

2017 TOP SAFETY PICK

2017 Subaru WRX

Small car



2016 Subaru WRX shown

CRASHWORTHINESS

Small overlap front

Driver-side

G

Passenger-side

not
rated

Moderate overlap front

G

Side

G

Roof strength

G

Head restraints & seats

G

CRASH AVOIDANCE & MITIGATION

Front crash prevention



SUPERIOR

with optional
equipment

Headlights

M

only certain
trims/options

CHILD SEAT ANCHORS (LATCH)
EASE OF USE

A

Ratings shown are the latest available for
this model year.

See below for ratings based on manufacture
date.

Check for NHTSA recalls 

The photos and videos shown here may be of a different model, model year or b
ratings of one vehicle often apply to other models if they are built on the same platform
one model year may apply to earlier or later model years if the vehicle hasn't been sig



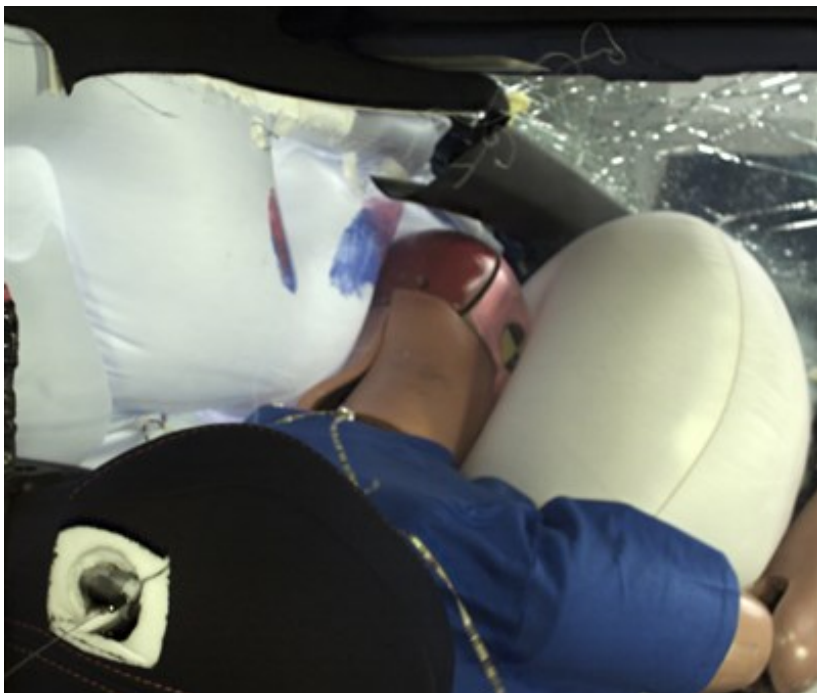
Small overlap front: — Driver-side —

Action shot taken during the small overlap frontal crash test.



Small overlap front: — Driver-side —

The dummy's position in relation to the door frame, steering wheel, and instrument panel driver's survival space was maintained well.



Small overlap front: — Driver-side —

The frontal and side curtain airbags worked well together to keep the head from coming into contact with objects that could cause injury.



Small overlap front: — Driver-side —

The driver's space was maintained well, and risk of injuries to the dummy's legs and feet



Moderate overlap front —

Action shot taken during the moderate overlap frontal crash test.



Moderate overlap front —

The dummy's position in relation to the steering wheel and instrument panel after the crash was maintained very well.



Moderate overlap front —

Small greasepaint marks on the side curtain airbag show that the dummy's head motioned into the frontal airbag and then back toward the seat during the crash.



Moderate overlap front —

Forces on the lower left leg were high enough to indicate the possibility of injuries.



2015 Subaru WRX driver-side small o

Applies to 2015-18 models



2015 Subaru WRX moderate overlap t

Applies to 2015-18 models

Other model years

Model year	Small overlap front		Moderate overlap front	Side	Roof strength	Head restraints seats
	Driver	Passenger				
2018	G	G	G	G	G	G
2017	G	not rated	G	G	G	G
2016	G	not rated	G	G	G	G
2015	G	not rated	G	G	G	G

Small overlap front: Driver-side

TEST DETAILS

Applies to 2015-18 models

Overall evaluation

Structure and safety cage

Injury measures

Head/neck

Chest

Hip/thigh

Lower leg/foot

Restraints and dummy kinematics

Important: Frontal crash test ratings should be compared only among vehicles of similar w

The Subaru WRX was redesigned for the 2015 model year. Although the car shares Subaru Impreza, there are now sufficient differences for the WRX to be rated separa

Structure

The driver space was maintained well, with maximum intrusion of the lower interior compartment intrusion measured 6 cm at the upper hinge pillar and instrument panel.

