

OVERALL SCORE

90

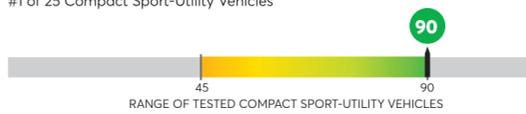
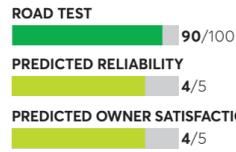
CR Recommended

2022 Subaru Forester

CR MPG Overall 28 / City 20 / Hwy 38 mpg  
#1 of 25 Compact Sport-Utility Vehicles

- HIGHS**
- Fuel economy
  - Great visibility
  - Roomy interior
  - Easy controls

- LOWS**
- Engine noise



Road Test Results

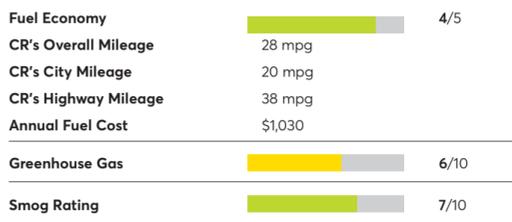
Performance



Comfort/Convenience



Fuel Economy & Emissions



Survey Results

Reliability History



Owner Satisfaction



CR Road Test Results

The Subaru Forester is a smart, well-executed small SUV that boasts a roomy interior, great fuel economy, and plenty of standard safety equipment.

Beneath the familiar exterior design, Subaru has made a lot of improvements without altering the SUV's sensible, no-nonsense character. The ride is comfortable and supple, the steering is responsive, and there's little body lean around corners.

The standard 2.5-liter four-cylinder engine is a little more powerful but that doesn't make the Forester any quicker. Sprinting from 0-60 mph takes 9.2 sec—which puts it on the slow side compared to other small SUVs. In the real world, however, the Forester has enough power to pass and merge successfully. The continuously variable transmission (CVT) has been refined to be less obtrusive, but drivers still hear a pronounced engine buzz under acceleration.

Fuel economy is impressive at 28 mpg overall, tying the Honda CR-V EX for the best mileage of any small SUV that isn't diesel or a hybrid.

Ride and handling have also improved. The Forester is adept at absorbing road imperfections, making it one of the better riding SUVs in the category. And yet, it benefits from responsive handling with less body roll and quicker steering than the previous version when rounding corners.

The spacious interior has controls that are easy to use, plenty of headroom, and some of the best visibility of any new vehicle. The driving position helps provide a commanding view of the road ahead. Most versions come with a power seat that is comfortable and supportive, thanks in part to its adjustable lumbar support.

As is often true for Subaru, the controls are simple to reach and use. The latest infotainment system is intuitive and responds quickly. It is also compatible with Android Auto and Apple CarPlay.

On the utility front, the split seats fold nearly flat, leaving a slightly inclined surface for cargo. Opening the power liftgate exposes a wide, square-shaped space that can swallow a fair amount of bulky warehouse-store items. There's even enough space with the rear seat folded down to fit a bicycle with both wheels on.

The Forester falters only when it comes to refinement. Despite upgraded soft-touch surfaces and additional padding, some interior materials look cheap. But what the SUV lacks in panache it makes up for in practicality.

Forward collision warning (FCW), automatic emergency braking (AEB), lane departure warning (LDW), and lane keeping assistance (LKA) come standard.

Best Version to Get

The Premium trim is a good place to start since it comes with a power driver's seat, rear air vents, sunroof, and the All-Weather package (which brings heated front seats). We'd also get blind spot warning.

For additional convenience and luxury items such as leather upholstery, bigger infotainment screen, and dual-zone automatic climate control, the Limited trim is the way to go.

Notable changes:

The Forester was all new for 2019. We're pleased to see that Subaru's Eyesight suite of advanced safety features is now standard on all trims. Updates for 2020 include a standard rear-seat reminder system, and new functions added to the lane keeping assistance feature.

A mild freshening for 2022 includes a revised exterior and the addition of an off-road oriented Wilderness trim with additional ground clearance and all-terrain tires.

