



Subaru Forester
Standard Safety Equipment

2019



Adult Occupant



97%

Child Occupant



91%

Vulnerable Road Users



80%

Safety Assist



78%

SPECIFICATION

Tested Model	Subaru Forester 2.0i-L EyeSight
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1678kg
VIN From Which Rating Applies	- all Foresters
Class	Small Off-Road

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	●	●	✘

Version 1911119

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 Cyclist	●
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 37.1 Pts / 97%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.9 / 8 Pts




Passenger Driver

Frontal Full Width 7.6 / 8 Pts



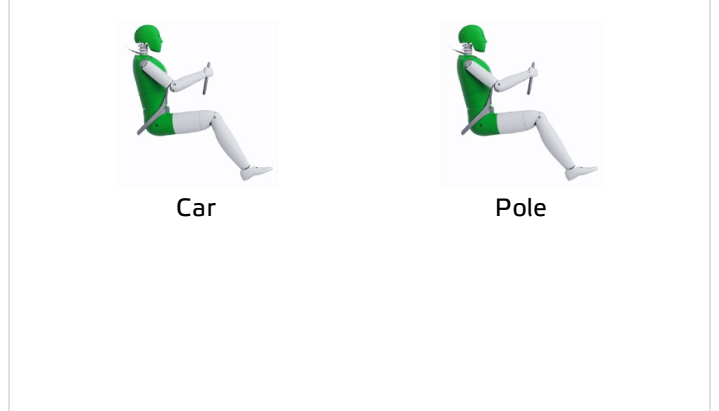
Rear Passenger Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat Rear seat

Lateral Impact 16 / 16 Pts



Car Pole

 ADULT OCCUPANT

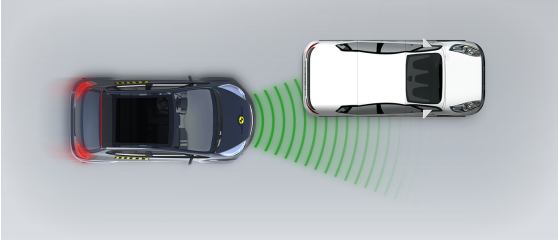
Total 37.1 Pts / 97%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

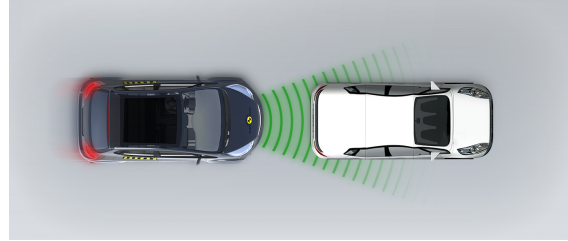
AEB City

 4 / 4 Pts

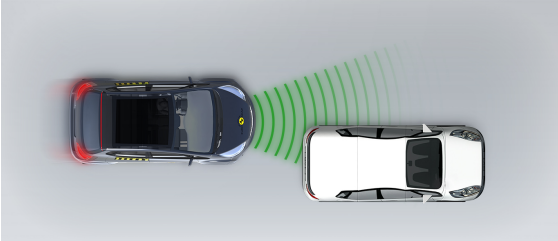
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 37.1 Pts / 97%

Comments

The passenger compartment of the Forester remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Subaru showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of all critical body areas was good or adequate for both occupants, with the exception of the chest of the rear passenger, for which readings of compression indicated marginal protection. In both the side barrier and the more severe side pole tests, protection of all critical body areas was good and the car scored full points in both of these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided in all test scenarios.

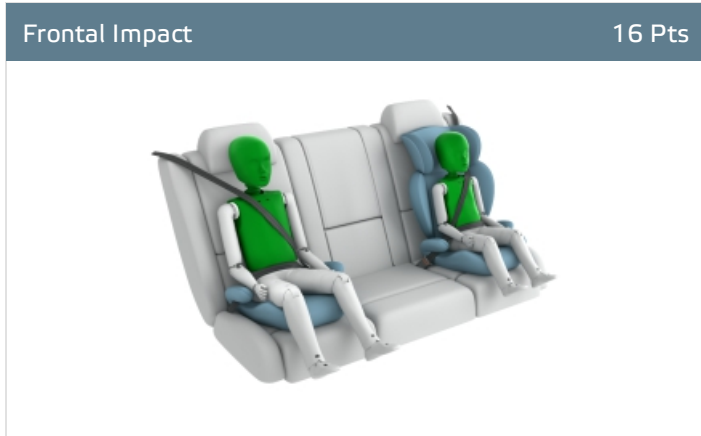
CHILD OCCUPANT

Total 45 Pts / 91%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts



Restraint for 6 year old child: *Britax Römer KIDFIX XP*
 Restraint for 10 year old child: *Booster Cushion*

Safety Features

9 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

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

CRS Installation Check

12 / 12 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)



BeSafe iZi Flex FIT 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 45 Pts / 91%

■ 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 45 Pts / 91%

	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)	□	●	□	●
BeSafe iZi Flex FIT 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 both the frontal and side barrier tests, protection of all critical body areas was good for both dummies and the Forester scored maximum points in this part of the assessment. The front passenger airbag is automatically disabled when a rearward-facing child restraint is put in that seating position. Tests showed that the system worked robustly and the system was rewarded. All of the restraint types for which the Forester is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 38.5 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	30.1 / 36 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;">18.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 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	18.1 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	18.1 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	8.4 / 12 Pts
System Name	EyeSight
Type	Auto-Brake with Forward Collision Warning
Operational From	0 km/h

Comments

The bonnet provided good or adequate protection to the head of a struck pedestrian over almost the entire surface. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good. The Forester's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to pedestrians was good, with collisions avoided or mitigated in most cases but its response to faster-moving road users like cyclists was marginal.