Injury measures

Measures taken from the dummy indicate a low risk of any significant injuries in a crash.

Restraints and dummy kinematics

The dummy's movement was well controlled. The dummy's head loaded the frontal airbag until rebound. The side curtain airbag deployed and has sufficient forward clearance with side structure and outside objects.

Tested vehicle specifications

Tested vehicle	2015 Subaru WRX Premium 4-door 4wd
Weight	3,443 lbs.
Side airbags	front and rear head curtain airbags and front seat-mounted torso airbags
Wheelbase	104 in.
Length	181 in.
Width	71 in.
Engine	2.0 L turbocharged 4-cylinder
EPA ratings	19 mpg city / 25 mpg highway

How this test is conducted

TECHNICAL MEASUREMENTS

Measures of occupant compartment intrusion on driver side

Test ID
Lower occupant compartment
Lower hinge pillar max (cm)
Footrest (cm)
Left toe pan (cm)
Brake pedal (cm)

Parking brake (cm)

Rocker panel lateral average (cm)

Upper occupant compartment

Steering column

Upper hinge pillar max (cm)

Upper dash (cm)

Lower instrument panel (cm)

Driver injury measures

Test ID

Head

HIC-15

Peak gs at hard contact

Neck

Tension (kN)

Extension bending moment (Nm)

Maximum Nij

Chest maximum compression (mm)

Femur (kN)

Left

Right

Knee displacement (mm)

Left

Right

Knee-thigh-hip injury risk (%)

Left

Right

Maximum tibia index

Left

Right

Tibia axial force (kN)

Left

Right

Foot acceleration (g)

Left

Moderate overlap front

TEST DETAILS

Applies to 2015-18 models

Overall evaluation

Structure and safety cage

Injury measures

Head/neck

Chest

Leg/foot, left

Leg/foot, right

Restraints and dummy kinematics

Important: Frontal crash test ratings should be compared only among vehicles of similar w

The Subaru WRX was redesigned for the 2015 model year. Although the car shares Subaru Impreza, there are now sufficient differences for the WRX to be rated separate.

Injury measures

Measures taken from the neck and chest indicate low risk of injuries to these body regions. Head acceleration occurred when the dummy's head hit the steering wheel through the airbag. Forces on the left tibia indicate that lower leg injuries would be possible.

Restraints and dummy kinematics

Dummy movement was well controlled. The driver side curtain and side torso airbag dummy moved forward into the frontal airbag, its head grazed the side curtain airbag.

Tested vehicle specifications

Tested vehicle	2015 Subaru WRX Premium 4-door 4wd
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Weight	3,437 lbs.
Side airbags	front and rear head curtain airbags and front seat-mounted torso airbags
Wheelbase	104 in.
Length	181 in.
Width	71 in.
Engine	2.0 L turbocharged 4-cylinder
EPA ratings	19 mpg city / 25 mpg highway

How this test is conducted

TECHNICAL MEASUREMENTS

Measures of occupant compartment intrusion on driver side

Test ID
Footwell intrusion
Footrest (cm)
Left (cm)
Center (cm)
Right (cm)
Brake pedal (cm)
Instrument panel rearward movement
Left (cm)
Right (cm)
Steering column movement
Upward (cm)
Rearward (cm)
A-pillar rearward movement (cm)

Driver injury measures

Test ID
Head
HIC-15
Peak gs at hard contact
Neck

Tension (kN)
Extension bending moment (Nm)
Maximum Nij
Chest maximum compression (mm)
Legs
Femur force - left (kN)
Femur force - right (kN)
Knee displacement - left (mm)
Knee displacement - right (mm)
Maximum tibia index - left
Maximum tibia index - right
Tibia axial force - left (kN)
Tibia axial force - right (kN)
Foot acceleration (g)
Left
Right

Side

TEST DETAILS

Applies to 2017-18 models

Overall evaluation
Structure and safety cage
Driver injury measures
Head/neck
Torso
Pelvis/leg
Head protection
Rear passenger injury measures
Head/neck
Torso
Pelvis/leg
Head protection

Side crash test ratings can be compared across vehicle categories.

