

# NEW

# CAR



# REVIEWS

Here you'll find 260 SUVs, cars, minivans, and trucks, each with a review from CR's auto experts; predicted reliability and owner satisfaction ratings from our exclusive Annual Auto Surveys; and, for tested models, road-test score, Overall Score, and CR-tested fuel economy.

We buy all the vehicles we evaluate, and our staff members live with and use them every day. Each one is driven more than 2,000 miles before we even begin our testing. This is so you can put your trust in our independent and consumer-relevant reviews.

BY JONATHAN LINKOV

GUIDE TO THE REVIEWS

**Recommended Vehicles**, identified by a check mark (✓), are those that achieved a high Overall Score in their category. The vehicle must also have scored adequately if included in National Highway Traffic Safety Administration and/or Insurance Institute for Highway Safety crash tests.

**Overall Score** is a composite score that incorporates road-test performance, the latest results from the reliability and owner satisfaction sections of our exclusive Annual Auto Surveys of CR members, and safety, including whether certain active safety features are standard. If more than one number is given, it signifies that multiple versions of the vehicle were tested.

**Price** is the manufacturer's suggested retail base price range for the vehicle, and doesn't include any options or destination charges. An "E" indicates an estimated price because final pricing hadn't been announced by the manufacturer at the time of publication.

**Reliability** is our forecast of how well a model is likely to hold up, based on the latest results from CR's Annual Auto Surveys. Detailed reliability history charts start on page 86.

**Satisfaction** is based on the Annual Auto Surveys; we ask members whether they would buy or lease their current vehicle again. The top score of 100 indicates that more than 80 percent would definitely do so. The lowest score of 50 means 50 percent or less definitely would.

**Road-Test Score** sums up how the vehicle performed in our more than 50 objective and subjective tests. A range means we tested multiple powertrains or versions of the vehicle.

**MPG** represents CR's instrumented measurement of a tested model's overall fuel consumption, based on our city and highway testing. A range of numbers signifies that we tested multiple versions.

**MPGe** (miles-per-gallon equivalent) is the energy consumption for electric cars and plug-in hybrids running in electric mode.

Models that have not been tested will have an "NA" for Overall Score, road-test score, and fuel- or energy-consumption data.

We use common acronyms in the writeups to identify the three most important active safety features: FCW (forward collision warning), AEB (automatic emergency braking), and BSW (blind spot warning).

What Our Ratings Symbols Mean



WATCH

To keep up with the latest models as we test them and to see videos and summaries of more than 300 vehicles, check out our New Cars: A-Z page, at [CR.org/carsatoz](https://www.consumerreports.org/carsatoz).

## Subaru Ascent

**60** OVERALL SCORE  
The Ascent is a very functional, easy-to-live-with three-row SUV. Unlike most competitors, which offer a V6, the Subaru uses a turbocharged four-cylinder. This engine delivers ample power in daily driving and gets 22 mpg overall. The rather jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is extraordinary in how it mops up bumps, yet it remains steady and controlled. This is not the most agile SUV in the corners, but it proves to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captains' seats are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very user-friendly. The standard EyeSight system includes FCW and AEB with pedestrian detection. A second- and third-row seat belt reminder alert is new for 2021.

RELIABILITY ⬇️ SATISFACTION ⬆️  
ROAD-TEST SCORE **93** MPG **22**

## Subaru Crosstrek

**81/84** OVERALL SCORE  
The Crosstrek delivers good fuel economy and impressive ride comfort. Its handling is competent and enjoyable. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission; this combination works fine and gets 29 mpg overall, which is quite good. A more powerful 2.5-liter is available and has stronger acceleration. A plug-in hybrid with a 17-mile mostly electric range and 33 mpg when operating as a regular hybrid is also available. But such slim mileage improvement and the price premium don't make it a good value over the regular Crosstrek. The seats are short on lumbar support, but the rear seat is roomy. The infotainment system is easy to use. FCW and AEB with pedestrian detection are standard with the automatic transmission but aren't offered with the manual. BSW and is optional.

