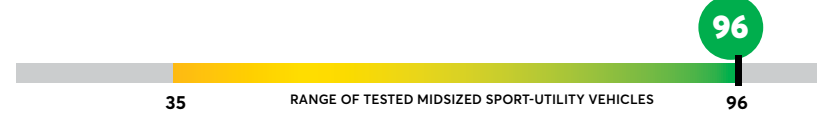


OVERALL SCORE **RECOMMENDED**

96

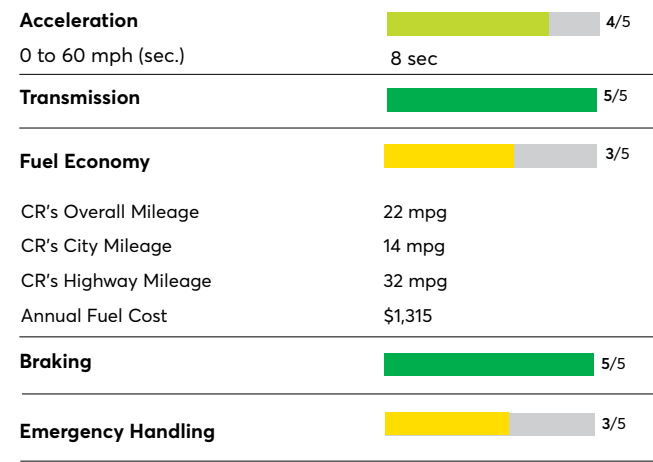
2019 Subaru Ascent

CR MPG Overall 22/ City 14/ Hwy 32 mpg
#1 of 22 Mid-sized Sport-utility Vehicles

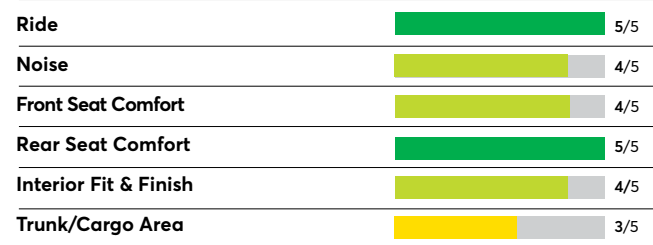


Road Test Results

Performance



Comfort/Convenience

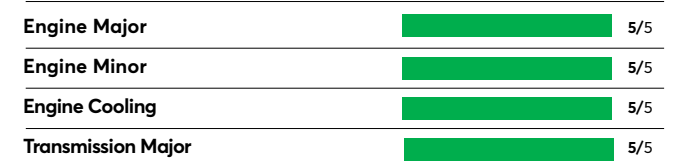


Owner Reports

Reliability History



Reliability Trouble Spots



Owner Satisfaction

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



Road Test

Subaru's new three-row SUV, with its impressive all-around performance, has dethroned the Toyota Highlander, the long-time champion in the category. The Ascent's smooth ride, functional interior, and slick power delivery helped lift it to success.

The Ascent has a turbocharged four-cylinder engine in a segment where V6s dominate, which might seem to be a disadvantage on paper. But in real-world driving, the SUV feels zippier and more satisfying than its numbers suggest it should be. Plus, its 22 mpg overall is comparable to its rivals.

The plush ride is impressive, even bettering some luxury cars. However, we noticed significant body lean through turns, but the SUV feels safe and remains under control even under duress.

Getting into the Ascent cabin is easy, thanks to its large doors and low step-in height. The seat comfort is good as long as one opts for one of the two top trims (Limited and Touring), which have leather and a two-way lumbar adjustment.

The controls are simple to use and the infotainment touch screen responds quickly to commands. All trim levels come with Android Auto and Apple CarPlay compatibility. A WiFi hotspot can support up to eight devices to entertain connected families.

The Ascent's soft surfaces and contrasting interior accents add an upscale flair, befitting its price. Most Ascents come with second-row captain's chairs, which provide plenty of legroom and can be slid fore-aft. Our Limited model came with USB ports and a 120-volt outlet for

rear passengers.