The Subaru WRX was redesigned for the 2015 model year. Although the car shares Subaru Impreza, there are now sufficient differences for the WRX to be rated separately. Side curtain and side thorax airbags were modified to improve occupant protection in

Two tests of the WRX were conducted, one of a 2015 model by the Institute and the other of **side crash test verification**. These vehicles are rated separately, except that the ratings are based on both tests.

Injury measures

Driver — Measures taken from the dummy indicate a low risk of any significant injury.

Passenger — Measures taken from the dummy indicate a low risk of any significant injury.

Head protection

Driver — The dummy's head was protected from being hit by any hard structures, including the side curtain airbag that deployed from the roof.

Passenger — The dummy's head was protected from being hit by any hard structure, including the side curtain airbag that deployed from the roof.

Tested vehicle specifications

Tested vehicle	2017 Subaru WRX Premium 4-door 4wd
Weight	3,342 lbs.
Side airbags	standard front and rear head curtain airbags and standard front seat-mounted
Wheelbase	104 in.
Length	181 in.
Width	71 in.
Engine	2.0 L turbocharged 4-cylinder
EPA ratings	20 mpg city / 27 mpg highway

How this test is conducted

TECHNICAL MEASUREMENTS

Measures of occupant compartment intrusion on driver side

Test ID

B-pillar to longitudinal centerline of driver's seat (cm)

Negative numbers indicate the amount by which the crush stopped short of the seat centerline.

Driver injury measures

Test ID

Head HIC-15

Neck

Tension (kN)

Compression (kN)

Shoulder

Lateral deflection (mm)

Lateral force (kN)

Torso

Maximum deflection (mm)

Average deflection (mm)

Maximum deflection rate (m/s)

Maximum viscous criterion (m/s)

Pelvis

Iliac force (kN)

Acetabulum force (kN)

Combined force (kN)

Left femur

L-M force (kN)

L-M moment (Nm)

A-P moment (Nm)

Passenger injury measures

Test ID

Head HIC-15

Neck

Tension (kN)

Compression (kN)

Shoulder

Lateral deflection (mm)

Lateral force (kN)

Torso

Maximum deflection (mm)

Average deflection (mm)

Maximum deflection rate (m/s)

Maximum viscous criterion (m/s)

Pelvis

Iliac force (kN)

Acetabulum force (kN)

Combined force (kN)

Left femur

L-M force (kN)

L-M moment (Nm)

A-P moment (Nm)

