



Subaru Impreza
Standard Safety Equipment

2024



Adult Occupant



83%

Child Occupant



90%

Vulnerable Road Users



84%

Safety Assist



72%

SPECIFICATION

Tested Model	Subaru Crosstrek 2.0 hybrid, LHD
Body Type	- 5 door hatchback
Year Of Publication	2024
Kerb Weight	1612kg
VIN From Which Rating Applies	- all Imprezas
Class	Small Family Car

General comments

The Subaru Crosstrek and the Subaru Impreza share structures which are very nearly identical and offer very similar levels of protection. For this assessment, most tests have been performed on the Crosstrek, with the exception of the frontal offset & side test and sub-system tests for vulnerable road users, which were done on the Impreza.

SAFETY EQUIPMENT

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	✘
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 33.6 Pts / 83%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 12.7 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 14.5 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.8 / 4 Pts




Rear Seat Front Seat

 ADULT OCCUPANT

Total 33.6 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the Impreza remained stable in the frontal offset test. Dummy readings indicated good or adequate protection for the knees and femurs of both the driver and passenger. Subaru demonstrated that a similar level of protection would be provided to the knees and femurs of occupants of different sizes and those sitting in different positions. Protection was good for all critical body areas of the passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Impreza would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was rated as marginal, based on dummy readings of compression. Otherwise, all critical parts of the body were well or adequately protected for both occupants. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good, and the Impreza scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The Impreza has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. However, Subaru did not demonstrate that a similar level of protection would be provided if the car were impacted from the opposite side, and the score was reduced. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Impreza has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Subaru demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

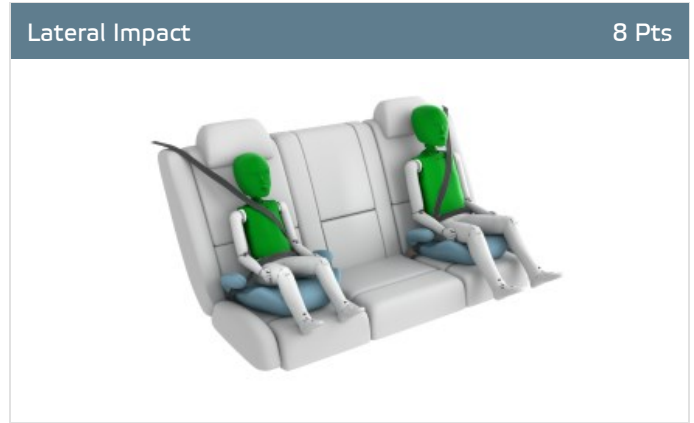
CHILD OCCUPANT

Total 44.2 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX i-SIZE*
 Restraint for 10 year old child: *Britax Römer KIDFIX i-SIZE*

Safety Features

8.3 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	●	●

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

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	—	—	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

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CHILD OCCUPANT

Total 44.2 Pts / 90%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●
	✗	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●
	✗	●	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	✗	●
	✗	●	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

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CHILD OCCUPANT

Total 44.2 Pts / 90%

Comments

In both the frontal offset test and the more severe side pole impact, protection of all critical parts of the body was good for the 6 and 10 year dummy, and the Impreza scored maximum points in this part of the assessment. The Impreza has a system which automatically disabled the front passenger airbag when a rearward-facing child restraint is used in that seating position. The system worked robustly, and was rewarded. The Impreza is equipped with an indirect 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the Impreza is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 53.1 Pts / 84%



VRU Impact Protection 30.5 / 36 Pts



Pedestrian & Cyclist Head	15.5 Pts
Pelvis	4.5 Pts
Femur	1.8 Pts
Knee & Tibia	8.7 Pts

VRU Impact Mitigation 22.6 / 27 Pts

System Name	EyeSight
Type	Auto-Brake with Forward Collision Warning
Operational From	1 km/h



AEB Pedestrian 6.6 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		
Adult crossing a road into which a car is turning		
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

Currently not tested

AEB Cyclist 8.0 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

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VULNERABLE ROAD USERS

Total 53.1 Pts / 84%



Cyclist Dooring Prevention 0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist 5.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist 3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good, with a few poor results recorded only on the stiff windscreen pillars. Protection of the pelvis was good at all test locations, while that of the femur was mixed, with good and poor results. Protection of the knee and tibia was good or adequate. The autonomous emergency braking (AEB) system of the Subaru can respond to vulnerable road users as well as to other vehicles. The system's response both to pedestrians was adequate, with no detection of pedestrians to the rear of the car. The system's performance in tests of its detection of, and reaction to, cyclists was good, but the car offers no protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. Performance of the AEB system was good in tests of its response to motorcyclists, while lane support was poor.

SAFETY ASSIST

Total 13.1 Pts / 72%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.2 / 3 Pts

System Name	Traffic Information
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring 2.4 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available


> Driver Monitoring 1.4 / 2 Pts




System Name	Driver Monitoring System
Type	Direct eye monitoring
Operational From	30 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long and Short Distraction

 SAFETY ASSIST


Total 13.1 Pts / 72%

Lane Support













 3.0 / 3 Pts


System Name	Lane Departure
Type	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car

 5.5 / 9 Pts

System Name	EyeSight
Type	Autonomous emergency braking and forward collision warning
Operational From	1 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		
Turning across the path of an oncoming car		
Approaching a stationary car		
Approaching a slower moving car		
Approaching a braking car		

 Currently not tested



SAFETY ASSIST

Total 13.1 Pts / 72%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was marginal in tests of its reaction to other vehicles, with poor performance in some scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	2.0l petrol hybrid	2.0i-S ESR *	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
September 2024	Rating Published	2024 ★ ★ ★ ★ ★ ✓