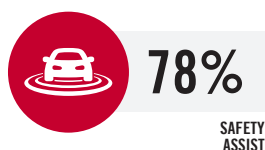
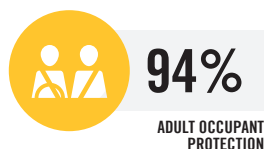


SUBARU FORESTER

SEPTEMBER 2018 - MAY 2025
ALL VARIANTS



TESTED
2019



SUBARU FORESTER

OVERVIEW

The Subaru Forester was first introduced in Australia and New Zealand in September 2018. Hybrid variants were added to the Forester model range in January 2020. This ANCAP safety rating applies to all variants including hybrids.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags and a driver knee airbag are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and blind spot monitor (BSM) are standard equipment.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

Medium SUV

AIRBAGS

Dual frontal, side chest, side head & driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Subaru Forester 2.5i	5 door SUV	2.5 litre petrol	AWD	✓	-
Subaru Forester 2.5i-L	5 door SUV	2.5 litre petrol	AWD	✓	-
Subaru Forester 2.5i Premium	5 door SUV	2.5 litre petrol	AWD	✓	-
Subaru Forester 2.5i Sport	5 door SUV	2.5 litre petrol	AWD	✓	-
Subaru Forester 2.5i-S ♦	5 door SUV	2.5 litre petrol	AWD	✓	-
Subaru Forester Hybrid L	5 door SUV	2.0 litre hybrid	AWD	✓	-
Subaru Forester Hybrid S	5 door SUV	2.0 litre hybrid	AWD	✓	-
Subaru Forester 2.5 Sport	5 door SUV	2.5 litre petrol	AWD	-	✓
Subaru Forester 2.5 Sport Plus	5 door SUV	2.5 litre petrol	AWD	-	✓
Subaru Forester 2.5 Premium	5 door SUV	2.5 litre petrol	AWD	-	✓
Subaru Forester Hybrid Sport	5 door SUV	2.0 litre hybrid	AWD	-	✓
Subaru Forester Hybrid Premium	5 door SUV	2.0 litre hybrid	AWD	-	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT

ADULT OCCUPANT PROTECTION



94%

36.01 POINTS
OUT OF 38

In the frontal offset test, protection for the driver's chest and the passenger's lower legs was rated as ADEQUATE. The driver's lower legs were rated as MARGINAL. Protection was GOOD for all other critical body regions.

In the full width frontal test, protection was MARGINAL for the chest of the rear passenger and GOOD for all other critical body regions for both the driver and rear passenger.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the Subaru Forester scored maximum points in these tests.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	6.73 (out of 8)
FULL WIDTH FRONTAL#	7.61 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	1.66 (out of 2)
AEB - City	4.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 points
Chest:	2.80 points
Upper legs:	4.00 points
Lower legs:	2.67 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.02 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Deductions:	Nil



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	2.45 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.38 points
Front:	1.29 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



86%

42.62 POINTS
OUT OF 49

In the frontal offset and side impact tests, protection of the 10 year old and 6 year old dummies was GOOD and maximum points were scored in these tests.

The Subaru Forester is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, though one of the convertible seats in rearward-facing mode and one of the booster seats could not be correctly installed in the centre rear position.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.62 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	-	●	×	-	-
Integrated child restraints	-	×	×	-	-
Top tether anchorage	-	●	●	-	-
Airbag disabling	Automatic	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The Child Restraint Evaluation Program (CREP) provides an independent assessment of the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



86%

42.62 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-
	TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION



80%

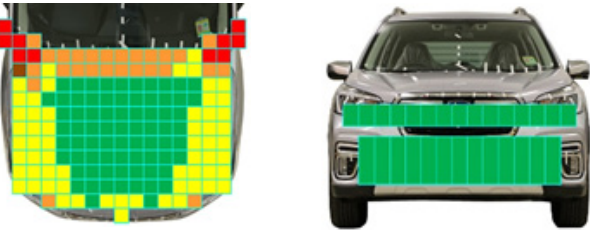
38.51 POINTS
OUT OF 48

The bonnet of the Subaru Forester provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed GOOD performance in pedestrian test scenarios, in both daylight and low light. In cyclist test scenarios, the AEB system offered MARGINAL performance.

HEAD IMPACTS	18.06 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.44 (out of 6)
AEB - Cyclist	3.00 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: EyeSight
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 0-80 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist		
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	FORWARD COLLISION WARNING
	Cyclist crossing from kerb		Cyclist travelling along road (50%)		Cyclist travelling along road (25%)								
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



78%

10.19 POINTS
OUT OF 13

The Subaru Forester is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most test scenarios.

Tests of LSS functionality showed some GOOD performance, including several of the more critical emergency lane keeping test scenarios, and overall performance was classified as GOOD.

A seatbelt reminder system with occupancy detection is fitted to all seating positions and a driver-set speed limiter is standard equipment. A speed limit information function (SLIF) is not available.

SPEED ASSISTANCE SYSTEMS	1.25 (out of 3)
SEAT BELT REMINDERS	3.00 (out of 3)
LANE SUPPORT SYSTEMS	3.25 (out of 4)
AEB - Interurban	2.69 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: EyeSight
OPERATIONAL FROM: 60-145 km/h

EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	
PERFORMANCE						
GOOD						

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE									
ADEQUATE									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



78%

10.19 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: EyeSight
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 0-80 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)										
FUNCTION	Supplementary warning				PASS					
	Restraint activation / dynamic retractors				[NOT FITTED]					
FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
										
PERFORMANCE	GOOD									
AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
										
PERFORMANCE	GOOD									

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	[NOT AVAILABLE]
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	●	●
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	●	●
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Adaptive headlights	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	✗	✗
Smart (intelligent) key	✗	✗
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL
TESTED VEHICLE(S) BUILT
TESTED BODY TYPE
TESTED VEHICLE ENGINE
RATING PUBLISHED
RATING UPDATED

Subaru Forester 2.5i-S RHD
2018
5 door SUV
2.5 litre petrol
March 2019
January 2020 + August 2021