Roof strength

TEST DETAILS

Applies to 2015-18 models

Overall evaluation

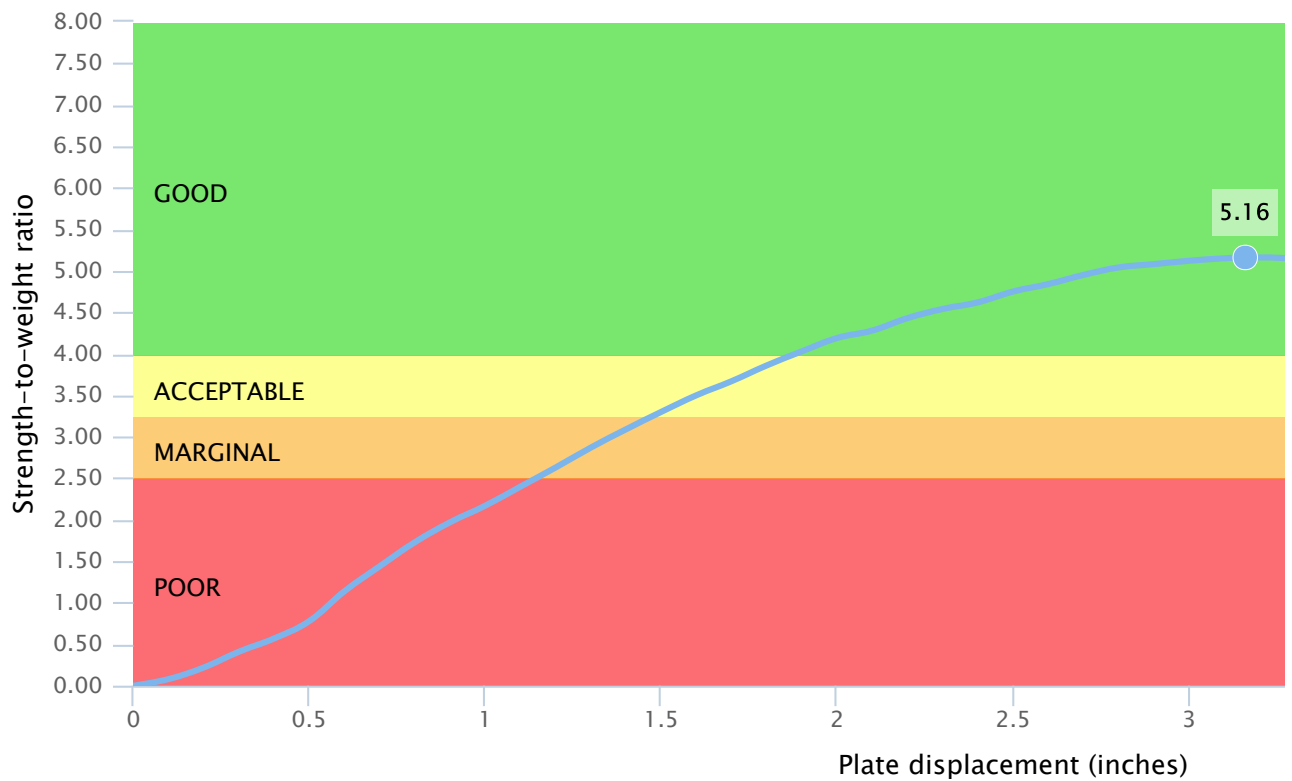
Curb weight

Peak force

Strength-to-weight ratio

Tested vehicle

Roof strength test ratings can be compared across vehicle categories.



In the test, the strength of the roof is determined by pushing a metal plate against one side of it at a slow but constant speed. The force applied relative to the vehicle's weight is known as the strength-to-weight ratio. This graph shows how the ratio varied as the test of this vehicle progressed. The peak strength-to-weight ratio recorded at any time before the roof is crushed 5 inches is the key measurement of roof strength.

A good rating requires a strength-to-weight ratio of at least 4. In other words, the roof must withstand a force of at least 4 times the vehicle's weight before the plate crushes the roof by 5 inches. For an acceptable rating, the minimum required strength-to-weight ratio is 3.25. For a marginal rating, it is 2.5. Anything lower than that is poor.

How this test is conducted

Head restraints & seats Manual cloth seats

TEST DETAILS

Applies to 2015-18 models

Overall evaluation

Dynamic rating

Seat/head restraint geometry

Important: Ratings for head restraints & seats should be compared only among vehicles o

Seat type

Manual cloth seats

How this test is conducted

TECHNICAL MEASUREMENTS

Seat type

Geometry

Backset (mm)

Distance below top of head (mm)

Seat design parameters

Pass/fail

Max T1 acceleration (g)

Head contact time (ms)

Force rating

Neck forces

Max neck shear force (N)

Max neck tension (N)

Front crash prevention

DETAILS

Applies to 2016-18 models

System details

- ▶ optional EyeSight
-

Package name

- ▶ optional EyeSight
-
-

Overall evaluation

6

Forward collision warning

This system meets the National Highway Traffic Safety Administration's criteria for forward warning.

Low-speed autobrake

2 po

In the 12 mph IIHS test, this vehicle avoided a collision.

High-speed autobrake

3 po

In the 25 mph IIHS test, this vehicle avoided a collision.

