

OVERALL SCORE

83

CR Recommended

2024 Subaru Crosstrek

CR MPG 29 mpg

#3 of 13 Subcompact SUVs

✓ HIGHS

• Ride

• Fuel economy

• Standard AWD

• Outward visibility

✗ LOWS

• Underpowered with standard engine

ROAD TEST

82/100

PREDICTED RELIABILITY

4/5

PREDICTED OWNER SATISFACTION

4/5

RANGE OF TESTED SUBCOMPACT SUVs

37

85

Road Test Results

Performance

Acceleration		3/5
0 to 60 mph (sec.)	10.1 sec	
Transmission		4/5
Braking		5/5
Emergency Handling		4/5

Comfort/Convenience

Ride		5/5
Noise		3/5

Front Seat Comfort		4/5
Rear Seat Comfort		4/5
Interior Fit & Finish		3/5
Trunk/Cargo Area		2/5

Fuel Economy & Emissions

Fuel Economy		4/5
CR's Overall Mileage	29 mpg	
CR's City Mileage	20 mpg	
CR's Highway Mileage	41 mpg	
Annual Fuel Cost	\$1,545	
Greenhouse Gas		6/10
Smog Rating		7/10

Survey Results



Reliability History

2015	2016	2017	2018	2019	2020	2021	2022
X	I	I	U	U	U	U	U

Owner Satisfaction

2015	2016	2017	2018	2019	2020	2021	2022
X	I	I	U	U	U	U	U

Driving Experience		77/100
Comfort		69/100
Value		59/100

CR Road Test Results

You'd be forgiven if you didn't notice all the changes the all-wheel-drive Subaru Crosstrek went through for the 2024 model year. Despite an improved chassis, a redesigned interior, engine and transmission refinements, an updated exterior, and standard EyeSight driver assist system which now includes automatic emergency braking (AEB) with pedestrian detection, the new Crosstrek sure looks and feels a lot like the last model—and that's not such a bad thing.

The Crosstrek has been around for just over ten years. That's when Subaru gave the Impreza hatchback more ground clearance, rugged-looking exterior trim, and a beefier all-wheel-drive setup—and created the whole concept of a subcompact SUV in the process. The Crosstrek now has a ton of competitors, but remains the top-selling choice when it comes to maneuverable, practical, compact SUVs that can handle winter weather, are easy to park in the city, and are perfect for a weekend getaway to somewhere a little more remote.

For 2024, Subaru is offering a rugged Wilderness trim on the Crosstrek. Like the Wilderness editions of the Forester and Outback, the Crosstrek Wilderness gets higher ground clearance (9.3 inches instead of 8.7), an upgraded suspension, all-terrain tires, an improved towing capacity (3,500 pounds instead of 1,500 pounds) and unique colors and design trims. It's powered by the larger 2.5-liter four-cylinder engine that's also found in the Crosstrek Sport.

Despite its more rugged looks, the Crosstrek's overall dimensions haven't changed much, and its 8.7-inch ground clearance remains—good news for those who occasionally drive on unpaved or unplowed roads. The Crosstrek now gets an optional, bigger touchscreen like the one we tested in the Legacy and Outback. Although the engine options are the same, Subaru says the new Crosstrek benefits from a stiffer chassis and an upgraded steering system that's similar to what's found on the sporty WRX.

Impressions

The Crosstrek's ride has always been outstanding in its class, and we think the new model rides even better than the outgoing one. It soaks up big bumps easily, without transmitting them into the cabin and impressively keeps the car settled and composed even on a dirt trail.

The Crosstrek does a great job maximizing cargo space, with rear seats that fold completely flat. All but the base trim come with a standard cargo mat, which did a great job containing a spill when a bag of mulch tore during loading. It's also a great spot for Spot, as Subaru says that about half of Crosstrek owners carry pets.

One of the new model's most noticeable improvements is a redesigned driver's seat, which proved comfortable and supportive even on long road trips. While the outgoing Crosstrek didn't offer lumbar adjustment, it is now available as part of an option package on the model we rented. It's an easy car to get in and out of, too.

The rear seats are roomy, but taller passengers had issues with headroom. In addition, there's a metal bar that goes across the bottom rear of the front seats that digs into rear passengers' shins if they stretch their legs.

The Crosstrek won't set any lap records at the track, but the 152-horsepower, 2.0-liter four-cylinder engine and CVT are well-matched for everyday driving. Floor the accelerator pedal while merging or going up a steep hill and you'll notice the CVT allows the engine to rev pretty high (and fairly loudly). Similarly, acceleration feels a bit weak until about 20 mph. But the powertrain is smooth and well-tuned for around-town driving. If you want

We rented a mid-level 2024 Crosstrek Premium from Subaru for a few weeks. (The Premium sits just above the Base in the lineup, below the Limited, Sport, and Wilderness.) Our testers tried it out on long highway slogs, took it on trips to the garden center, and even did a little off-roading, and it sure seems like Subaru didn't mess with the formula that led to the Crosstrek's success. The Mazda CX-30 may be more stylish and fun to drive, and the Kia Niro hybrid gets much better fuel economy, but it's hard to match the Crosstrek's practicality for the price.

We think current Crosstrek owners will also like the redesigned model. Subaru didn't make any drastic changes—the dimensions are basically the same, and the engine and transmission are improved versions of the same ones that power the current model. Although Subaru dropped the Crosstrek's manual transmission and plug-in hybrid options for 2024, we think most buyers won't mind.

At the same time, the automaker made a few notable refinements, including a more comfortable power front driver's seat with adjustable lumbar, improved ride comfort, and some new technology. We wish Subaru hadn't updated the new Crosstrek's climate controls, which hide often-used settings in touchscreen menus, nor do we think that buyers should have to pay over a thousand extra to get blind spot warning (BSW). But there's no denying that the overall formula will continue to attract legions of buyers.

Subaru told us that 20 percent of Crosstrek owners say they drive off-road. We took the Crosstrek on a few well-graded dirt roads and had no issues. It also did really well on the easier portion of our own rock hill trail, which has some significant dips and ruts. The Subaru is great for getting to a campsite or hiking trail, with better ground clearance and less wheel-spin than similar SUVs. If they come across craggy terrain, snow or mud, drivers can also engage X-Mode, which uses software to improve low-speed traction.

more power, the Sport and Wilderness models come with the 2.5-liter four-cylinder engine with more horsepower and higher torque.

The Crosstrek we drove now was equipped with a 11.6-inch tablet-like user interface, similar to the one in the Legacy, Outback, Forester, and Ascent. That means it loses most of its physical climate buttons and knobs in favor of touchscreen controls. Subaru made some positive refinements—on the Crosstrek, the driver and passenger climate controls are now in a single screen, unlike on other Subaru models, and there's big physical controls for the seat heaters—but there's still some user unfriendliness. The climate screen covers up the audio and navigation screens and also obscures the "Home" button that would bring you back to the main touchscreen menu. We have yet to try a base Crosstrek with the smaller screen.

We like that the Crosstrek is definitely designed to be a utilitarian vehicle, but certain elements of the fit and finish felt plain cheap. For example, the large swath of black plastic surrounding the gear selector was so easy to scratch that the car we rented from Subaru arrived with a few blemishes even though it only had a few hundred miles on it. We expect an interior designed for utility to hold up to everyday use a little better. Similarly, the Premium trim now gets a plastic steering wheel as standard equipment, even though a leather-wrapped wheel was standard on the less-expensive Premium model in 2023.

To read the full road test, visit <https://www.consumerreports.org/cars/subaru/crosstrek/2024/road-test-report>