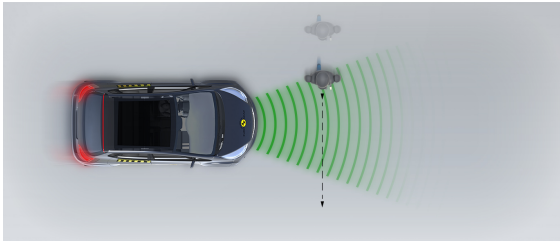
 VULNERABLE ROAD USERS

Total 38.5 Pts / 80%

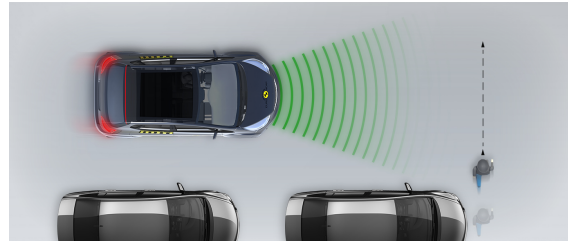
AEB Pedestrian 

■ Day time

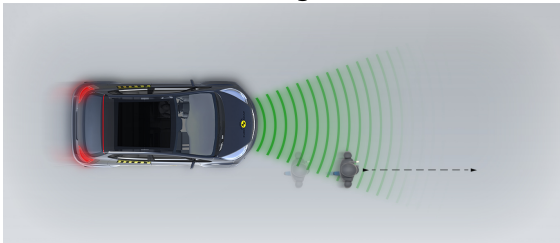
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

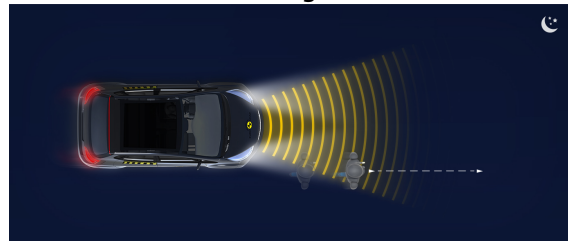


■ Night time

Adult crossing the road

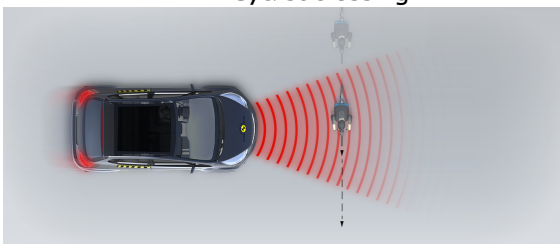


Adult along the roadside

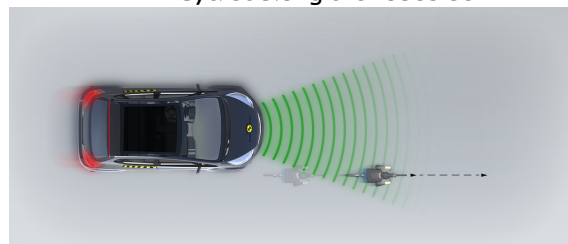


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.2 Pts / 78%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

1.3 / 3 Pts

System Name	EyeSight
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

3 / 3 Pts

Applies To	All Seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	●

● Pass
 ● Fail
 — Not available

Lane Support

3.3 / 4 Pts

System Name	EyeSight
Type	ELK + LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

SAFETY ASSIST

Total 10.2 Pts / 78%

AEB Inter-Urban

2.7 / 3 Pts

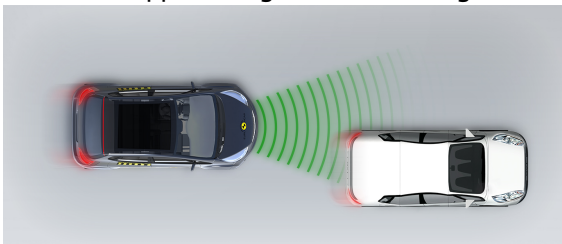
System Name	EyeSight
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	0 km/h
Additional Information	Supplementary warning

Comments

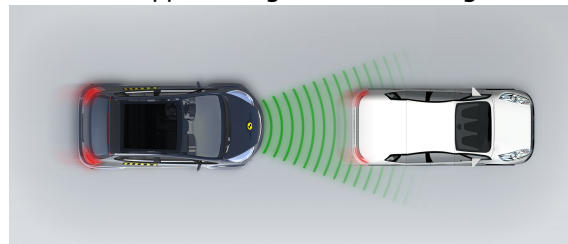
The Forester has a seatbelt reminder system for the front and rear seats. The AEB system performed well in tests of its response to other vehicles at highway speeds, with collisions avoided or mitigated in all test scenarios. A lane support system helps prevent inadvertent drifting out of lane and also intervenes in some more critical situations. The driver-set speed limiter helps the driver to avoid over-speeding.