How this rating is determined

Headlights

TEST DETAILS

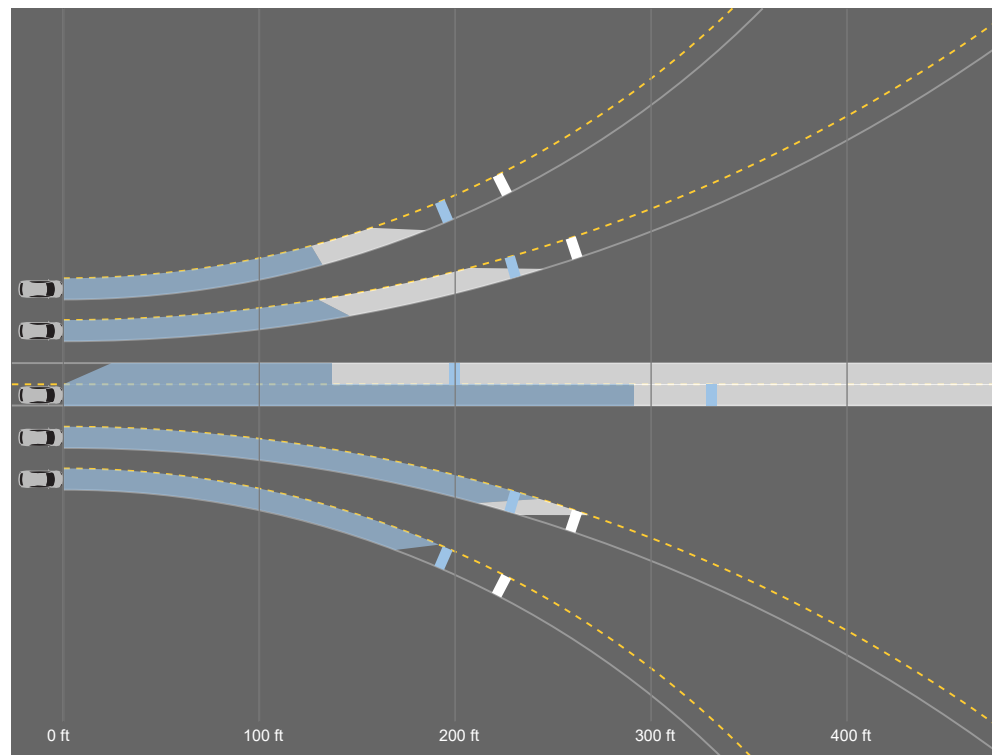
Ratings are given for 3 different headlight variations available for this vehicle

Trim level(s)

Limited trim equipment package

Low-beam headlight type	LED projector
High-beam headlight type	Halogen reflector
Curve-adaptive?	Yes
Automatically switches between low beams and high beams (high-beam assist)?	No
Overall rating	M

Distance at which headlights provide at least 5 lux illuminance



Low beams

On the straightaway, visibility was fair on the right side of the road and inadequate on the left side. On the gradual right curve, visibility was good on the right side of the road and inadequate on the left side. On the sharp right curve, visibility was fair on the right side of the road and inadequate on the left side. On both left curves, visibility was inadequate on both sides of the road.

The low beams never exceeded glare limits.

High beams

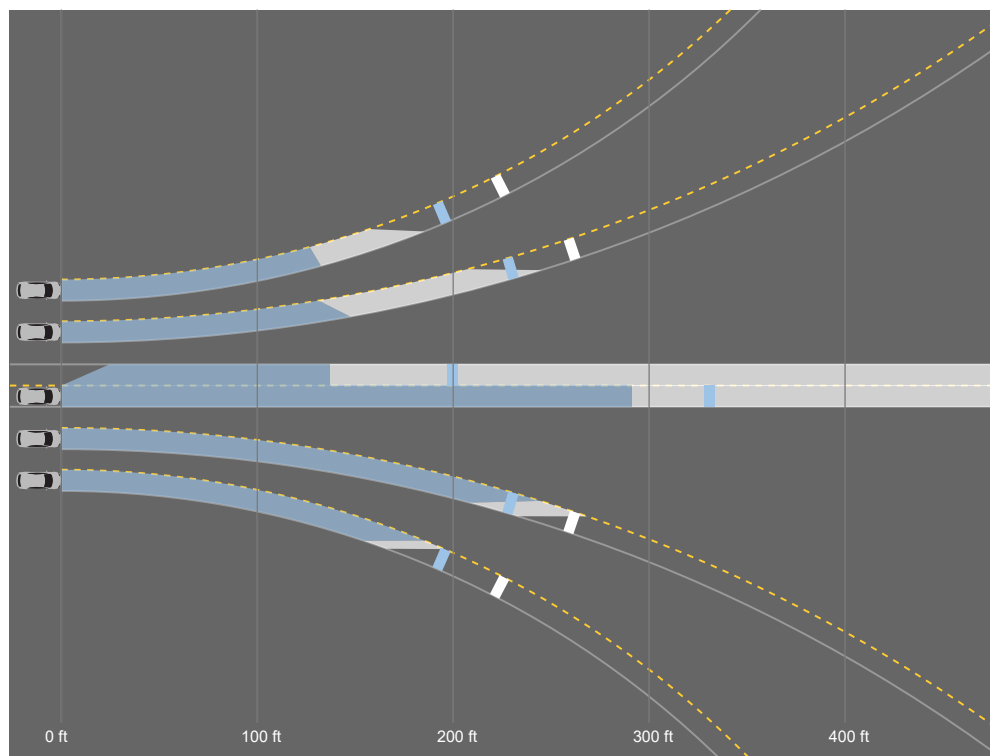
On the straightaway, visibility was good on both sides of the road. On curves, visibility was good on the right side of the road and inadequate on the left side. On the sharp right and both left curves, visibility was inadequate on both sides of the road.

