

OVERALL SCORE

84

CR Recommended

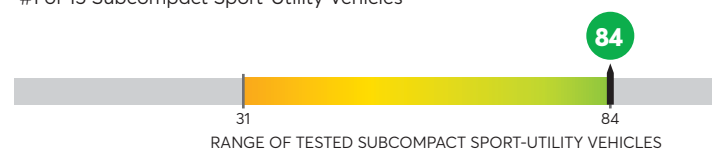
2021 Subaru Crosstrek

CR MPG Overall 29/ City 20/ Hwy 39 mpg
#1 of 15 Subcompact Sport-Utility Vehicles

ROAD TEST 87/100

PREDICTED RELIABILITY 4/5

PREDICTED OWNER SATISFACTION 4/5



- HIGHS**
- Ride
 - Fuel economy
 - Easy to use controls
 - Braking

- LOWS**
- Engine noise
 - Seat short on lower-back support
 - Plug-in hybrid only provides brief electric propulsion and battery robs cargo space

Road Test Results

Performance

Acceleration	3/5
0 to 60 mph	10.2 sec
Transmission	4/5
Fuel Economy	4/5
CR's Overall Mileage	29 mpg
CR's City Mileage	20 mpg
CR's Highway Mileage	39 mpg
Annual Fuel Cost	\$990
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	2/5

Survey Results

Reliability History

Year	2013	2014	2015	2016	2017	2018	2019	2020
Reliability	X	X	X	I	A	A	A	I

Owner Satisfaction

Year	2013	2014	2015	2016	2017	2018	2019	2020
Owner Satisfaction	X	X	X	I	I	A	A	A



CR Road Test Results

The Crosstrek is Subaru's pseudo-SUV; it's essentially an Impreza hatchback with a raised ride height and some rugged visual cues. Since it's based on the already-good Impreza, it has that model's smooth ride, good fuel mileage, easy-to-use controls, and roomy rear seat. As a result, it's ranked at the top of our subcompact SUV standings. Subaru also offers a plug-in hybrid version, which contributes to the Crosstrek's appeal, but doesn't deliver enough of a mileage improvement to make it a good value.

Both versions have a comfortable and controlled ride that stands head and shoulders above the competition. Its handling is responsive, though it isn't as frisky when driving through sharp turns as the Mazda CX-3, for example. Subaru's standard full-time all-wheel-drive system is appealing and, combined with the Crosstrek's ample ground clearance, gives the SUV the ability to easily handle slippery pavement, a muddy trail, or rough dirt roads.

The standard 152-hp, 2.0-liter four-cylinder engine has just enough power for most situations, which is on par with its rivals. But it sounds strained and raspy when hard acceleration is needed. Uplevel versions get a more powerful 2.5-liter engine. The continuously variable transmission (CVT) mostly avoids suddenly revving the engine by mimicking the shifts that a traditional automatic transmission would make. But there are still times when engine drone can be intrusive. We measured 29 mpg overall in our tests, which is commendable for an all-wheel-drive vehicle.

The plug-in hybrid version can cover only about 17 miles on electric power but even then, it's a challenge to drive solely with the electric motor. Any moderate pressure on the accelerator and the gas engine kicks in.

Once past that semi-electric portion, we got 33 mpg overall in regular hybrid mode, but that's just 4 mpg better than the conventional Crosstrek. The engine drones when pushed and the electric drive's

whining becomes annoying. It takes a little more than two hours to charge the hybrid on a 240-volt charger and 5.5 hours on a regular household 110-volt charger.

The cabin has simple controls, easy-to-read gauges, and a user-friendly touch-screen infotainment system. Android Auto and Apple CarPlay are standard. The Hybrid has standard leather-covered power seats, which are comfortable but lack lumbar adjustments. Similarly, the standard cloth front seats in the non-hybrid Crosstrek are short on lower-back support and also lack adjustable lumbar support.

The popular Premium-trim Crosstrek has standard heated front seats, but add automatic climate control and a push-button start and you'll spend close to \$30,000. These features are all standard on the Hybrid.

We like that automatic emergency braking (AEB), forward collision warning (FCW), lane departure warning (LDW), lane keeping assistance (LKA) and adaptive cruise control are available as part of the Subaru EyeSight suite of safety features. The system is standard on all models that have the automatic transmission, as well as all Hybrid models. (The system isn't available on trims that are equipped with the manual transmission.) Blind spot warning (BSW) is standard on the Hybrid and the top-trim of the regular Crosstrek, it's optional on the Premium trim, and not available on the base trim. Note that this camera-based system has its limitations in certain weather conditions, such as in heavy rain or snow.

