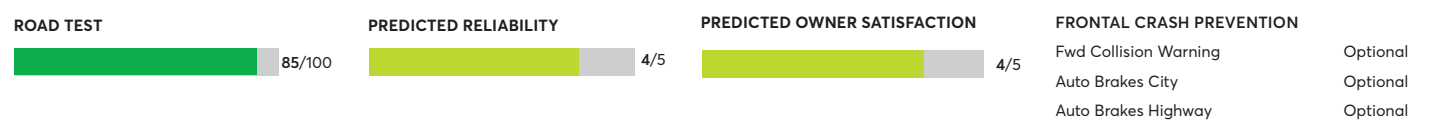


OVERALL SCORE **RECOMMENDED**

78

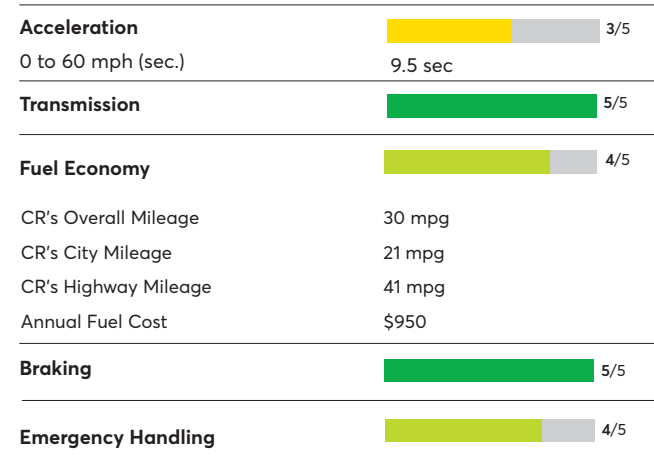
2019 Subaru Impreza

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

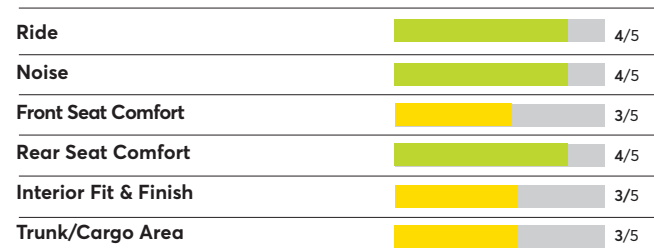


Road Test Results

Performance

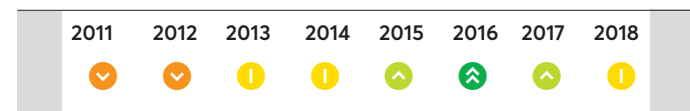


Comfort/Convenience



Owner Reports

Reliability History



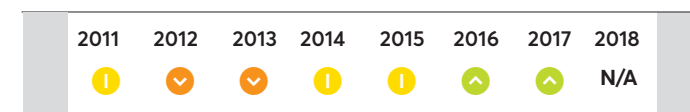
Reliability Trouble Spots

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

Engine Major	N/A
Engine Minor	N/A
Engine Cooling	N/A

Owner Satisfaction

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



Driving Experience	70/100
Comfort	63/100
Value	71/100

Road Test

Subaru knocks it out of the park with the current Impreza sedan and hatchback — now among the top-rated cars in the compact class. The Impreza impresses us most with its roominess, user-friendliness, and ride comfort that puts some luxury cars to shame.

This redesign is based on an entirely new platform, one that underpins the current Crosstrek and next-generation Forester.

Practicality, safety and comfort all come to play with the new Impreza. The cabin is roomy, the car's solid structure delivers optimal ride and handling, and Subaru's suite of advanced safety features (called EyeSight) is more widely available.

The upgraded interior and a hint of styling flair show that Subaru might be paying more than lip service to those wanting something more than the automotive equivalent of dry whole-grain toast. 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, and, thankfully, this redesign doesn't break that winning streak. 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 new Impreza also gets quieter, which is good news, since noise was a problem that nagged the last version. We certainly appreciated reduced road and wind noise, although some engine thrum remains noticeable. The ride and the relative quietness bring a newfound feeling of substance to the car.

The 2.0-liter four-cylinder engine scoots the Impreza along just fine. The improved 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 (AWD) adds a peace of mind to those living in the Snowbelt, with little penalty in fuel economy. The Impreza achieves a commendable 30 mpg overall, which is behind its most frugal competitors, the Mazda3 or the Hyundai Elantra (both are pegged at 33 mpg overall), 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 all-wheel drive 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 Impreza Premium, which adds alloy wheels and heated front seats. We would add the optional blind-spot monitoring and EyeSight safety system. Opting for the upscale Sport gets you 18-inch wheels, a bigger touch screen, and nicer interior trim.

Notable changes:

Starting in 2019, Limited models come standard with EyeSight, and reverse automatic braking.

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

Highs

- ✓ Comfortable ride
- ✓ Relatively roomy interior
- ✓ Easy-to-use controls
- ✓ Standard AWD without a fuel economy penalty
- ✓ All trim lines are available with the EyeSight safety system

Lows

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

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.
COMPACT CARS																	
✓	Toyota Corolla LE (sedan)	79	↑	↑	Std./↑	71	32	9.9	138	54.5	↑	↑	↑	↑	↑	3+1	
✓	Subaru Impreza Premium	78	↑	↓	Opt.	85	30	9.5	124	56.0	↑	↑	↑	↑	↑	2+2	
✓	Mazda3 Sport	76	↑	↓	Std./↑	72	33	8.3	133	54.5	↑	↑	↑	↑	↑	2+3	
✓	Volkswagen Golf SE	75	↓	↑	Std./↑	82	28	8.7	130	54.0	↑	↑	↑	↑	↑	2+1	
✓	Toyota Corolla Hatchback SE	72	↑	↑	Std./↑	66	36	8.7	129	53.5	↑	↓	↓	↑	↑	1+1	
✓	Hyundai Elantra GT (2.0L)	71	↓	↓	Opt.	79	28	8.7	127	54.5	↑	↑	↑	↑	↑	2+2	
✓	Honda Civic EX-T	71	↑	↓	Opt.	75	31	7.1	129	54.5	↑	↑	↑	↑	↑	3+1	
✓	Chevrolet Cruze LT (1.4T)	71	↓	↓	Opt.	77	30	8.5	125	56.0	↑	↑	↑	↑	↑	3+1	
✓	Volkswagen Jetta SE	69	↓	↓	Opt.	78	34	9.0	135	52.0	↑	↑	↑	↑	↑	3+2	
✓	Hyundai Elantra SEL	66	↑	↓	Opt.	66	33	9.9	133	54.0	↑	↑	↑	↑	↑	3+1	
	Nissan Sentra SV	59	↓	↓	Opt.	62	31	10.4	129	56.0	↑	↑	↑	↑	↑	3+2	

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 3 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.