How this test is conducted



Trim level(s)	Limited trim STI trim STI Limited trim
Low-beam headlight type	LED projector
High-beam headlight type	Halogen reflector
Curve-adaptive?	No
Automatically switches between low beams and high beams (high-beam assist)?	No
Overall rating	M

Distance at which headlights provide at least 5 lux illuminance



Low beams

On the straightaway, visibility was fair on the right side of the road and inadequate on the left side. On curves, visibility was fair on both right curves and inadequate on both left curves.

The low beams never exceeded glare limits.

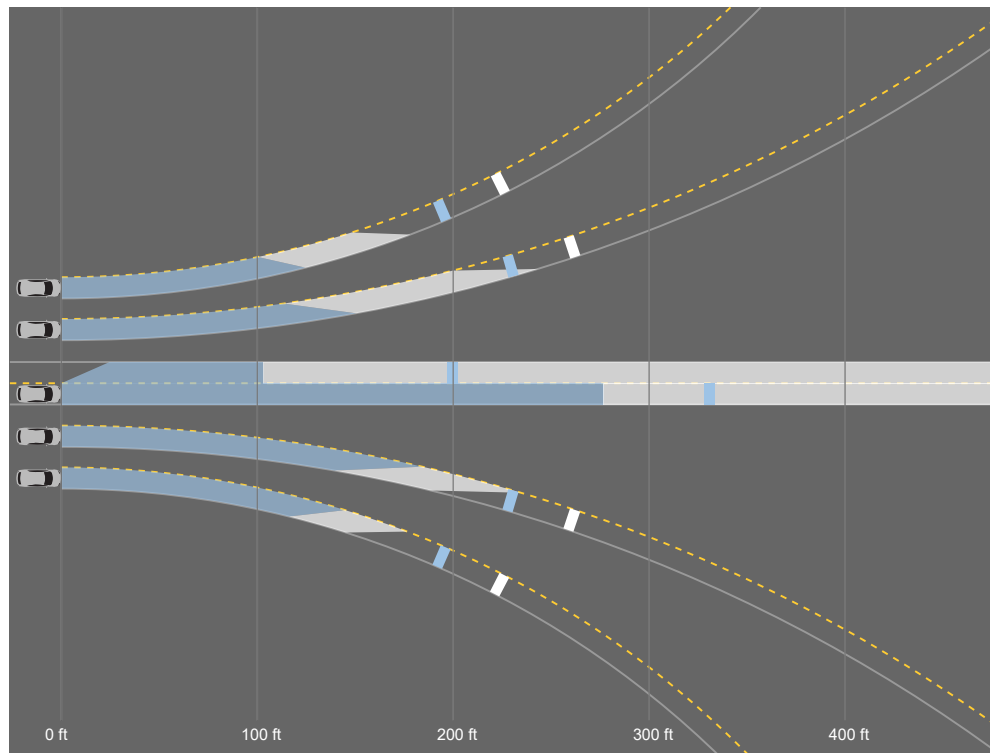
High beams

On the straightaway, visibility was good on both sides of the road. On curves, visibility was good on the sharp right and both left curves.

How this test is conducted

Trim level(s)	Base trim Premium trim
Low-beam headlight type	Halogen projector
High-beam headlight type	Halogen reflector
Curve-adaptive?	No
Automatically switches between low beams and high beams (high-beam assist)?	No
Overall rating	P

Distance at which headlights provide at least 5 lux illuminance



Low beams

On the straightaway, visibility was fair on the right side of the road and inadequate c inadequate in all 4 tests.

The low beams never exceeded glare limits.