To read the full road test go to <https://www.consumerreports.org/cars/subaru/forester/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 Forester	90	90	28	4	4	Fuel economy, great visibility, roomy interior, easy controls.	Engine noise.
✓	2022 Hyundai Tucson	89	86	26	4	4	Handling, ride, braking, roomy interior, controls, hybrid's performance and fuel economy.	Leisurely acceleration (non-hybrid).
✓	2022 Toyota RAV4 Prime	88	85	72	4	4	Acceleration, fuel economy, part-time electric driving, ride, controls.	Long stopping distance, high pitch warning signal in reverse.
✓	2022 Honda CR-V	84	82	28	4	3	Roomy interior, competitively priced and well-equipped, fuel economy, particularly in hybrid version.	Ride skews firm, fussy infotainment system on EX and higher trims.
✓	2022 Ford Bronco Sport	82	75	72	4	4	Agility, braking, user-friendly controls, character.	Engine vibration at low revs, limited driver's seat adjustments, ride.
✓	2022 Mazda CX-5	82	78	24	4	3	Rides comfortably, quiet cabin, responsive handling, nicer interior than the class norm, standard AWD.	So-so visibility to the rear corners, infotainment learning curve, fuel economy not a standout.
✓	2022 Chevrolet Equinox	74	78	25	3	3	Roomy interior, comfortable ride and quiet cabin, intuitive controls, easy-to-use infotainment system.	Drab interior, leisurely acceleration.
✓	2022 Kia Sportage	72	78	23	3	4	Easy-to-use controls, handy size with a roomy and versatile interior, sportier to drive than most competitors.	Hampered rear and side visibility.
✓	2022 Toyota RAV4	65	72	27	3	3	Fuel economy.	Engine noise, ride, fit and finish.
	2022 Nissan Rogue	63	80	25	3	3	Access, controls, agility, transmission.	Abrupt off the line, low dash vents.
	2022 Mitsubishi Eclipse Cross	57	61	24	3	3	Access, rear seat room, standard forward collision warning and automatic emergency braking with pedestrian detection.	Agility, visibility, front-seat comfort, acceleration, cargo space.
	2022 Mitsubishi Outlander	57	71	25	3	3	Standard third row, transmission, controls.	Ride, darty steering, wind noise, acceleration.
	2022 Ford Escape	55	73	26	3	3	Agility, stopping distance, fuel economy with standard 1.5-liter engine and hybrid, controls.	Engine vibration with the 1.5-liter, overly sensitive brake pedal (except hybrid), no auto up windows in SE.
	2022 Volkswagen Tiguan	55	84	25	3	3	Roomy interior, user-friendly controls, easy access, good visibility, fuel economy, optional third row within a modest footprint SUV.	Engine gets noisy when revved, acceleration trails competitors.
	2022 Jeep Cherokee	54	68	23	3	3	Space, controls, braking.	Sluggish initial acceleration with turbo engine, uncooperative transmission, ride, agility, engine noise.
	2022 Jeep Compass	45	56	24	3	3	The allure of the Jeep brand, easy-to-use controls.	Slow, noisy, rough riding, short on agility, uncomfortable rear seat.
	2023 Kia Sportage	Not Tested	NA	NA	3	4		
	2023 Mazda CX-50	Not Tested	NA	NA	4	4		
	2023 Nissan Ariya	Not Tested	NA	NA	3	4		
	2023 Subaru Solterra	Not Tested	NA	NA	3	4		
	2023 Toyota bZ4X	Not Tested	NA	NA	3	4		
	2022 GMC Terrain	Not Tested	NA	NA	3	3		
	2022 Hyundai Ioniq 5	Not Tested	NA	NA	3	4		
	2022 Kia EV6	Not Tested	NA	NA	3	4		
	2021 Volkswagen ID4	In Test	NA	NA	3	4		

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 Kia Sportage, Mazda CX-50, Nissan Ariya, Subaru Solterra, Toyota bZ4X, GMC Terrain, Hyundai Ioniq 5, Kia EV6, and Volkswagen ID4.

What Our Ratings Symbols Mean



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.