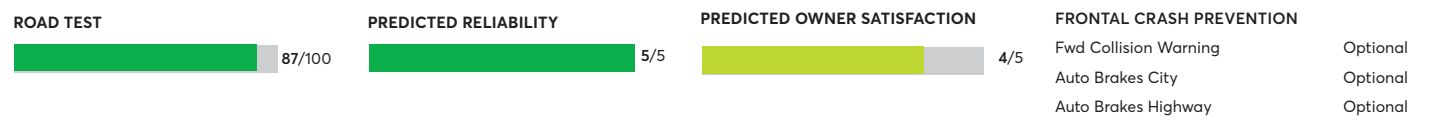


OVERALL SCORE **RECOMMENDED**

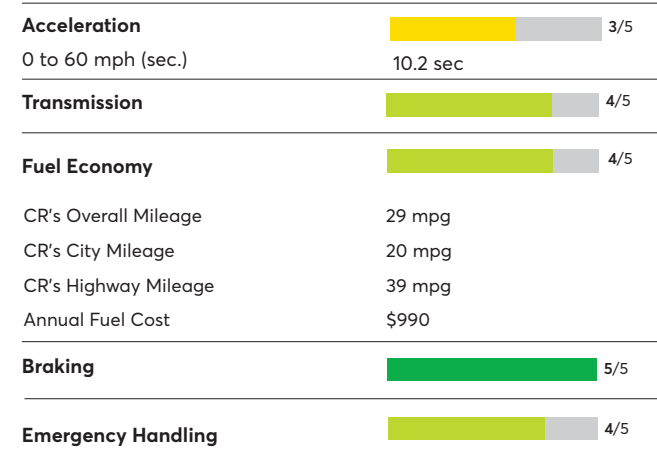
2019 Subaru Crosstrek

CR MPG Overall 29/ City 20/ Hwy 39 mpg
#1 of 10 Subcompact Sport-utility Vehicles

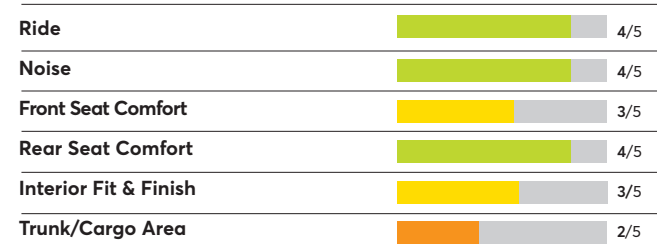


Road Test Results

Performance



Comfort/Convenience



Road Test

Subaru has once again sprinkled its Outback dust on the Impreza hatchback, creating a pseudo-SUV to satisfy weekday commuters and weekend adventurers. Don't be fooled by the modest design changes — both inside and out — from the first-generation Crosstrek. This redesigned version rides on an all-new platform, bringing a quieter cabin, smoother ride, and improved fuel mileage, all of which help it stay atop our subcompact SUV standings.

The Crosstrek's comfortable and controlled ride stands head and shoulders above the competition. Handling is responsive, though it isn't as frisky through sharp turns as the Mazda CX-3. The Crosstrek can easily tackle a muddy trail or rough dirt road thanks to its ample ground clearance and full-time all-wheel drive.

The 152-horsepower, 2.0-liter four-cylinder engine has just enough juice for most situations — the same can be said of its rivals — but it can feel strained and gruff when it's pushed. The continuously variable transmission (CVT) tries to mimic the shifts from a traditional automatic transmission to mask the sudden revving that's typical of a CVT, but there are still situations when engine drone is obtrusive. We measured 29 mpg overall, commendable for an all-wheel-drive vehicle.

Up front, the seats could use more support for long drives, and lumbar adjustment isn't available. In back, the rear seat provides decent comfort and space for the class. There's also a handy amount of cargo room.

The controls are simple to use, and the gauges are super clear. Drivers can navigate the color touch-screen infotainment system easily, and Android Auto and Apple CarPlay are available. Heated front seats come standard on the popular Premium model, but if you want automatic

Highs

- ✓ Rides comfortably
- ✓ Gets very good fuel economy
- ✓ Has easy to use controls

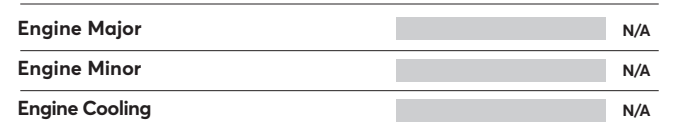
Owner Reports

Reliability History



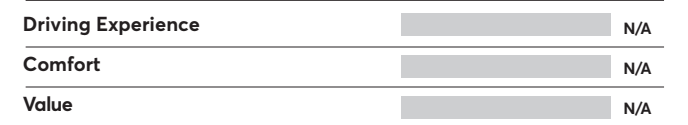
Reliability Trouble Spots

This car is new and detailed reliability trouble spots will be available at a later date.