High beams

On the straightaway, visibility was good on both sides of the road. On curves, visibil

How this test is conducted

TECHNICAL MEASUREMENTS

Trim level(s)	Limited trim equipped with EyeSight Drive
Low-beam headlight type	LED projector
High-beam headlight type	Halogen reflector
Curve-adaptive?	Yes
High-beam assist?	No
Overall rating Applies to 2016-17 models	M

LOW BEAMS	Average minimum useful illumination distance (5 lux)	Amount glare exceeded threshold
Straightaway right edge	88.8 m	None
Straightaway left edge	41.8 m	None
250m radius right curve, right edge	65.7 m	None
250m radius left curve, left edge	40.1 m	None
150m radius right curve, right edge	53.3 m	None
150m radius left curve, left edge	39.4 m	None

HIGH BEAMS	Average minimum useful illumination distance (5 lux)
Straightaway right edge	164.6 m
Straightaway left edge	153.6 m
250m radius right curve, right edge	72.5 m
250m radius left curve, left edge	64.3 m
150m radius right curve, right edge	52.2 m
150m radius left curve, left edge	49.3 m

Trim level(s)	Limited trim STI trim
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STI Limited trim

Low-beam headlight type	LED projector
High-beam headlight type	Halogen reflector
Curve-adaptive?	No
High-beam assist?	No
Overall rating Applies to 2016-17 models	M

LOW BEAMS	Average minimum useful illumination distance (5 lux)	Amount glare exceeded threshold
Straightaway right edge	88.8 m	None
Straightaway left edge	41.8 m	None
250m radius right curve, right edge	64.7 m	None
250m radius left curve, left edge	40.5 m	None
150m radius right curve, right edge	48.5 m	None
150m radius left curve, left edge	39.5 m	None

HIGH BEAMS	Average minimum useful illumination distance (5 lux)
Straightaway right edge	164.6 m
Straightaway left edge	153.6 m
250m radius right curve, right edge	72.5 m
250m radius left curve, left edge	64.3 m
150m radius right curve, right edge	52.2 m
150m radius left curve, left edge	49.3 m

Trim level(s)	Base trim Premium trim
Low-beam headlight type	Halogen projector
High-beam headlight type	Halogen reflector
Curve-adaptive?	No
High-beam assist?	No
Overall rating Applies to 2016-18 models	P

LOW BEAMS	Average minimum useful illumination distance (5 lux)	Amount glare exceeded threshold
Straightaway right edge	84.4 m	None
Straightaway left edge	31.5 m	None
250m radius right curve, right edge	43.0 m	None
250m radius left curve, left edge	34.9 m	None
150m radius right curve, right edge	36.2 m	None
150m radius left curve, left edge	31.1 m	None

HIGH BEAMS	Average minimum useful illumination distance (5 lux)
Straightaway right edge	162.0 m
Straightaway left edge	150.5 m
250m radius right curve, right edge	58.4 m
250m radius left curve, left edge	61.9 m
150m radius right curve, right edge	45.5 m
150m radius left curve, left edge	46.4 m

Child seat anchors (LATCH) ease of use Models bu

DETAILS

Applies to 2017-18 models built after January 2017

Overall evaluation **A**

How this rating

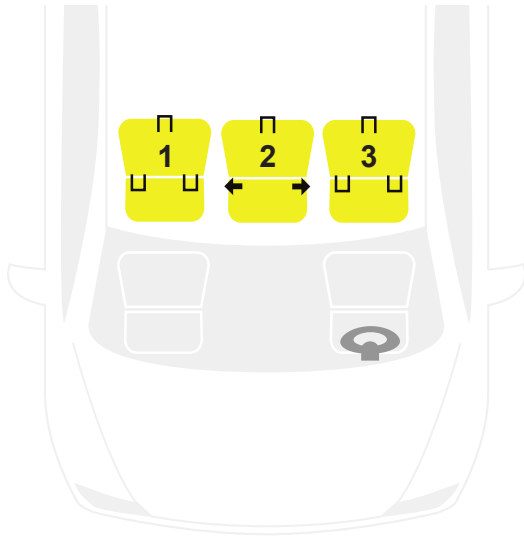
Vehicle trim Limited

Seat type leather

This vehicle has 2 rear seating positions with complete child seat attachment (LATCH)

It has 1 additional seating position with a tether anchor and the ability to borrow low positions.

