

## All-new Subaru Forester Awarded Maximum Five-Star Rating in 2024 Euro NCAP\*<sup>1</sup> Safety Test

- 89% achieved in Child Occupant safety with top scores awarded in child seat installation check test (CRS)
- 86% achieved in protection of road users with top scores awarded in crash avoidance tests with cyclists and oncoming/overtaking motorcyclists
- 83% achieved in driver and passenger safety with top scores awarded for two types of lateral crash impact tests
- 72% achieved in driver assist technologies with top scores awarded for Lane Support (EyeSight's (Emergency) Lane Keep Assist functions)



Euro NCAP Logo 5 Stars for Test 2024



Euro NCAP impact test on Forester

Zaventem, December 04, 2024 – Subaru Europe, subsidiary of SUBARU CORPORATION, announced today that the all-new Forester (European specification) has achieved the maximum five-star overall rating in the 2024 European New Car Assessment Programme (Euro NCAP). The Forester registered scores in all four assessment areas (Adult Occupant, Child Occupant, Vulnerable Road Users, Safety Assist) that stand above the minimum threshold required.

**For the Child Occupant assessment area, the all-new Forester has attained the maximum points in CRS installation check.** It almost attained maximum points in Crash Test Performance (both frontal and lateral impact) based on 6 and 10 year old child occupants\*<sup>2</sup>. Good protection was provided for all critical body regions during the frontal offset test, and maximum points were scored in this part of the assessment. The system

\*1: An independent agency composed of European governments and European motoring and consumer organisations

\*2: Subaru Forester Crash Test Performance (both frontal and lateral impact) based on 6 and 10 year old children score: 23.7/24 pts

automatically disables the front passenger airbag when a rearward-facing child restraint is used in that seating position, for which it was rewarded. The Forester is also equipped with an indirect 'child presence detection' system (i.e. Rear Seat Reminder), which issues a warning when it detects a child or infant may have been left in the car. All of the child restraint types for which the Forester is designed could be properly installed and accommodated in the car, apart from the iSize restraint in the rear centre position.

**For the Vulnerable Road Users assessment area, the all-new Forester attained the maximum points for AEB Cyclist and Lane Support Motorcyclists.** The autonomous emergency braking (AEB) system of the Forester can respond to vulnerable road users as well as to other vehicles. The system's performance in the detection of, and reaction to, cyclists was good (across all scenarios of approaching a crossing cyclist or crossing from behind parked vehicles or a cyclist along the roadside as well as turning across the path of an oncoming cyclist). The performance of the AEB system was good in response to motorcyclists (both in approaching a stationary motorcyclist and a braking motorcyclist). Lane support for motorcyclists attained the maximum points (for both changing lanes across the path of an oncoming and overtaking motorcyclist scenarios). Protection of the head of a struck pedestrian or cyclist was predominantly good as well as protection of the pelvis, femur and that of the knee and tibia.

**For the Adult Occupant assessment area, the all-new Forester scored maximum points in the side barrier test and the more severe side pole impact** as the protection of all critical body regions was good. It almost attained a maximum points in rear impact<sup>\*3</sup> both in the front and rear seats. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Forester would be a moderately benign impact partner in a frontal collision. 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 tests showed that while the passenger compartment remained stable in the frontal offset test, the dummy readings indicated good protection of the knees and femurs of both the driver and passenger as well as to occupants of different sizes and those sitting in different positions. Protection was good for all critical body areas of the passenger. 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 adequate as the Forester has a countermeasure (i.e. far-side airbag) 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. The Forester 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. Forester demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

**For the Safety Assist assessment area, the all-new Subaru Forester attained the maximum points in the Lane Support category** according to the latest applicable test. The lane support system (i.e. Lane Keep Assist)

\*3: Subaru Forester Rear Impact score: 3.8/4 pts

gently corrects the vehicle's path if it is drifting out of the lane and also intervenes in some more critical situations (i.e. Emergency Lane Keeping). It is equipped with a seatbelt reminder system fitted as standard to the front and rear seats which gained the maximum score in the category, as well as a driver status monitoring system (i.e. Driver Monitoring System detecting driver's distraction and fatigue). The speed assistance system detects the local speed limit via the Traffic Sign Recognition and the driver can choose to set the limiter (via the Manual Speed Limiter) or let the system do so automatically (via the Intelligent Speed Limiter).

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