, then it's merely slow and matches the Prius' highly repeatable numbers.	It didn't seem to matter what I did on the launch; it always made about the same results. I even tried a start with the engine auto-stopped. Linear (to a fault) acceleration and the engine could be quieter.	1	3	3	3	3
Handling Comments:	Skid pad: Extraordinary measures that no Insight buyer is likely to use (ESC off and allow the tail to hang out around the skid pad) produce better-than-average results. But it takes a bit of skill to hold it there, as it feels on the brink of oversteer a	Skid pad: There's a little sliver of understeer between ESP warning (beep-beep-beep) and actual ESP intrusion. No sense in going harder than the nanny will allow. Slalom: Again the key is not to trigger the electronic overlord here. Smooth, gentle inputs	1	4	2	4	2
Braking Comments:	It probably doesn't take much brake hardware for a 2,700-pound car, but this is good performance nonetheless. No evidence of fade, but I didn't torture it, either. Some rear-end wriggle, but nothing spooky or dangerous.	Huh? 120 feet from 60 mph? That's pretty darned good, and the Prius showed signs of good fade resistance as well. Better feel than I ever remember from a Prius, too. Did Toyota change something without telling us?	1	3	3	3	3
Length (in):	172.3	175	0	3	3	0	0
Width (in):	66.7	67.9	0	3	3	0	0
Height (in):	56.2	58.7	0	3	3	0	0
Wheelbase (in):	100.4	106.3	0	3	3	0	0
Front Track (in):	58.7	59.3	0	3	3	0	0
Rear Track (in):	58.1	58.3	0	3	3	0	0
Turning Circle:	36.1	34.1	1	3	3	3	3
Legroom, front (in):	42.3	41.9	5	3	3	15	15
Legroom, rear (in):	33.5	38.6	1	2	4	2	4
Headroom, front (in):	38.4	39.1	0	2	4	0	0
Headroom, rear (in):	35.9	37.3	0	2	4	0	0
Shoulder room, front (in):	52.7	55	0	2	4	0	0
Shoulder room, rear (in):	50.4	52.9	0	2	4	0	0
Cargo Volume (cu-ft):	15.9	14.4	5	4	2	20	10
Electronic Brake Enhancements:	Electronic brakeforce distribution	Braking assist, electronic brakeforce distribution	0	2	4	0	0
Traction Control:	Standard (EX only)	Standard	1	3	3	3	3
Stability Control:	Standard (EX only)	Optional	1	3	3	3	3
		0=don't care	1=worst			194	166
		1=relevant	2=poor				
		5=very	3=same				
		10=most	4=good				
			5=best				