The Crosstrek is a viable alternative for those who don't need the Forester's extra roominess, but we don't think the Hybrid is worth the nearly \$8,000 added cost over a comparable non-hybrid Crosstrek. Even with available tax credits and incentives, its short electric-only range, and how the battery and gas tank cut into cargo room diminish the Hybrid's appeal.

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Notable changes:

For 2021, Subaru added a new Sport trim line, and a more powerful 2.5-liter engine on high-end versions. The uplevel engine comes on the heels of 2020 updates which brought an available rear-seat reminder system, standard automatic door locks, and standard automatic climate control.

To read the full road test, visit www.consumerreports.org/cars/subaru/crosstrek/2021/road-test

New Cars

(as of November 2020)



CR Recommended	Make & Model	Overall Score	Road Test Results		Survey Results		Highs	Lows
			Road-test score	Overall mpg	Predicted reliability	Owner satisfaction		
✓	2021 Subaru Crosstrek	84	87	29	A	A	Ride, fuel economy, easy-to-use controls, braking.	Engine noise, seat short on lower-back support, plug-in hybrid only provides brief electric propulsion and battery robs cargo space.
✓	2021 Hyundai Kona	77	71	26	A	I	Agility, braking, controls.	Ride, noise, acceleration.
✓	2021 Mazda CX-30	75	64	27	A	A	Fit and finish, fuel economy.	Controls, engine noise, tight quarters, visibility.
✓	2021 Mazda CX-3	73	64	28	A	I	Agile handling makes it fun to drive, very fuel efficient, small footprint makes it easy to park, standard forward collision warning and automatic emergency braking with pedestrian detection.	Very snug cabin with tight rear seat and narrow driving position, it is loud.
✓	2021 Honda HR-V	71	66	29	A	I	Practical, with roomy seating and plenty of cargo space, very fuel efficient.	Stiff ride, loud inside, tinny feel, seats are insubstantial and short on support, feels underpowered.
	2021 Kia Seltos	63	72	28	I	I	Fuel economy, braking, controls, visibility.	Ride, noise, base trim lacks advanced safety features.
	2020 Nissan Rogue Sport	59	72	26	I	I	Practical with a modest footprint, relatively quiet for the class, fuel economy, straightforward controls, standard advanced safety features.	Slow acceleration, tight rear seat.
	2021 Chevrolet TrailBlazer	55	66	27	I	I	Interior room, mis-range torque, fuel economy, controls.	Rear and side visibility, agility, front-seat comfort.
	2021 Chevrolet Trax	48	55	25	I	I	Compact size makes it easy to park, decent rear seat room for its tiny dimensions.	It's underpowered, 25 mpg not competitive among peers, uncomfortable ride, minimal cabin amenities with a short options list, hampered visibility, unresponsive front seats, infuriating touch-screen infotainment system.
	2021 Ford EcoSport	45	61	24	I	I	Handling agility, easy to use controls, access.	Ride, noise, acceleration, cargo space, transmission, neither forward collision warning nor automatic emergency braking are available.
	2021 Jeep Renegade	37	56	24	I	I	Jeep's esteemed brand image, lots of upscale options available, Trailhawk version can tackle some off-roading, standard safety features.	Anemic engine and excessive idle vibration; nine-speed automatic is neither smooth nor responsive; stiff, jittery ride; restricted view out; uncomfortable front seats; unimpressive fuel economy.
	2020 Fiat 500X	31	50	23	I	I	Reminds you of Luigi from the movie "Cars," tight turning circle and compact dimensions make it easy to maneuver, upscale feature availability.	Stiff ride, transmission is neither smooth nor responsive, noisy, unresponsive front seats, hampered visibility, touchy brake pedal, idle vibration.
	2022 Volkswagen Taos	Not Tested	NA	NA	I	A		
	2021 Ford Bronco Sport	Not Tested	NA	NA	I	A		
	2021 Mitsubishi Outlander Sport	Not Tested	NA	NA	I	I		

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 Volkswagen Taos, Ford Bronco Sport, and Mitsubishi Outlander Sport.

What Our Ratings Symbols Mean



LEARN

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