The foldaway third-row space is relatively livable. Passengers will find that the grab handles mounted on top of the second-row captain's chairs make getting out of the third row easier.

Standard equipment includes Subaru's EyeSight Driver Assist Technology, a suite that includes forward-collision warning, automatic emergency braking, lane-keep assist, and adaptive cruise control. Blind-spot warning, rear cross-traffic alert, and rear automatic braking are available.

The Ascent is an extremely functional and comfortable vehicle that will appeal to many suburban families.

Best Version to Get

The Premium trim would be the right place to start since it brings blind-spot warning and includes a few niceties over the base version. The Premium also lets shoppers opt for goodies such as power rear gate, keyless access and push-button start, reverse automatic braking, and panoramic roof.

Notable changes:

The Ascent is an all new three-row SUV.

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

Highs

- ✓ Ride
- ✓ Quietness
- ✓ Interior room
- ✓ Visibility
- ✓ Braking
- ✓ Controls
- ✓ Standard AEB

Lows

- ✗ Agility

Ratings > **New Contenders** See how the four vehicles we just tested fare when compared with the best in their categories. The Overall Scores below reflect updated CR reliability ratings.

Recommended	Make & Model	Overall Score	Survey Results		Safety	Road-Test Results											
			Predicted reliability	Owner satisfaction		Front-crash prevention	Road-test score	Overall mpg	Acceleration 0-60 mph, sec.	Dry braking 60-0 mph, ft.	Avoidance-manuever speed, mph	Routine handling	Ride	Noise	Seat comfort front/rear	Controls	Luggage, suitcases, duffels/cargo volume, cu. ft.
	MID-SIZED 3-ROW SUVs																
✓	Subaru Ascent Limited	88	↑	↑	Std./↑	93	22	8.0	129	52.0	↑	↑	↑	↑	↑	40.5	
✓	Toyota Highlander XLE (V6)	85	↑	↑	Std./↑	82	22	7.4	134	48.5	↑	↑	↑	↑	↑	40.5	
✓	Mazda CX-9 Touring	81	↑	↑	Std./↑	80	22	7.9	139	50.0	↑	↑	↑	↑	↑	34.0	
✓	Hyundai Santa Fe XL SE (V6)	79	↑	↓	Opt.	81	20	7.6	133	51.0	↑	↑	↑	↑	↑	40.5	
✓	Kia Sorento EX (V6)	78	↑	↑	Opt.	78	22	8.1	137	49.0	↑	↑	↑	↑	↑	37.5	
✓	Honda Pilot EX-L	73	↓	↓	Std./↑	80	20	7.5	136	49.5	↑	↑	↑	↑	↑	48.0	
	Nissan Pathfinder SL	67	↓	↓	Std./↑	72	18	7.7	137	47.0	↓	↑	↑	↑	↑	39.5	
	Chevrolet Traverse Premier (V6)	64	↓	↑	Opt.	95	20	7.3	130	50.5	↑	↑	↑	↑	↑	54.5	
	Dodge Durango GT (V6)	63	↓	↑	Opt.	83	18	8.3	134	48.0	↑	↑	↑	↑	↑	44.0	
	Volkswagen Atlas SEL (V6)	62	↓	↑	Std./↑	84	20	8.7	135	51.0	↑	↑	↑	↑	↑	50.5	
	Ford Explorer XLT (V6)	53	↓	↓	Opt.	71	18	7.9	135	49.5	↓	↑	↑	↑	↑	42.0	

HOW WE TEST: Recommended models did well in our Overall Score, which factors in Road-Test Results, Predicted reliability, Owner satisfaction, and Safety, which includes crash-test results and the

availability of front-crash prevention features, such as forward-collision warning and automatic emergency braking at city or highway speeds. For these systems, NA means no such system is offered; Opt. means

it's available on some versions but not necessarily on the one we tested; and models with standard systems are rated from 1 to 5 based on how many of these features are standard equipment. We also

deduct points if a vehicle's gear selector lacks fail-safes or is difficult to operate. Readers with a Digital or All-Access membership can go to CR.org/cars for complete, up-to-date ratings.

