

OVERALL SCORE

76

✓ CR Recommended

2023 Subaru Impreza

CR MPG Overall 30 / City 21 / Hwy 41 mpg
#3 of 14 Small Sedans

✓ HIGHS

- Comfortable ride
- Relatively roomy interior
- Easy-to-use controls
- Standard AWD without a fuel economy penalty

✗ LOWS

- Some engine noise
- Driver's seat short on lumbar support

ROAD TEST

86/100

PREDICTED RELIABILITY

3/5

PREDICTED OWNER SATISFACTION

3/5

48

76

83

RANGE OF TESTED COMPACT CARS

Road Test Results

Performance

Acceleration	<div></div>	3/5
0 to 60 mph (sec.)	9.5 sec	
Transmission	<div></div>	5/5
Braking	<div></div>	5/5
Emergency Handling	<div></div>	4/5

Comfort/Convenience

Ride	<div></div>	4/5
Noise	<div></div>	4/5

Front Seat Comfort	<div></div>	3/5
Rear Seat Comfort	<div></div>	4/5
Interior Fit & Finish	<div></div>	3/5
Trunk/Cargo Area	<div></div>	3/5

Fuel Economy & Emissions

Fuel Economy	<div></div>	4/5
CR's Overall Mileage	30 mpg	
CR's City Mileage	21 mpg	
CR's Highway Mileage	41 mpg	
Annual Fuel Cost	\$1,585	
Greenhouse Gas	<div></div>	6/10
Smog Rating	<div></div>	7/10

Survey Results



Reliability History

2015	2016	2017	2018	2019	2020	2021	2022
!	!	!	▲	!	!	!	▲

Owner Satisfaction

2015	2016	2017	2018	2019	2020	2021	2022
▼	▼	▼	▼	▼	▼	!	▲
Driving Experience	<div></div>	69/100					
Comfort	<div></div>	65/100					
Value	<div></div>	63/100					

CR Road Test Results

The Impreza impresses us most with its roominess, user-friendliness, and ride comfort that puts some luxury cars to shame.

Practicality, safety and comfort all come to play with the current Impreza. The cabin is roomy, the car's solid structure delivers optimal ride and handling, and Subaru's EyeSight suite of advanced safety features is widely available—but we think it should be standard on all trims.

The interior has a hint of styling flair that shows Subaru is giving consumers more than just a utilitarian, reliable, and fuel-efficient car. Take a look inside up-level models such as the Sport and Limited and you'll see what we mean.

Imprezas have long been among the most comfortable-riding compact cars. The suspension effectively swallows up broken pavement jolts and rides better than some cars that cost twice as much—and seems to do so without breaking a sweat.

The Impreza is quiet inside, with reduced road and wind noise compared with previous generations. Still, some engine thrum is noticeable. The ride and the relative quietness bring a feeling of substance to the car.

The 2.0-liter four-cylinder engine scoots the Impreza along just fine. The continuously variable transmission (CVT) has artificial gear changes built into it that also help diminish engine noise.

On the road, the Impreza is a satisfying drive. Steering is responsive and the body remains surefooted in corners, no matter how bumpy the road. Just don't expect to experience the driver engagement level found in some competing models, such as the Mazda3 or Volkswagen Golf. Even when we drove it hard on our track, the Impreza remained secure.

Standard all-wheel drive adds a peace of mind to those who regularly deal with snow, rain, or mixed precipitation, and it comes with little penalty in fuel economy. The Impreza achieves a commendable 30 mpg overall, which is behind its most frugal competitors, but ahead of several other front-drive challengers.

Inside, the Impreza scores big where it counts: It has one of the roomiest backseats in the class and its infotainment system is easy to use. That system is compatible with Apple CarPlay and Android Auto. On the down side, the driver's seat doesn't offer enough lower-back support.

Despite the higher price for an AWD car, the Impreza remains a competitive value even after adding the optional EyeSight safety feature. The hatchback version adds versatility for a modest added cost.

All told, the Impreza is well-rounded, providing compact car buyers room, features, and convenience. It might not be flashy, but the Impreza is just right.

Best Version to Get

Most buyers will step up to the mid-grade Premium version, which adds alloy wheels, heated front seats, and the EyeSight safety system. Opting for the upscale Sport gets you 18-inch wheels, a bigger touch screen, and nicer interior trim. We'd also add the blind spot warning system.

Notable changes:

Starting in 2019, Limited models come standard with EyeSight, and reverse automatic braking.

Changes for 2020 include standard EyeSight on Premium trim lines as well as the Sport trim for the sedan body style. A rear-seat reminder system is now optional.

The 2023 model remains mostly unchanged.

To read the full road test, visit [www.consumerreports.org/cars/subaru/impreza/2023/road-test-report](#)