

OVERALL SCORE

84

CR Recommended

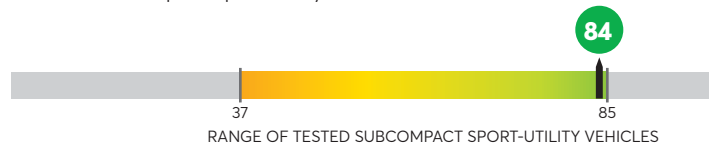
2023 Subaru Crosstrek

CR MPG Overall 29/ City 20/ Hwy 39 mpg
#2 of 13 Subcompact Sport-Utility Vehicles

ROAD TEST 86/100

PREDICTED RELIABILITY 4/5

PREDICTED OWNER SATISFACTION 4/5

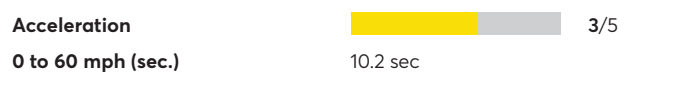


- HIGHS**
- Ride
 - Fuel economy
 - Easy to use controls
 - Braking

- LOWS**
- Engine noise
 - Seat short on lower-back support
 - Plug-in hybrid only provides brief electric propulsion and battery robs cargo space

Road Test Results

Performance



Comfort/Convenience



Fuel Economy & Emissions



CR's Overall Mileage 29 mpg

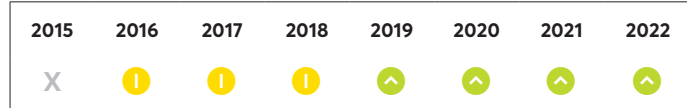
CR's City Mileage 20 mpg

CR's Highway Mileage 39 mpg

Annual Fuel Cost \$1,650



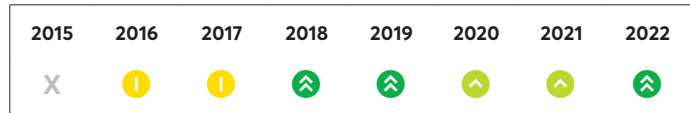
Owner Satisfaction



Survey Results



Reliability History



CR Road Test Results

The Crosstrek is Subaru's pseudo-SUV; it's essentially an Impreza hatchback with a raised ride height and some rugged visual cues. Since it's based on the already-good Impreza, it has that model's smooth ride, good fuel mileage, easy-to-use controls, and roomy rear seat. As a result, it's ranked at the top of our subcompact SUV standings. Subaru also offers a plug-in hybrid version, which contributes to the Crosstrek's appeal, but doesn't deliver enough of a mileage improvement to make it a good value.

Both versions have a comfortable and controlled ride that stands head and shoulders above the competition. Its handling is responsive, though it isn't as frisky when driving through sharp turns as the Mazda CX-3, for example. Subaru's standard full-time all-wheel-drive system is appealing and, combined with the Crosstrek's ample ground clearance, gives the SUV the ability to easily handle slippery pavement, a muddy trail, or rough dirt roads.

The standard 152-hp, 2.0-liter four-cylinder engine has just enough power for most situations, which is on par with its rivals. But it sounds strained and raspy when hard acceleration is needed. Uplevel versions get a more powerful 2.5-liter engine. The continuously variable transmission (CVT) mostly avoids suddenly revving the engine by mimicking the shifts that a traditional automatic transmission would make. But there are still times when engine drone can be intrusive. We measured 29 mpg overall in our tests, which is commendable for an all-wheel-drive vehicle.

The plug-in hybrid version can cover only about 17 miles on electric power but even then, it's a challenge to drive solely with the electric motor. Any moderate pressure on the accelerator and the gas engine kicks in.

Once past that semi-electric portion, we got 33 mpg overall in regular hybrid mode, but that's just 4 mpg better than the conventional Crosstrek. The engine drones when pushed and the electric drive's

whining becomes annoying. It takes a little more than two hours to charge the hybrid on a 240-volt charger and 5.5 hours on a regular household 110-volt charger.

The cabin has simple controls, easy-to-read gauges, and a user-friendly touch-screen infotainment system. Android Auto and Apple CarPlay are standard. The Hybrid has standard leather-covered power seats, which are comfortable but lack lumbar adjustments. Similarly, the standard cloth front seats in the non-hybrid Crosstrek are short on lower-back support and also lack adjustable lumbar support.

The popular Premium-trim Crosstrek has standard heated front seats, but add automatic climate control and a push-button start and you'll spend close to \$30,000. These features are all standard on the Hybrid.

We like that automatic emergency braking (AEB), forward collision warning (FCW), lane departure warning (LDW), lane keeping assistance (LKA) and adaptive cruise control are available as part of the Subaru EyeSight suite of safety features.

