

OVERALL SCORE

87

CR Recommended

2023 Subaru Forester

CR MPG Overall 28 / City 20 / Hwy 38 mpg
#1 of 20 Compact Sport-Utility Vehicles

HIGHS

- Fuel economy
- Great visibility
- Roomy interior
- Easy controls

LOWS

- Engine noise
- No standard blind spot warning

ROAD TEST

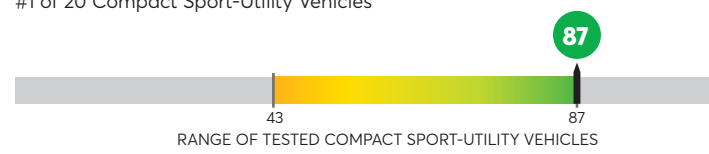
90/100

PREDICTED RELIABILITY

4/5

PREDICTED OWNER SATISFACTION

4/5



Road Test Results

Performance

Acceleration	3/5
0 to 60 mph (sec.)	9.2 sec
Transmission	4/5
Braking	5/5
Emergency Handling	3/5

Comfort/Convenience

Ride	4/5
Noise	3/5

Front Seat Comfort	4/5
Rear Seat Comfort	5/5
Interior Fit & Finish	4/5
Trunk/Cargo Area	3/5

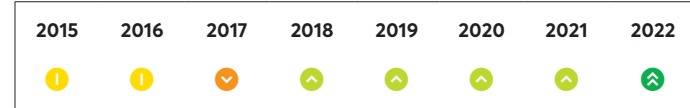
Fuel Economy & Emissions

Fuel Economy	4/5
CR's Overall Mileage	28 mpg
CR's City Mileage	20 mpg
CR's Highway Mileage	38 mpg
Annual Fuel Cost	\$1,715
Greenhouse Gas	6/10
Smog Rating	7/10

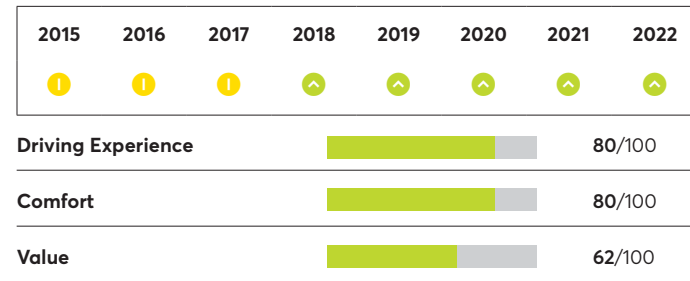
Survey Results



Reliability History



Owner Satisfaction



CR Road Test Results

The Subaru Forester is a smart, well-executed small SUV that boasts a roomy interior, great fuel economy, and a comfortable ride.

Beneath the boxy design, this SUV is a sensible, no-nonsense vehicle. The ride is comfortable and supple, the steering is responsive, and handling is secure.

The standard 2.5-liter four-cylinder engine is adequately powerful but it doesn't make the Forester quick. Sprinting from 0-60 mph takes 9.2 sec—which puts it on the slow side compared to other small SUVs. In the real world, however, the Forester has enough power to pass and merge successfully. The continuously variable transmission (CVT) is unobtrusive, but drivers still hear a pronounced engine buzz under acceleration.

Fuel economy is impressive at 28 mpg overall, which is one of the best in this class.

The Forester is adept at absorbing road imperfections, making it one of the better riding SUVs in the category. And yet, it benefits from responsive handling with contained body roll and fairly quick steering when rounding corners.

The spacious interior has controls that are easy to use, plenty of headroom, and some of the best visibility of any new vehicle.

The driving position helps provide a commanding view of the road ahead. Most versions come with a power seat that is comfortable and supportive, thanks in part to its adjustable lumbar support.

As is often true for Subaru, the controls are simple to reach and use. The latest infotainment system is intuitive and is compatible with Android Auto and Apple CarPlay.

On the utility front, the split rear seat folds nearly flat, leaving a slightly inclined surface for cargo. Opening the power liftgate exposes a wide, square-shaped space that can swallow a fair amount of bulky warehouse-store items or stack a pile of folding tables and chairs. There's even enough space with the rear seat folded down to fit a bicycle with both wheels on.

