

OVERALL SCORE

81

CR Recommended

2022 Subaru Impreza

CR MPG Overall 30 / City 21 / Hwy 41 mpg
#1 of 12 Compact Cars

- ✓ HIGHS**
- Comfortable ride
 - Relatively roomy interior
 - Easy-to-use controls
 - Standard AWD without a fuel economy penalty

- ✗ LOWS**
- Some engine noise
 - Driver's seat short on lumbar support

ROAD TEST 85/100

PREDICTED RELIABILITY 4/5

PREDICTED OWNER SATISFACTION 2/5



Road Test Results

Performance

Acceleration 3/5
0 to 60 mph (sec.) 9.5 sec

Transmission 5/5

Braking 5/5

Emergency Handling 4/5

Comfort/Convenience

Ride 4/5

Noise 4/5

Front Seat Comfort 3/5

Rear Seat Comfort 4/5

Interior Fit & Finish 3/5

Trunk/Cargo Area 3/5

Fuel Economy & Emissions

Fuel Economy 4/5

CR's Overall Mileage 30 mpg

CR's City Mileage 21 mpg

CR's Highway Mileage 41 mpg

Annual Fuel Cost \$950

Greenhouse Gas 7/10

Smog Rating 7/10

Survey Results

Reliability History



Owner Satisfaction



CR Road Test Results

The Impreza impresses us most with its roominess, user-friendliness, and ride comfort that puts some luxury cars to shame.

Practicality, safety and comfort all come to play with the current Impreza. The cabin is roomy, the car's solid structure delivers optimal ride and handling, and Subaru's EyeSight suite of advanced safety features is widely available—but we think it should be standard on all trims.

The interior has a hint of styling flair that shows Subaru is giving consumers more than just a utilitarian, reliable, and fuel-efficient car. Take a look inside up-level models such as the Sport and Limited and you'll see what we mean.

Imprezas have long been among the most comfortable-riding compact cars. The suspension effectively swallows up broken pavement jolts and rides better than some cars that cost twice as much—and seems to do so without breaking a sweat.

The Impreza is quiet inside, with reduced road and wind noise compared with previous generations. Still, some engine thrum is noticeable. The ride and the relative quietness bring a feeling of substance to the car.

The 2.0-liter four-cylinder engine scoots the Impreza along just fine. The continuously variable transmission (CVT) has artificial gear changes built into it that also help diminish engine noise.

On the road, the Impreza is a satisfying drive. Steering is responsive and the body remains surefooted in corners, no matter how bumpy the road. Just don't expect to experience the driver engagement level found in some competing models, such as the Mazda3 or Volkswagen Golf. Even when we drove it hard on our track, the Impreza remained secure.

Standard all-wheel drive adds a peace of mind to those who regularly deal with snow, rain, or mixed precipitation, and it comes with little penalty in fuel economy. The Impreza achieves a commendable 30 mpg overall, which is behind its most frugal competitors, but ahead of several other front-drive challengers.

Inside, the Impreza scores big where it counts: It has one of the roomiest backseats in the class and its infotainment system is easy to use. That system is compatible with Apple CarPlay and Android Auto. On the down side, the driver's seat doesn't offer enough lower-back support.

Despite the higher price for an AWD car, the Impreza remains a competitive value even after adding the optional EyeSight safety feature. The hatchback version adds versatility for a modest added cost.

All told, the Impreza is well-rounded, providing compact car buyers room, features, and convenience. It might not be flashy, but the Impreza is just right.

Best Version to Get

Most buyers will step up to the mid-grade Premium version, which adds alloy wheels, heated front seats, and the EyeSight safety system. Opting for the upscale Sport gets you 18-inch wheels, a bigger touch screen, and nicer interior trim. We'd also add the blind spot warning system.

Notable changes:

Starting in 2019, Limited models come standard with EyeSight, and reverse automatic braking. Changes for 2020 include standard EyeSight on Premium trim lines as well as the Sport trim for the sedan body style. A rear-seat reminder system is now optional. The 2022 model remains mostly unchanged.

To read the full road test, visit www.consumerreports.org/cars/subaru/impreza/2022/road-test

New Cars (as of November 2021)



CR Recommended	Make & Model	Overall Score	Road Test Results		Survey Results		Highs	Lows
			Road-test score	Overall mpg	Predicted reliability	Owner satisfaction		
✓	2022 Subaru Impreza	81	85	30	✓	✓	Comfortable ride, relatively roomy interior, easy-to-use controls, standard AWD without a fuel economy penalty.	Some engine noise, driver's seat short on lumbar support.
✓	2022 Nissan Sentra	77	81	32	!	✓	Ride, handling, controls, rear seat, braking, fuel economy.	Front seat short on lower-back support, foot-operated parking brake, headlight performance.
✓	2022 Hyundai Elantra	74	76	33	!	✓	Fuel economy, secure handling, braking, transmission, controls.	Engine noise (except hybrid), ride (except hybrid), access.
✓	2022 Toyota Corolla	73	68	33	✓	!	Fuel economy, ride, controls.	Acceleration, access, rear seat.
✓	2022 Volkswagen Jetta	73	78	34	!	!	Controls, fuel economy, relatively roomy cabin.	Low dash vents.
✓	2022 Honda Civic	70	71	33	!	✓	Handling, fuel economy, braking, controls.	Stiff ride, noise, difficult to get in and out.
✓	2022 Mazda 3	69	75	30	!	!	Fit and finish and quietness for class, braking, fuel economy.	Controls, automatic parking brake doesn't release automatically, rear seat room.
✓	2022 Nissan Kicks	61	64	32	!	✓	Fuel economy, controls, visibility.	Acceleration, fit and finish, front-seat comfort, agility.
	2022 Toyota C-HR	58	64	29	!	✗	Good fuel economy.	Slow acceleration, horrendous visibility, no all-wheel drive, unlike its competitors, too much wind noise, awkward rear access.
	2022 Kia Soul	51	76	28	✓	!	Controls, access, CVT feels like conventional transmission, braking.	Ride, engine noise.
	2022 Toyota Corolla Hatchback	51	66	36	✓	✓	Handling, fuel economy, controls, braking.	Ride, engine noise, tight rear seat.
	2022 Kia Forte	39	67	34	✗	✗	Controls, fuel economy.	Ride, noise, seat comfort, fit and finish.

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.

What Our Ratings Symbols Mean



Go to CR.org/newcarbuyingguide for advice on whether you should buy or lease your next new car, and other car shopping tips.