The system is standard on all models that have the automatic transmission, as well as all Hybrid models. (The system isn't available on trims that are equipped with the manual transmission.) Blind spot warning (BSW) is standard on the Hybrid and the top-trim of the regular Crosstrek, it's optional on the Premium trim, and not available on the base trim. Note that this camera-based system has its limitations in certain weather conditions, such as in heavy rain or snow.

The Crosstrek is a viable alternative for those who don't need the Forester's extra roominess, but we don't think the Hybrid is worth the nearly \$8,000 added cost over a comparable non-hybrid Crosstrek. Even with available tax credits and incentives, its short electric-only range, and how the battery and gas tank cut into cargo room diminish the Hybrid's appeal.

Best Version to Get

For the best value, we think the 2.0i Premium is the right choice for most buyers. EyeSight is a worthwhile option which can be had on all trims except for those equipped with the manual transmission.

The plug-in hybrid version is based on the Limited trim and comes more richly equipped with a power driver's seat and leather upholstery.

Notable changes: For 2021, Subaru added a new Sport trim line, and a more powerful 2.5-liter engine on high-end versions. The uplevel

engine comes on the heels of 2020 updates which brought an available rear-seat reminder system, standard automatic door locks, and standard automatic climate control.

Updates for 2023 include a new Premium Special Edition (SE) model, which gets special exterior paint and interior trim, and an upgraded audio system.

To read the full road test, visit <https://www.consumerreports.org/cars/subaru/crosstrek/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 Crosstrek Hybrid	85	82	42	⬆️	⬆️	Ride, fuel economy, easy-to-use controls, braking.	Engine noise, seat short on lower-back support, plug-in hybrid only provides brief electric propulsion and battery robs cargo space.
✓	2023 Subaru Crosstrek	84	88	29	⬆️	⬆️	Ride, fuel economy, easy-to-use controls, braking.	Engine noise, seat short on lower-back support, plug-in hybrid only provides brief electric propulsion and battery robs cargo space.
✓	2023 Toyota Corolla Cross	77	69	28	⬆️	⬇️	Fuel economy, braking, cabin access	Noisy, feels underpowered, lacks agility, mediocre fit and finish.
✓	2023 Honda HR-V	73	70	27	⬆️	⬆️	Straightforward controls, strong fuel economy, roomy interior fit for its size.	Stiff ride, noisy cabin, slow acceleration.
✓	2022 Nissan Rogue Sport	72	72	26	⬆️	⬇️	Practical with a modest footprint, relatively quiet for the class, straightforward controls.	Slow acceleration, tight rear seat.
✓	2023 Kia Seltos	70	73	28	⬆️	⬇️	Fuel economy, braking, controls, visibility.	Ride, noise.
✓	2023 Chevrolet TrailBlazer	70	68	27	⬆️	⬇️	Interior room, mid-range torque, fuel economy, controls.	Rear and side visibility, agility, front-seat comfort.
	2023 Mazda CX-30	64	65	27	⬆️	⬆️	Fit and finish, fuel economy.	Controls, engine noise, tight quarters, visibility, parking brake engages automatically but doesn't disengage automatically.
	2023 Hyundai Kona	59	72	26	⬆️	⬇️	Agility, braking, controls.	Ride, noise, acceleration.
	2022 Ford EcoSport	54	61	24	⬆️	⬇️	Handling agility, easy to use controls, access.	Ride, noise, acceleration, cargo space, transmission, neither forward collision warning nor automatic emergency braking are available.
	2023 Jeep Renegade	40	56	24	⬆️	⬇️	Jeep's esteemed brand image, lots of upscale options available, Trailhawk version can tackle some off-roading.	Nine-speed automatic is neither smooth nor responsive; stiff, jittery ride; restricted view out; uncomfortable front seats; unimpressive fuel economy.
	2023 Fiat 500X	38	49	23	⬆️	⬇️	Reminds you of Luigi from the movie Cars, tight turning circle and compact dimensions make it easy to maneuver, upscale feature availability.	Stiff ride, transmission is neither smooth nor responsive, noisy, unsupportive front seats, hampered visibility, touchy brake pedal, idle vibration.
	2023 Volkswagen Taos	37	75	26	⬆️	⬇️	Rear-seat room, visibility, agility, braking.	Uneven power delivery.
	2023 Chevrolet Trax	Not Tested	NA	NA	⬆️	⬆️		
	2023 Mitsubishi Outlander Sport	Not Tested	NA	NA	⬆️	⬇️		
	2023 VinFast VF 6	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 quicksummary 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 Trax, Mitsubishi Outlander Sport, and VinFast VF 6.

What Our Ratings Symbols Mean



LEARN

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.