The Forester falters only when it comes to refinement. Despite upgraded soft-touch surfaces and additional padding, some interior materials look cheap. But what the SUV lacks in panache it makes up for in practicality.

Forward collision warning (FCW), automatic emergency braking (AEB), lane departure warning (LDW), and lane keeping assistance (LKA) come standard. Note that BSW only comes on Sport and higher trims.

Best Version to Get

The Premium trim is a good place to start since it comes with a power driver's seat, rear air vents, sunroof, and the All-Weather package (which brings heated front seats). We'd also get blind spot warning option.

For additional convenience and luxury items such as leather upholstery, bigger infotainment screen, and dual-zone automatic climate control, the Limited trim is the way to go.

Notable changes:

The Forester was all new for 2019. We're pleased to see that Subaru's Eyesight suite of advanced safety features is now standard on all trims. Updates for 2020 include a standard

rear-seat reminder system, and new functions added to the lane keeping assistance feature.

A mild freshening for 2022 includes a revised exterior and the addition of an off-road oriented Wilderness trim with additional ground clearance and all-terrain tires.

Updates for 2023 include standard "Automatic Emergency Steering" on models equipped with blind spot warning, lane keeping assistance, and rear cross traffic warning.

To read the full road test go to <https://www.consumerreports.org/cars/subaru/forester/2023/road-test-report>

New Cars

(as of March 2023)



CR Recommended	Make & Model	Overall Score	Road Test Results		Survey Results		Highs	Lows
			Road-test score	Overall mpg	Predicted reliability	Owner satisfaction		
✓	2023 Subaru Forester	87	90	28	↑	↑	Fuel economy, great visibility, roomy interior, easy controls.	Engine noise, no standard blind spot warning.
✓	2023 Hyundai Tucson Hybrid	83	94	35	↓	↑	Fuel economy, handling, braking, ride, roomy interior, controls.	Gear selector.
✓	2023 Toyota RAV4 Prime	81	85	72	↓	↑	Acceleration, fuel economy, part-time electric driving, ride, controls.	Long stopping distance, high pitch warning signal in reverse.
✓	2023 Nissan Rogue	81	81	25	↑	↓	Access, controls, agility.	Annoying idle vibration, low dash air vents.
✓	2023 Kia Sportage Hybrid	80	85	36	↓	↓	Fuel economy, composed ride, roomy interior, easy to get in and out of.	Agility, braking, unintuitive gear selector.
✓	2023 Toyota RAV4 Hybrid	78	80	37	↑	↓	Fuel economy.	Ride, fit and finish.
✓	2023 Mazda CX-50	78	78	24	↑	↓	Handling, steering, fit and finish, interior room.	Ride, modest acceleration with the base engine, frustrating infotainment system.
✓	2023 Mazda CX-5	77	77	24	↑	↓	Rides comfortably, quiet cabin, responsiveness handling, nicer interior than the class norm, standard AWD.	So-so visibility to the rear corners, infotainment learning curve, fuel economy not a standout.
✓	2023 Hyundai Tucson	77	85	26	↓	↓	Handling, ride, braking, roomy interior, controls, hybrid'd performance and fuel economy.	Leisurely acceleration (non hybrid).
✓	2023 Kia Sportage	74	77	25	↓	↓	Fuel economy (Hybrid), composed ride, roomy interior, easy to get in and out of.	Lackluster acceleration (Regular model), agility (Hybrid), braking (Hybrid), unintuitive gear selector (Hybrid).
✓	2023 Ford Escape Hybrid	73	85	34	↓	↓	Agility, stopping distance, fuel economy, controls.	No auto up windows in SE.
✓	2023 Toyota RAV4	72	73	27	↑	↓	Fuel economy.	Engine noise, ride, fit and finish.
✓	2023 Mitsubishi Outlander	72	71	25	↑	↓	Standard third row, transmission, controls.	Ride, darty steering, wind noise, acceleration.
✓	2023 Chevrolet Equinox	67	77	25	↓	↓	Roomy interior, comfortable ride and quiet cabin, intuitive controls, easy to use infotainment system.	Drab interior, leisurely acceleration.
	2022 Jeep Cherokee	64	67	23	↓	↓	Space, controls, braking.	Sluggish initial acceleration with turbo engine, uncooperative transmission, ride, agility, engine noise.
	2023 Volkswagen Tiguan	59	84	25	↓	↓	Roomy interior, user friendly controls, easy access, good visibility, optional third row within a modest footprint SUV.	Engine gets noisy when revved, acceleration trails competitors.
	2023 Ford Escape	59	74	26	↓	↓	Agility, stopping distance, fuel economy with hybrid, controls.	Engine vibration with the 1.5-liter, overly sensitive brake pedal (except hybrid).
	2023 Ford Bronco Sport	57	75	25	↓	↓	Agility, braking, user-friendly controls, character.	Engine vibration at low revs, limited driver's seat adjustments, ride.
	2023 Mitsubishi Eclipse Cross	56	61	24	↓	↓	Access, rear seat room, standard forward collision warning and automatic emergency braking with pedestrian detection.	Agility, visibility, front-seat comfort, acceleration, cargo space.
	2022 Jeep Compass	43	57	24	↓	↓	The allure of the Jeep brand, easy-to-use controls.	Slow, noisy, rough riding, short on agility, uncomfortable rear seat.
	2024 Chevrolet Equinox EV	Not Tested	NA	NA	NA	NA		
	2023 Dodge Hornet	Not Tested	NA	NA	↓	↑		
	2023 GMC Terrain	Not Tested	NA	NA	↓	↓		
	2023 Honda CR-V	In Test	NA	NA	↑	↑		
	2023 Honda CR-V Hybrid	Not Tested	NA	NA	↑	↑		
	2023 Jeep Compass	Not Tested	NA	NA	↓	↓		
	2023 Subaru Solterra	Not Tested	NA	NA	NA	NA		
	2023 Toyota bZ4X	Not Tested	NA	NA	NA	NA		
	2023 VinFast VF 7	Not Tested	NA	NA	NA	NA		

