

OVERALL SCORE

75

CR Recommended

2021 Subaru Impreza

CR MPG Overall 30 / City 21 / Hwy 41 mpg
#5 of 14 Compact Cars

ROAD TEST 85/100

PREDICTED RELIABILITY 3/5

PREDICTED OWNER SATISFACTION 3/5



- 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

Road Test Results

Performance

Acceleration	3/5
0 to 60 mph	9.5 sec
Transmission	5/5
Fuel Economy	4/5
CR's Overall Mileage	30 mpg
CR's City Mileage	21 mpg
CR's Highway Mileage	40 mpg
Annual Fuel Cost	\$950
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	3/5

Survey Results

Reliability History



Owner Satisfaction



CR Road Test Results

The Impreza impresses us most with its roominess, user-friendliness, and ride comfort that puts some luxury cars to shame.

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 EyeSight suite of advanced safety features is widely available—but we think it should be standard on all trims.

The interior has a hint of styling flair that shows Subaru is giving consumers more than just a utilitarian, reliable, and fuel-efficient car. 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. 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 Impreza is quiet inside, with reduced road and wind noise compared with previous generations. Still, some engine thrum is noticeable. The ride and the relative quietness bring a feeling of substance to the car.

The 2.0-liter four-cylinder engine scoots the Impreza along just fine. The 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 adds a peace of mind to those who regularly deal with snow, rain, or mixed precipitation, and it comes with little penalty in fuel economy. The Impreza achieves a commendable 30 mpg overall, which is behind its most frugal competitors, 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 AWD 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.

Notable changes:

Starting in 2019, Limited models come standard with EyeSight, and reverse automatic braking. Changes for 2020 include standard EyeSight on Premium trim lines as well as the Sport trim for the sedan body style. A rear-seat reminder system is now optional.

To read the full road test, visit www.consumerreports.org/cars/subaru/impreza/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 Volkswagen Golf	86	82	28	✓	✓	Fun to drive with agile handling, impressive refinement with good noise isolation and a comfortable ride, easy-to-use controls, well-finished interior, hatchback versatility with room for four adults.	None.
✓	2021 Nissan Sentra	77	81	32	↓	↓	Ride, handling, controls, rear seat, braking, fuel economy.	Front seat short on lower-back support, foot-operated parking brake, headlight performance.
✓	2021 Toyota Corolla	77	68	33	✓	✓	Fuel economy, ride, controls, standard advanced safety features.	Acceleration, access, rear seat.
✓	2021 Mazda 3	75	75	30	✓	✓	Fit and finish and quietness for class, braking, fuel economy, standard safety features.	Controls.
✓	2021 Subaru Impreza	75	85	30	↓	↓	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.	Some engine noise, driver's seat short on lumbar support.
✓	2021 Honda Civic	73	76	32	↓	✓	Impressive fuel economy, competent ride and handling, spacious interior for the class, turbo engine delivers strong acceleration, standard safety features. Si is a performance bargain.	Low to the ground, making access difficult, no driver seat lumbar support adjustment available.
✓	2021 Toyota Corolla Hatchback	67	66	36	↓	↓	Handling, fuel economy, controls, braking, standard AEB.	Ride, engine noise, tight rear seat.
	2021 Toyota C-HR	64	64	29	↓	✗	Good fuel economy, standard advanced safety features.	Slow acceleration, horrendous visibility, no all-wheel drive, unlike its competitors, too much wind noise, awkward rear access.
	2020 Nissan Kicks	64	64	32	↓	↓	Fuel economy, controls, visibility, standard automatic emergency braking.	Acceleration, fit and finish, front-seat comfort, agility.
	2021 Volkswagen Jetta	50	78	34	✗	↓	Controls, fuel economy, relatively roomy cabin.	Low dash vents.
	2021 Kia Soul	48	76	28	✗	✓	Controls, access, CVT feels like conventional transmission, braking.	Ride, engine noise.
	2021 Kia Forte	43	67	34	✗	↓	Controls, fuel economy, standard advanced safety features.	Ride, noise, seat comfort, fit and finish.
	2020 Fiat 500L	25	50	27	✗	✗	Handy-sized package, with good rear seat and cargo room, good combination of fuel economy and space, easy access.	Stiff ride, uncomfortable front seats and awkward driving position, hard to see the main gauges, touchy brake pedal, no forward collision warning or automatic emergency braking, scored a poor in the IIHS small-overlap frontal test.
	2021 Hyundai Elantra GT	In Test	NA	NA	↓	✓		

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 Hyundai Elantra GT.

What Our Ratings Symbols Mean



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