



**Subaru Impreza**  
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



94%

Child Occupant



89%

Pedestrian Impact Protection



82%

Safety Assist



68%

## SPECIFICATION

Tested Model	Subaru Impreza 2.0i-S EyeSight, LHD
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	1462kg
VIN From Which Rating Applies	- all Imprezas
Class	Small Family Car

### General comments

The Subaru Impreza is structurally identical to the Subaru XV but has a slightly lower ride-height, and safety equipment is the same for the two vehicles. Additional tests have been performed where the difference in ride-height might influence the results but, otherwise, this rating is based on tests performed on the XV.

## 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	●	●	✗
<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 Pedestrian	●		
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 35.8 Pts / 94%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 7.8 Pts

Passenger                      Driver

**Frontal Full Width** 6.8 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 2.4 Pts

Front seat                      Rear seat

**Lateral Impact** 15.8 Pts

Car                      Pole

**AEB City** 3

Performance: ■ Good

 ADULT OCCUPANT

Total 35.8 Pts / 94%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 35.8 Pts / 94%

## Comments

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Subaru demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver was good for all critical body areas. However, the pelvis of the rear passenger dummy slipped below the lap section of the seatbelt. Protection of the pelvis was rated as poor and the score was penalised. Protection was otherwise good or adequate. In the side barrier test, protection of all critical body areas was good and the car scored maximum points. Even in the more severe side pole test, protection of the chest was adequate and that of other parts of the body was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit 'Eyesight' autonomous emergency braking system performed well in tests of its functionality at the low speeds at which many whiplash injuries are caused, with collisions avoided at all test speeds.

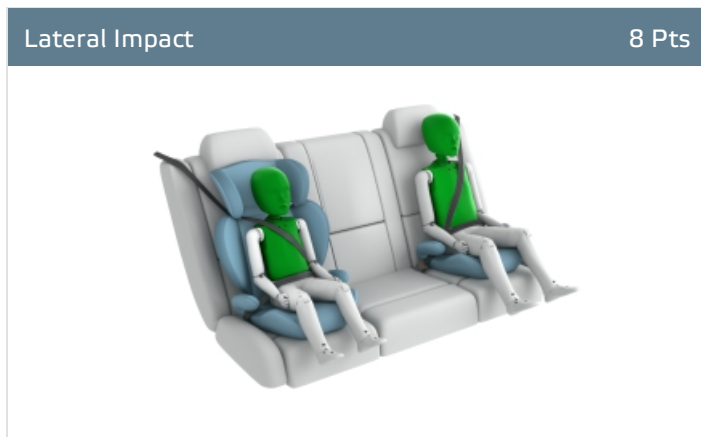
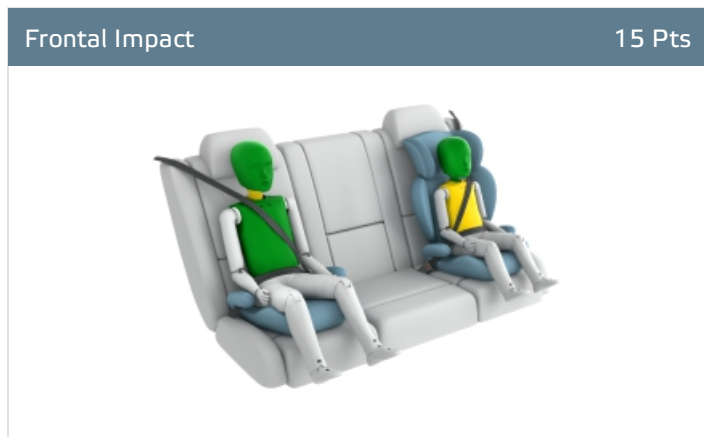
**CHILD OCCUPANT**

Total 44.0 Pts / 89%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*

Restraint for 10 year old child: *Graco Junior*

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 44.0 Pts / 89%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 44.0 Pts / 89%

	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 X2 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Britax Römer Duo Plus (ISOFIX)	□	●	□	●
Britax Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

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

## Comments

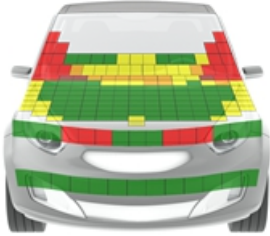
In the frontal offset test, protection of both the 6 and 10 year dummies was good or adequate. In the side barrier test, protection was good for all critical body areas. The Impreza has a system which automatically disables the front passenger airbag when a rearward-facing child restraint is in that seating position. Tests showed that the system worked robustly and it was rewarded. All of the child restraints for which the XV is designed could be properly installed and accommodated in the car.



**PEDESTRIAN IMPACT PROTECTION**

Total 34.6 Pts / 82%

■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

Pedestrian Impact Protection	29.4 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;">19.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.8 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	19.6 Pts	Pelvis Impact	3.8 Pts	Leg Impact	6 Pts
Head Impact	19.6 Pts						
Pelvis Impact	3.8 Pts						
Leg Impact	6 Pts						

AEB Pedestrian		5.3 Pts
System Name	Eyesight	
Type	Auto-Brake with Forward Collision Warning	
Operational From	10 km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	

PERFORMANCE		
	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 60 km/h	
Walking Adult crossing from Nearside -75%	Collision avoided up to 60 km/h	
Running Child from behind parked vehicles	Collision avoided up to 35 km/h	Impact mitigated up to 45 km/h

**Comments**

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate over almost all of its surface. Protection of pedestrians' lower legs by the bumper was good at all test locations. Protection of the pelvis was mixed, with areas of good and weak performance. In tests of its functionality with a pedestrian target, the autonomous emergency braking system performed well, with collisions avoided or mitigated in all scenarios.

 SAFETY ASSIST

Total 8.3 Pts / 68%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

0 Pts

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	EyeSight
Type	Lane Keep Assist and Lane Departure Warning
Operational From	50 km/h
Warning	Audible and Visual
<b>PERFORMANCE</b>	
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 |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	1-200 km/h	10-200 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 75km/h. Crash speed reduced 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 Impreza has a seatbelt reminder system for the front and rear seats. A lane assistance system warns the driver when the car is drifting out of lane and gently helps to correct the driving path. The autonomous emergency braking system performed well in tests of its functionality at highway speeds, with collisions avoided or mitigated in all scenarios and at all test speeds.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.6 petrol	1.6i EyeSight	4 x 4		
5 door hatchback	1.6 petrol	1.6i-S EyeSight	4 x 4		
5 door hatchback	2.0 petrol	2.0i EyeSight	4 x 4		

### Annual Reviews and Facelifts

Date	Event	Outcome
November 2017	Rating Published	2017