

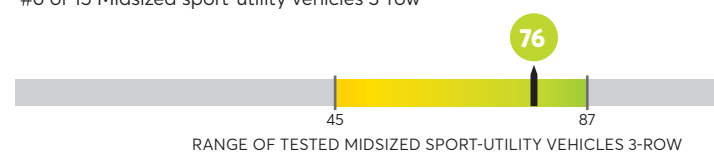
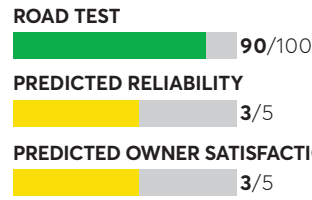
OVERALL SCORE

76

CR Recommended

2023 Subaru Ascent

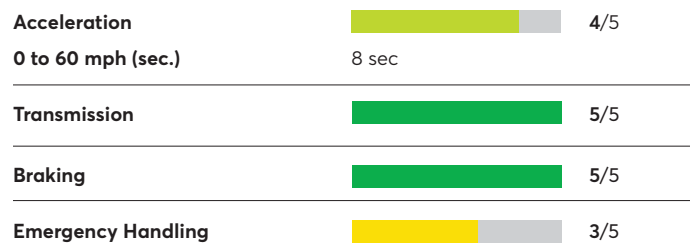
CR MPG Overall 22 / City 14 / Hwy 32 mpg  
#6 of 15 Midsize sport-utility vehicles 3-row



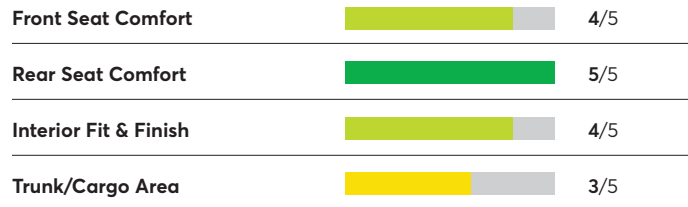
- HIGHS**
- Ride
  - Quietness
  - Interior room
  - Visibility
  - Braking
  - Controls
- LOWS**
- Agility

Road Test Results

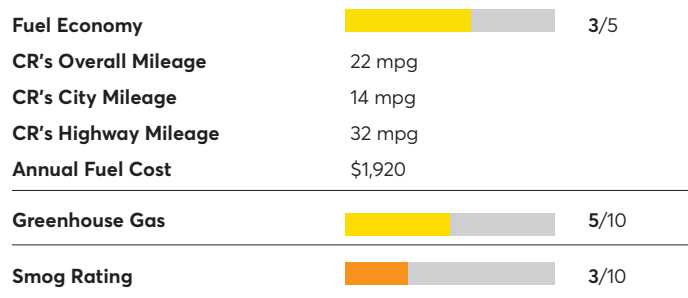
Performance



Comfort/Convenience



Fuel Economy & Emissions



Owner Satisfaction

Year	2015	2016	2017	2018	2019	2020	2021	2022
NA	X	X	X					



Survey Results



Reliability History

Year	2015	2016	2017	2018	2019	2020	2021	2022
X	X	X	X					

CR Road Test Results

Subaru's three-row SUV has impressive all-around performance. The Ascent's smooth ride, functional interior, and slick power delivery helped lift it to success.

The Ascent has a turbocharged four-cylinder engine in a segment where V6s dominate, which might seem to be a disadvantage on paper. But in real-world driving, the SUV feels zipper and more satisfying than its numbers suggest it should be. Plus, its 22 mpg overall is comparable to its rivals.

The plush ride is impressive, even bettering some luxury cars. However, we noticed significant body lean through turns, but the SUV feels safe and remains under control even under duress.

Getting into the Ascent's cabin is easy, thanks to its large doors and low step-in height. The seat comfort is good as long as one opts for one of the two top trims (Limited and Touring), which have leather and a two-way lumbar adjustment.

The controls are simple to use and the infotainment touch screen responds quickly to commands. All trim levels come with Android Auto and Apple CarPlay compatibility.

A WiFi hotspot can support up to eight devices to entertain connected families.

The Ascent's soft surfaces and contrasting interior accents add an upscale flair, befitting its price. Most Ascents come with second-row captain's chairs, which provide plenty of legroom and can be slid fore-aft. Our Limited model came with USB ports and a 120-volt outlet for rear passengers.

The foldaway third-row space is relatively livable. Passengers will find that the grab handles mounted on top of the second-row captain's chairs make getting out of the third row easier.

