



**Subaru Levorg**  
Standard Safety Equipment

2016 ★★★★★



Adult Occupant



92%

Child Occupant



83%

Pedestrian



75%

Safety Assist



68%

## SPECIFICATION

Tested Model	Subaru Levorg 1.6 GT-S, LHD
Body Type	- 5 door estate
Year Of Publication	2016
Kerb Weight	1574kg
VIN From Which Rating Applies	- all Subaru Levorgs
Class	Small Family Car

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✗	✗
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

Version 220816

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	✗
Lane Assist System	●

**Note: Other equipment may be available on the vehicle but was not considered in the test year.**


- Fitted to the vehicle as standard    ● Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack    ✗ Not available    — Not applicable

**ADULT OCCUPANT**

Total 35.0 Pts / 92%


■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.2 Pts




Passenger                      Driver

**Frontal Full Width** 7 Pts




Rear Passenger                      Driver

**Whiplash Rear Impact** 2.3 Pts



Front seat                      Rear seat

**Lateral Impact** 15.6 Pts



Car                      Pole

**AEB City** 3

Performance: ■ Good

 ADULT OCCUPANT

Total 35.0 Pts / 92%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Subaru showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. Protection of the driver's chest was rated as marginal, owing to dummy readings of chest compression. In the full width rigid barrier test, protection was good except for the chest of the front seat driver, protection of which was adequate and the chest of the rear seat passenger, protection of which was marginal. In the side impact barrier test the Levorg scored maximum points with good protection of all critical body regions. In the more severe side pole impact, the Levorg provided good protection to all body regions except the chest, protection of which was adequate. Tests showed that the whiplash protection provided by the front seats and head restraints was good in the event of a rear end collision and a geometric assessment of the rear seats indicated good protection there also. Increased whiplash protection is provided by an autonomous emergency braking system. The system performed well in tests at the low speeds typical of city driving at which many whiplash accidents occur.

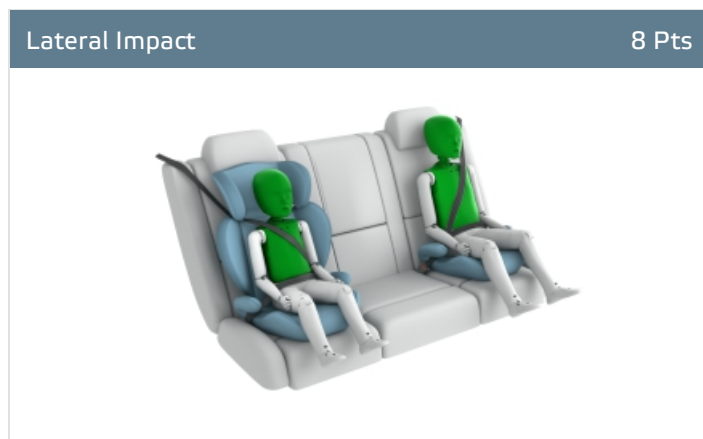
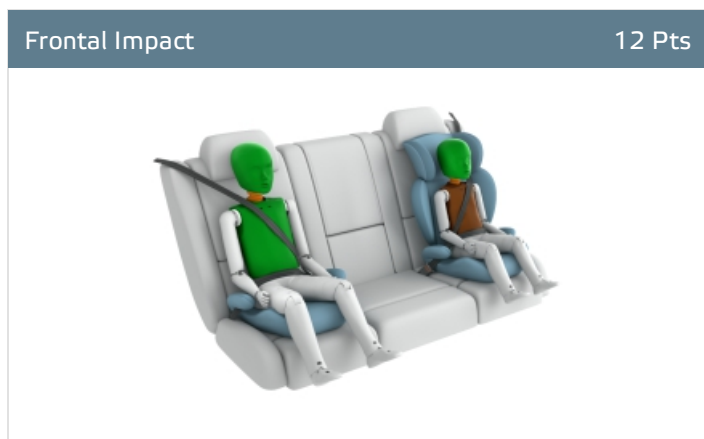
**CHILD OCCUPANT**

