

All-new Subaru Crosstrek Awarded Maximum Five-Star Rating in 2024 Euro NCAP* Safety Test

- 90% achieved in Child Occupant safety with top scores awarded in frontal & lateral crash impact tests, and in child seat installation check test (CRS)
- 85% 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 other 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 Crosstrek

Zaventem, September 11, 2024 – Subaru Europe, subsidiary of SUBARU CORPORATION, announced today that the all-new Crosstrek (European specification) has achieved the maximum five-star overall rating in the 2024 European New Car Assessment Programme (Euro NCAP). The Crosstrek 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 Crosstrek has attained the maximum points in Crash Test Performance (both frontal and lateral impact) based on 6 and 10 year old children^{*1}, as well as **CRS installation check**^{*2}. Good protection was provided for all critical body regions during the frontal offset test and the more severe side pole impact tests, and maximum points were scored in this part of the assessment. It has a robust system which automatically disables the front passenger airbag when a rearward-facing child

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

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

*2: Subaru Crosstrek CRS installation check score: 12/12 pts

restraint is used in that seating position. The Crosstrek is equipped with an indirect 'child presence detection' system (i.e. Rear Seat Reminder), which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the Crosstrek is designed could be properly installed and accommodated in the car.

For the Vulnerable Road Users assessment area, the all-new Crosstrek attained the maximum points for AEB Cyclist^{*3} and Lane Support Motorcyclists^{*4}. The autonomous emergency braking (AEB) system of the Crosstrek 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 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 and femur.

For the Adult Occupant assessment area, the all-new Crosstrek 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 also almost attained the maximum score in Rear Impact^{*5}. 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 or adequate protection of the knees and femurs of both the driver and passenger while demonstrating a similar level of protection for 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 marginal as the Crosstrek 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 Crosstrek 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. Crosstrek 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 Crosstrek attained the maximum points in the Lane Support category^{*6} according to the latest applicable test. The lane support system (i.e. Lane Keep Assist) gently corrects the vehicle's path if it is drifting out of the lane and also intervenes in some more critical

*3: Subaru Crosstrek AEB Cyclist score: 8/8 pts

*4: Subaru Crosstrek Lane Support Motorcyclists score: 3/3 pts

*5: Subaru Crosstrek Rear Impact score: 3.8/4 pts

*6: Subaru Crosstrek Lane Support score: 3/3 pts

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 Reader 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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