HOW TO READ THE RATINGS

Recommended vehicles, indicated with a check mark (✓), are the models with the highest Overall Scores that meet the threshold in their category.

Make + Model reflect the vehicle we tested and its engine displacement.

Overall Score reflects a vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Annual Auto Surveys; the availability of frontal crash prevention systems with forward collision warning, automatic emergency braking, and pedestrian detection, along with blind spot warning; and, if available, results from government and insurance-industry crash tests.

Survey Results reflect findings from CR's Annual Auto Surveys, completed by Consumer Reports members.

Predicted reliability is our determination of how well a model will hold up, based on the problems that members reported in CR's Annual Auto Surveys, which include data on around 420,000 vehicles.

Owner satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again. We use a model's latest three years of data to determine the prediction, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all-new or redesigned, we use our expert judgment based on brand track record and similar models to predict reliability and owner-satisfaction ratings.

Road-Test Results include CR's test findings that we feel are the most relevant. We buy and test between 50 and 60 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests and evaluations. The results of these tests make up our road-test score. Some tests, such as those for braking and fuel economy, are measured with instruments; categories such as seat and ride comfort, noise, and fit and finish are graded by our experts. The Usability rating is a combination of our testers' assessments of the ease of performing everyday driving tasks, as well as cockpit ergonomics and interface design. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in electric and gas modes.

Highs and lows give a quick summary of a model's notable strengths and weaknesses.

Why Some Vehicles Are Not Rated Certain models have been redesigned or extensively refreshed since our last test, or are new. All are scheduled to be included in future road tests. Models include the Chevrolet Equinox EV, Dodge Hornet, GMC Terrain, Honda CR-V, Honda CR-V Hybrid, Jeep Compass, Subaru Solterra, Toyota bZ4X, and VinFast VF 7.

What Our Ratings Symbols Mean



Go to [CR.org/newcarbuyingguide](https://www.consumerreports.org/newcarbuyingguide) for advice on whether you should buy or lease your next new car, and other car shopping tips.