Note: When anchors are borrowed, they aren't available to use in their designated p



Good
Acceptable
Marginal
Poor
<input type="checkbox"/> Seating positions that rely on borrowed lower anchors or have only a tether anchor available are not rated.
Tether anchor
Lower anchors
Lower anchor(s) can be borrowed from adjacent position(s)
No hardware available

Details by seating position

1	Tether anchor
	easy-to-find location
	no other hardware could be confused for anchor
	Lower anchors
	too deep in seat
	not too much force needed to attach
	easy to maneuver around anchors
	Tether anchor

2

easy-to-find location

no other hardware could be confused for anchor

Lower anchors

Can be borrowed from 1 and 3

3

Tether anchor

easy-to-find location

no other hardware could be confused for anchor

Lower anchors

too deep in seat

not too much force needed to attach

easy to maneuver around anchors

TECHNICAL MEASUREMENTS

Seat position 21 **3**

Lower anchor A

Open access rated

Depth

Force (lbs)

Clearance angle (degrees)

Lower anchor B

Open access rated

Depth

Force (lbs)

Clearance angle (degrees)

Tether anchor

Location

Confusing hardware present

Has contrasting label
within 3 inches of tether anchor

Seat position 22 **2**

Lower anchor A

Lower latch is shared for this seat position

Lower anchor B

Lower latch is shared for this seat position

Tether anchor

Location

Confusing hardware present

Has contrasting label
within 3 inches of tether anchor

Seat position 23 **1**

Lower anchor A

Open access rated

Depth

Force (lbs)

Clearance angle (degrees)

Lower anchor B

Open access rated

Depth

Force (lbs)

Clearance angle (degrees)

Tether anchor

Location

Confusing hardware present

Has contrasting label
within 3 inches of tether anchor

Models built before February 2017

DETAILS

Applies to 2016-17 models built before February 2017

Overall evaluation **M**

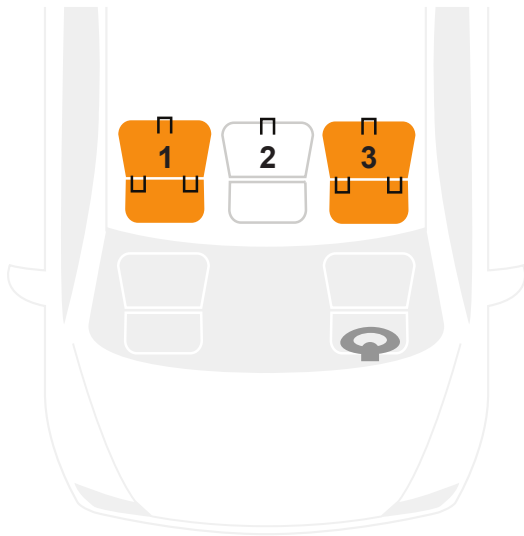
[How this rating](#)

Vehicle trim Premium

Seat type cloth

This vehicle has 2 rear seating positions with complete child seat attachment (LATC

It has 1 additional seating position with a tether anchor only.



Good
Acceptable
Marginal
Poor
<input type="checkbox"/> Seating positions that rely on borrowed lower anchors or have only a tether anchor available are not rated.
Tether anchor
Lower anchors
Lower anchor(s) can be borrowed from adjacent position(s)
No hardware available

Details by seating position

1	Tether anchor
	easy-to-find location
	no other hardware could be confused for anchor
	Lower anchors
	too deep in seat
	not too much force needed to attach

difficult to maneuver around anchors

2 Tether anchor

easy-to-find location

no other hardware could be confused for anchor

Lower anchors

none available

3 Tether anchor

easy-to-find location

no other hardware could be confused for anchor

Lower anchors

too deep in seat

not too much force needed to attach

difficult to maneuver around anchors

TECHNICAL MEASUREMENTS

Seat position 21 **3**

Lower anchor A

Open access rated

Depth

Force (lbs)

Clearance angle (degrees)

Lower anchor B

Open access rated

Depth

Force (lbs)

Clearance angle (degrees)

Tether anchor

Location

Confusing hardware present

Has contrasting label
within 3 inches of tether anchor

Seat position 22 **2**

Lower anchor A

No lower latch for this seat position

Lower anchor B

No lower latch for this seat position

Tether anchor

Location

Confusing hardware present

Has contrasting label
within 3 inches of tether anchor

Seat position 23 1

Lower anchor A

Open access rated

Depth

Force (lbs)

Clearance angle (degrees)

Lower anchor B

Open access rated

Depth

Force (lbs)

Clearance angle (degrees)

Tether anchor

Location

Confusing hardware present

Has contrasting label
within 3 inches of tether anchor

Other safety features

Side airbags: front and rear head curtain airbags and front seat-mounted torso airbags

Rollover sensor: designed to deploy the side curtain airbags in the event of an impending rollover

Driver knee airbag: a separate airbag in the lower instrument panel designed to minimize knee injuries

Electronic stability control

Antilock brakes

Daytime running lights