Standard equipment includes Subaru's EyeSight Driver Assist Technology, a suite that includes forward collision warning, automatic emergency braking, lane keeping assistant, and adaptive cruise control with a lane centering feature. Blind spot warning, rear cross traffic alert, and rear automatic braking are available.

The Ascent is an extremely functional and comfortable vehicle that will appeal to many suburban families.

Best Version to Get

The Premium trim would be the right place to start since it brings blind spot warning and includes a few nice details over the base version. The Premium also lets shoppers opt for goodies such as power rear gate, keyless access and push-button start, reverse automatic braking, and panoramic roof.

Notable changes:

Updates for 2021 include standard LED headlights, and a second- and third-row seat belt reminder alert system.

A special Onyx Edition model joins the line for 2022, highlighted

by unique interior and exterior trim bits, and 20-inch black finish alloy wheels. This new model is exclusively sold with a seven-passenger configuration with second-row captain seats.

Changes for 2023 include mild interior and exterior styling updates. On the safety front, 2023 models offer Automatic Emergency Steering, which scans for potential collisions with a vehicle, pedestrian or cyclist ahead and automatically steers to avoid or lessen the severity of impact.

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

New Cars

(as of March 2023)



CR Recommended	Make & Model	Overall Score	Road Test Results		Survey Results		Highs	Lows
			Road-test score	CR's Overall mpg	Predicted reliability	Owner satisfaction		
✓	2023 Kia Telluride	87	92	21	I	G	Ride, quietness, braking, powertrain, interior room, well-equipped for price.	Agility
✓	2023 Toyota Highlander Hybrid	86	86	35	G	G	Fuel economy, ride, controls, second-row seats.	Some engine noise.
✓	2023 Toyota Highlander	80	82	22	G	G	Comfortable ride, easy to get in and out of, roomy second-row seat.	New turbo four-cylinder isn't as refined as previous V6.
✓	2023 Hyundai Palisade	80	85	21	I	G	Powertrain, interior room, access, quiet cabin.	Agility, gear selector.
✓	2023 Chevrolet Traverse	78	90	20	I	I	Rides comfortably, has a quiet interior, easy-to-use infotainment system.	Manual sunshade for optional sunroof.
✓	2023 Subaru Ascent	76	90	22	I	I	Ride, quietness, interior room, visibility, braking, controls.	Agility.
✓	2023 Kia Sorento Hybrid	75	86	28	I	I	Controls, ride, fuel economy	Hesitation off the line.
✓	2023 Mazda CX-9	74	77	22	I	I	Nimble handling for its size, effortless power delivery, comfortable ride, quiet cabin, Grand Touring and Signature versions plusher than the competition.	Infotainment system is unintuitive; not as roomy as some competitors, including a tight third-row seat; short on towing capacity compared to V6-powered rivals.
✓	2023 Volkswagen Atlas	71	80	20	I	W	Huge interior, roomy third-row seat, smooth powertrain, easy to use controls.	Outright acceleration trails main competitors.
	2023 Dodge Durango	63	78	18	I	W	Comfortable riding, quiet cabin, relatively nimble handling, supportive seats, towing capacity is higher than most competitors, Uconnect touchscreen control system is among the best.	Fuel economy with either V6 or V8 engines, rear visibility is so-so.
	2023 Toyota 4Runner	59	53	17	G	G	Very capable off-road, long history of being extremely reliable.	Clumsy handling and unsettled ride; big climb to get inside; low ceiling hurts driving position and visibility; tight interior space given its outside dimensions; loud engine roar; only top-trim Limited version offers automatic four-wheel-drive; gets rather expensive, given level of equipment and interior finish.
	2023 Jeep Grand Cherokee L	53	71	19	W	I	Transmission, interior space, roomy third row, towing capacity.	Acceleration, braking, noisy V6 engine, controls.
	2023 Ford Explorer	49	74	21	W	W	Agility, controls, interior room.	Ride, low-speed transmission shifts, price.
	2023 Nissan Pathfinder	45	81	21	W	I	Powertrain, interior room, controls.	Overly firm ride.
	2023 Kia Sorento	45	82	25	W	W	Controls, acceleration with the turbo four-cylinder, ride and fuel economy with the hybrid version.	Ride with the turbo version, turbo engine's dual-clutch transmission, hesitation off the line with the hybrid.
	2024 Mazda CX-90	Not Tested	NA	NA	I	G		
	2024 Toyota Grand Highlander	Not Tested	NA	NA	G	G		
	2023 Honda Pilot	In Test	NA	NA	I	G		
	2023 VinFast VF 9	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 Mazda CX-9, Toyota Grand Highlander, Honda Pilot, VinFast VF 9.

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.