Total 41.0 Pts / 83%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

20 Pts



Restraint for 6 year old child: *Subaru KidFix*  
 Restraint for 10 year old child: *Graco booster*  
**Safety Features**

9 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

CRS Installation Check

12 Pts

● Install without problem   
 ○ Install with care   
 ● Safety critical problem   
 ✗ Installation not allowed

■ i-Size CRS



**CHILD OCCUPANT**

Total 41.0 Pts / 83%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)

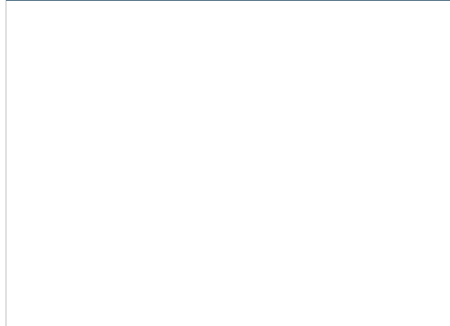


**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 41.0 Pts / 83%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	✘	●	✘	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	✘	●	✘	●
BeSafe iZi Kid X1 i-Size (iSize)	✘	●	✘	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Römer Duo Plus (ISOFIX)	✘	●	✘	●
Römer KidFix XP (ISOFIX)	✘	●	✘	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

● Install without problem  
 ● Install with care  
 ● Safety critical problem  
 ✘ Installation not allowed

## Comments

In the frontal offset test, neck tension and chest deceleration revealed, respectively, marginal and weak protection for those body areas in the 6 year dummy. Protection of the 10 year dummy was good, apart from marginal protection of the neck, and, in the side impact, was good for all critical body areas for both child dummies. The Levorg has an automatic system for disabling the front passenger airbag when, for example, a rearward-facing child restraint is used in that position. The system met Euro NCAP's requirements and was rewarded. All child restraints for which the Levorg is designed could be properly installed and accommodated.

**PEDESTRIAN PROTECTION**

Total 31.7 Pts / 75%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection	31.7 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16.1 Pts	Pelvis Impact	4.5 Pts	Leg Impact	6 Pts
Head Impact	16.1 Pts						
Pelvis Impact	4.5 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	5 Pts
System Name	Eyesight
Type	Auto-Brake with Forward Collision Warning
Operational From	0 Km/h
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light

PERFORMANCE   <span style="color: green;">■</span>		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 50 km/h	Impact mitigated up to 55 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 60 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	Collision avoided up to 25 km/h	Impact mitigated up to 40 km/h

**Comments**

The bonnet provided good or adequate head protection over most of its surface, with some poorer results only along the front edge and on the stiff windscreen pillars. Protection provided by the bumper to pedestrians' legs was mixed, ranging from weak to good, and the protection provided to the pelvis was good at all points tested. An autonomous emergency braking system capable of detecting pedestrians is standard equipment and tests showed good performance, with impacts avoided or mitigated in many scenarios.



SAFETY ASSIST

Total 8.3 Pts / 68%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass   
 ● Fail   
 — Not available

Lane Support

2.7 Pts

System Name	Subaru Eyesight
Type	Lane Keep Assist and Lane Departure Warning
Operational From	60 km/h
Warning	Audible and Visual
PERFORMANCE	
LKA Confirmation Test	Pass (5/5)
LDW Confirmation Test	Pass


 SAFETY ASSIST

Total 8.3 Pts / 68%

AEB Interurban

2.6 Pts

System Name	Eyesight
Type	Forward Collision Warning with Auto-Brake
Operational From	1 Km/h
Additional Information	Default On

PERFORMANCE   		
Operational Speed	1-200 Km/h	1-250 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

The Levorg has a seatbelt reminder system as standard, covering the front and rear seats. A standard-fit lane assistance system warns the driver when the car is drifting over a lane marking and gently steers the car back into lane. The autonomous emergency braking system works at highway speeds and performed well in Euro NCAP's tests, with complete impact avoidance in some of the test scenarios.