Owner Satisfaction

This car is new and detailed owner satisfaction will be available at a later date.



climate control and a push-button start, you'll spend close to \$30,000. Automatic emergency braking and forward-collision warning are optional on all trims. Those two important safety systems are part of the Subaru EyeSight advanced safety suite, which also includes adaptive cruise control, lane-departure warning, and lane-keeping assist. Note that this camera-based system has its limitations when visibility is an issue, in heavy rain or snow.

Subaru owners are likely to embrace the second-generation Crosstrek. It's even a viable alternative for those who don't need the Forester's extra roominess.

Best Version to Get

For the best value, we think the 2.0i Premium is the right choice for most buyers. EyeSight is a worthwhile option which can be had on all trims except for the Base with a manual transmission.

The top-shelf Limited trim adds 18-inch wheels, a power driver's seat (albeit sans lumbar support adjustment), leather seats, color LCD display on top of the dashboard, keyless access, and automatic climate control.

Notable changes:

Based on the Impreza, the Crosstrek has a raised ride height and similar abilities and functionality to a small SUV.

To read the full road test go to <https://www.consumerreports.org/cars/subaru/crosstrek/2019/road-test>

Lows

- ✗ Not all that quick
- ✗ Some engine noise when pressed
- ✗ Seat short on lower-back support

NEW CARS 2019

WORSE → BETTER | RECOMMENDED

Recommended	Make & Model	Overall Score	Survey Results		Test Results		Highs	Lows
			Predicted reliability	Owner satisfaction	Road-test score	Overall mpg		
✓	Subaru Crosstrek Premium	86	▲	▲	87	29	Ride, braking, controls, fuel economy, reliability.	Acceleration, engine noise, driver's seat short on lumbar support.
✓	Nissan Rogue Sport SV	70	▲	▼	72	26	Access, fuel economy, controls, standard AEB.	Acceleration, rear-seat comfort, rear visibility.
✓	Hyundai Kona SEL (2.0L)	69	▲	▲	71	26	Agility, braking, controls, fuel economy, standard AEB, long warranty.	Ride, noise, acceleration.
✓	Honda HR-V LX	66	▲	▼	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
	Jeep Renegade Latitude	57	▲	▲	56	24	Styling, upscale features.	Ride, transmission, visibility, front-seat comfort, grabby brakes, idle vibration.
	Ford EcoSport SES (2.0L)	56	▲	▲	61	24	Handling agility, easy controls, access.	Ride, noise, acceleration, transmission, cargo space.
	Mazda CX-3 Touring	51	▲	▼	64	28	Handling, fuel economy, upscale features, standard AEB.	Reliability, controls have a learning curve, noise, ride with 18-inch tires, tight rear seat and cargo room, visibility.
	Chevrolet Trax LT	49	▲	▼	55	25	Easy to park, decent room within a small footprint.	Reliability, acceleration, ride, engine noise, rear visibility, front seats, fussy to use touch-screen radio.
	Fiat 500X Easy	36	▲	▼	50	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.

Vehicle Ratings

Find your next car, SUV, or pickup truck using our exclusive test results and survey data

THESE CHARTS PROVIDE a quick reference guide to all the vehicles we have recently tested so that you can see how each matches up with its competitors.

■ **Price as tested** is the sticker price at the time of purchase of our tested vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

■ **Overall Score** includes a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash-prevention system, and, if applicable, crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. We deduct points if a vehicle's gear selector lacks rollaway fail-safes or is difficult to use.

■ **Survey results** include predicted reliability, our forecast of how well a new car is likely to hold up based on its recent history from our Annual Auto Survey. The survey includes owner satisfaction, which is based on the percentage of CR members who say they would definitely buy or lease their vehicle again.

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and evaluations performed at our 327-acre Auto Test Center in central Connecticut.

■ **Overall mpg** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving.

■ **Highs and lows** give a quick summary of a model's notable strengths and weaknesses.

■ **Key to the Ratings** Vehicles are divided by category and ranked according to their Overall Score. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category.

Recommended vehicles are those that meet Consumer Reports' stringent testing, reliability, and safety standards. To earn our recommendation, noted with a **✓**, vehicles must do well in our Overall Score within their category.

Why Certain Vehicles Are Not Rated

These models have been redesigned or extensively refreshed since our last test and are scheduled to be included in future road tests: the Audi A6, A7, A8, and Q3; Chevrolet Silverado 1500; GMC Sierra 1500; Hyundai Santa Fe; Kia Forte; Lexus ES; Nissan Altima; Ram 1500; Subaru Forester; Toyota RAV4; and Volvo S60. For updates, check a future issue of Consumer Reports Cars or CR.org.