■ **Autobrake function only**

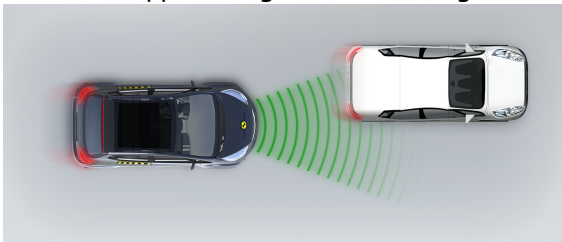
Approaching a slower moving car



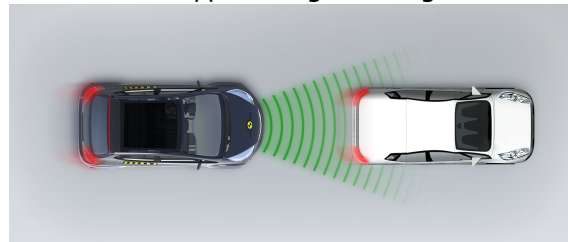
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

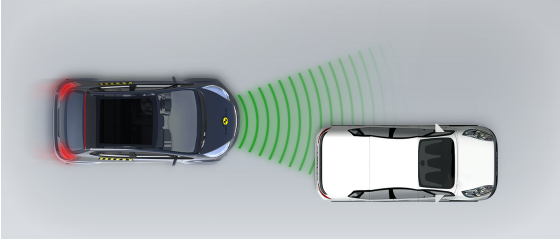


 SAFETY ASSIST

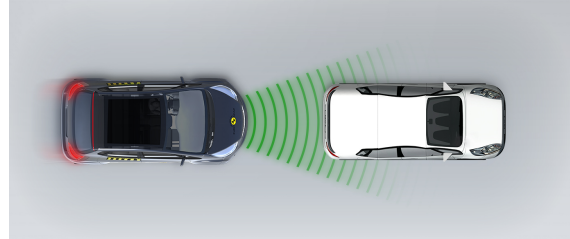
Total 10.2 Pts / 78%

■ Driver reacts to warning

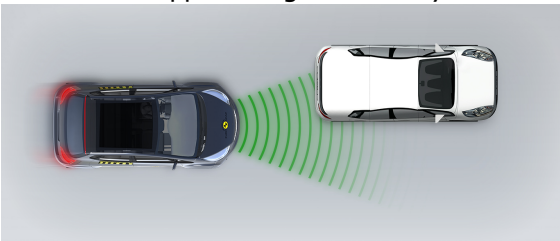
Approaching a stationary car



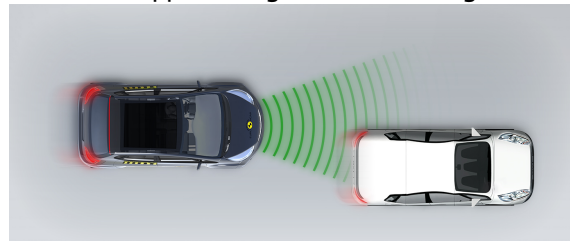
Approaching a stationary car



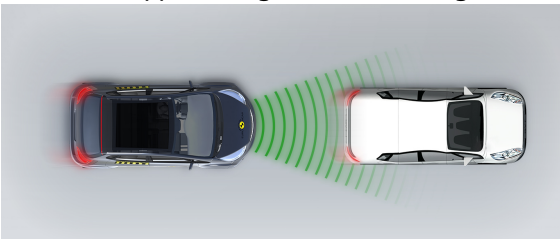
Approaching a stationary car



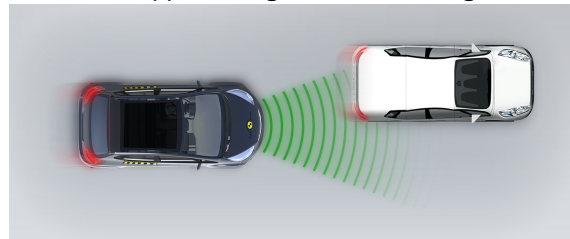
Approaching a slower moving car



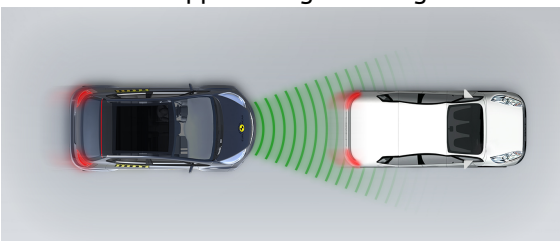
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	2.0 petrol*	4 x 4		

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2019	Rating Published	2019