



Subaru XV
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



94%

Child Occupant



89%

Pedestrian



84%

Safety Assist



68%

SPECIFICATION

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

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | ✘ |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ● | ✘ | ✘ |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ✘ |
| Side pelvis airbag | ● | ● | ✘ |

SAFETY EQUIPMENT (NEXT)

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

| OTHER SYSTEMS | |
|-------------------------|---|
| 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 3.0

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 of the XV 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. For the heavier hybrid variant, the driver's head 'bottomed-out' the airbag in the frontal offset test and the score was penalised, with protection rated as adequate. 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 XV 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.

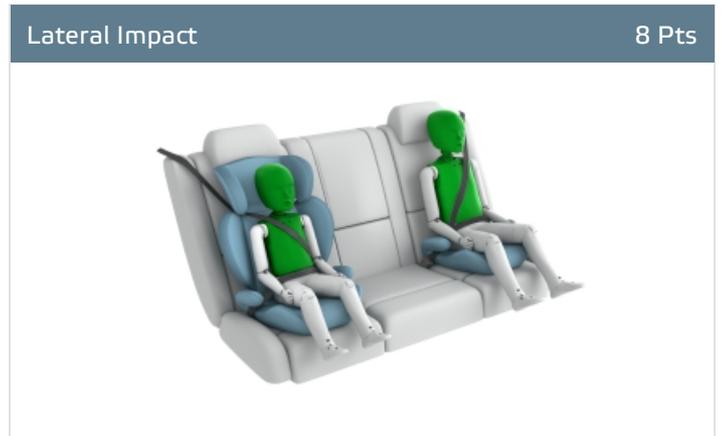
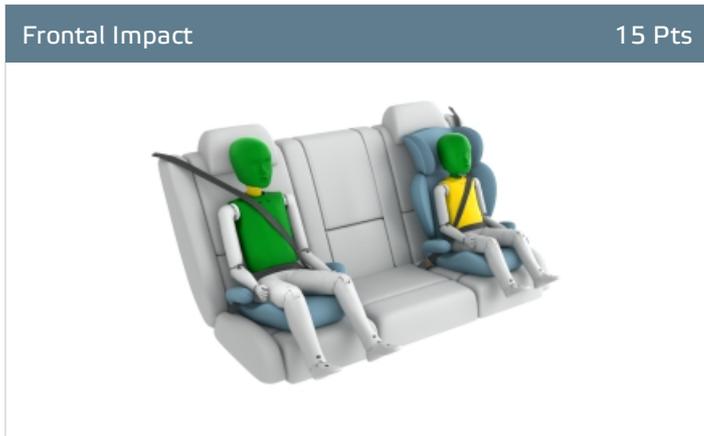
CHILD OCCUPANT

Total 44.0 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.0 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*
 Restraint for 10 year old child: *Graco Junior*

Safety Features

9.0 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

12.0 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 44.0 Pts / 89%

■ 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

— Not available

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 XV 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

Total 35.4 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| Pedestrian | | 30.1 Pts | | | | | | |
|---------------|---|-------------|----------|---------------|---------|------------|---------|--|
| | <table border="1"> <tr> <td>Head Impact</td> <td style="text-align: right;">18.9 Pts</td> </tr> <tr> <td>Pelvis Impact</td> <td style="text-align: right;">5.2 Pts</td> </tr> <tr> <td>Leg Impact</td> <td style="text-align: right;">6.0 Pts</td> </tr> </table> | Head Impact | 18.9 Pts | Pelvis Impact | 5.2 Pts | Leg Impact | 6.0 Pts | |
| Head Impact | 18.9 Pts | | | | | | | |
| Pelvis Impact | 5.2 Pts | | | | | | | |
| Leg Impact | 6.0 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

Seatbelt Reminder 3.0 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 |
| PERFORMANCE | |
| LKA Confirmation Test | Pass (5/5) |
| LDW Confirmation Test | Pass |

SAFETY ASSIST

Total 8.3 Pts / 68%

AEB Inter-Urban

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 XV 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 i petrol | 1.6i EyeSight | 4 x 4 | ✓ | ✓ |
| 5 door hatchback | 1.6 i-S petrol | 1.6i-S EyeSight | 4 x 4 | ✓ | ✓ |
| 5 door hatchback | 2.0 i-S petrol | 2.0i EyeSight | 4 x 4 | ✓ | ✓ |
| 5 door hatchback | 2.0 petrol hybrid | e-BOXER | 4 x 4 | ✓ | ✓ |

*Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome |
|---------------|--|--------------|
| November 2017 | Rating Published | 2017 ★★★★★ ✓ |
| November 2018 | Annual Review | 2017 |
| December 2019 | Addition of hybrid variant and Annual Review | 2017 |
| November 2020 | Annual Review | 2017 |
| December 2020 | Facelift Review | 2017 |