RELIABILITY ⬆️ SATISFACTION ⬆️  
ROAD-TEST SCORE **82-87** MPG **29-33**

## Subaru BRZ

**NA** OVERALL SCORE  
Adhering to the same basic formula as its predecessor, the redesigned BRZ is all about affordable, accessible driving fun. It's a four-seat coupe that's designed to be just as engaging on the track as it is on the drive to the track. A low center of gravity, a standard six-speed manual transmission, and a new 2.4-liter, 228-hp naturally aspirated four-cylinder engine contribute to the BRZ's ethos of balance over speed. A standard touch screen with Android Auto and Apple CarPlay compatibility, a usable trunk, and a tiny rear seat add a dash of practicality to a sporty car. In addition to the new engine, other changes for 2022 include updated exterior styling, a digital gauge cluster, and suspension and chassis tweaks. Subaru's EyeSight suite of active safety features is available.

RELIABILITY ⬆️ SATISFACTION ⬆️  
ROAD-TEST SCORE **NA** MPG **NA**

## Subaru Forester

**89** OVERALL SCORE  
Over its various iterations, the Subaru Forester has had a winning formula. This popular small SUV delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable automatic transmission yields 28 mpg overall, which is among the best in class. But acceleration isn't exhilarating, and the engine's noise isn't the most pleasant. The cabin is roomy, with a particularly generous rear seat and very easy access. The controls are simple to use, including the infotainment system that is compatible with Android Auto and Apple CarPlay. The standard EyeSight suite of active safety features includes FCW and AEB with pedestrian detection.

RELIABILITY ⬆️ SATISFACTION ⬆️  
ROAD-TEST SCORE **90** MPG **28**

New Car Reviews



### Subaru Impreza

**75** OVERALL SCORE

This roomy compact is available in sedan and five-door-hatchback body styles. It has a very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter four-cylinder engine is mated to an unobtrusive continuously variable transmission. The Impreza is satisfying to drive. Steering is responsive, and the body remains sure-footed in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. Though the EyeSight system, which includes FCW and AEB with pedestrian detection, is standard with the automatic transmission, it's unavailable with the manual gearbox. BSW and rear cross traffic warning are part of an option package, but they aren't available on the base trim.

RELIABILITY	SATISFACTION
ROAD-TEST SCORE <b>85</b>	MPG <b>30</b>

### Subaru Outback

**86** OVERALL SCORE

The Outback wagon has a long-running reputation as a smart alternative to an SUV, and the recently redesigned model doesn't stray from its proven formula. Although lower than a typical SUV, the Outback can easily haul long items. The base 2.5-liter four-cylinder engine does the job but can feel strained under stress. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however, and it's slow to respond to inputs. Thoughtful details, such as built-in crossbars and a dual-position cargo cover, are nice touches. All versions get standard FCW and AEB with pedestrian detection. BSW and rear cross traffic warning are optional.

RELIABILITY	SATISFACTION
ROAD-TEST SCORE <b>91</b>	MPG <b>24</b>

### Subaru Legacy

**84** OVERALL SCORE

The Legacy provides a super-comfortable ride that outshines that of some luxury cars. Handling is responsive but not sporty. This AWD sedan is fitted with a choice of two four-cylinder engines: a 182-hp 2.5-liter and a 260-hp turbocharged 2.4-liter. The standard engine is adequate but makes an unpleasant roar when pushed. It provides a decent 28 mpg overall. The turbo version delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. Unfortunately, the large infotainment screen requires users to wade into menus to perform some common tasks, and it can be slow to respond to inputs. Standard active safety features include FCW and AEB with pedestrian detection, but BSW and rear cross traffic warning are optional.

RELIABILITY	SATISFACTION
ROAD-TEST SCORE <b>89</b>	MPG <b>28</b>

### Subaru WRX

**58** OVERALL SCORE

With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional continuously variable transmission has eight predetermined ratios that the driver can control via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 310-hp engine. Subaru's EyeSight safety system, including FCW and AEB, is optional. Recent updates include revised suspension tuning, interior refinements, and some new features.

RELIABILITY	SATISFACTION
ROAD-TEST SCORE <b>75</b>	MPG <b>26</b>