
Subaru Crosstrek: New name, tried and tested virtues

Von Frank Wald

New face, new technology, new name - what used to be called the Subaru XV is now known as the Crosstrek. In the USA, the 4.50 meter long SUV has long been part of the everyday street scene under this name. But regardless of what it was called, the coupé-like crossover is also a bestseller in Subaru's model range in Europe. Around 40 percent of customers bought it last year. And two out of three were first-time buyers, which means the car can be described as a real conqueror.

In Germany, too, it has repeatedly battled with the Outback and Forester for the top spot in terms of registrations. Now it is up to the new Crosstrek to continue its success with a refreshed look, new drive and more infotainment functions. Its technically identical Impreza saloon version can also look forward to the same update.

In fact, the most striking feature of the Crosstrek is the more strongly contoured front and rear sections with a larger radiator grille, higher hood, LED headlights and tail lights, flared wheel arches and striking plastic planks, which give it a more muscular appearance overall. The latter are missing from the newly launched Impreza partner model, which is built on the same technical basis but is around five centimetres lower and also has less ground clearance.

In contrast, the Crosstrek, with 22 centimeters between the floor pan and the road, easily follows full-size off-road vehicles over hill and dale. The permanent symmetrical all-wheel drive does the rest. Especially in combination with the X-Mode off-road driving program, which is automatically activated below 40 km/h and now also improves traction when reversing. In contrast, neither model is a space miracle when it comes to the trunk - however, the 315 liters can be expanded to around 1297 liters by folding the seats.

Just like the all-wheel drive, the boxer engine is also part of every Subaru model. However, the range has been reduced to the electrified 2-liter E-Boxer, while the 1.6-liter engine without electric assistance has been dropped without replacement. In addition, the mild hybrid system, now with 100 kW (136 PS), has also lost 14 PS of power compared to its predecessor. Instead, the small electric motor, which is integrated into the continuously variable transmission, provides an additional 12.3 kW of power and 66 Newton meters of torque when starting and accelerating.

The Crosstrek needs just under eleven seconds (10.8) to reach 100 km/h from a standstill - that's not particularly sporty, but powerful enough to easily master even steep climbs or get out of corners quickly on slippery surfaces. At the same time, the well-balanced steering implements short changes of direction directly and cleanly. However, the Boxer is not a fuel consumption miracle. Despite electrification, the standard value of 7.7 liters is quite steep and, as we experienced in practice, increases by a good two liters depending on the driving style.

The continuously variable Lineartronic automatic transmission is responsible for power transmission as standard, which is both a blessing and a curse. In mixed urban traffic, it offers a comfortable glide, but when things get a little faster, the unchanged rubber-band-like whine of the transmission is annoying. The SI-Drive driving mode selection is of little help here, because although the increase in the torque curve in Sport mode is displayed in the cockpit, it is virtually imperceptible.

Comfort is provided by the new seats, which are now more decoupled from the bodywork, which helps to reduce head and body movements caused by transmitted vibrations by up to 40 percent. This means less back and neck pain, especially on long journeys. The eye-catcher in the interior is the 11.6-inch full HD touchscreen as the central control element for all infotainment functions. The display is also used to control smartphones connected via Apple CarPlay or Android Auto, the dual-zone automatic air conditioning and the equipment-dependent navigation. For the first time, this also includes "what3words"

mapping, where three words are enough to find even the most remote locations - very helpful for Subaru's regular clientele of hunters and foresters in the great outdoors.

The extended Eye-Sight system, which is now equipped with three lenses, promises greater safety. This results in a larger detection area, which has almost doubled compared to the previous version. For example, pedestrians and two-wheelers to the left and right of the vehicle are now also registered and the cruise control can now also interpret traffic signs and automatically adjust the speed to the applicable limits. The Eyesight Assist monitor, available for the first time, also displays warnings directly in the windscreen

An enhanced Emergency Brake Assist prevents collisions when reversing, while Driver Detection reacts to drowsiness, distraction and inattention. The Subaru Crosstrek's safety equipment is rounded off by Lane Change Assist, Blind Spot Assist, Cross Traffic Assist and a rear seat reminder. In an emergency, nine airbags provide protection, including a center airbag between the front seats, a knee airbag for the driver and a seat-mounted airbag for the front passenger.

The Eyesight system is part of the standard equipment, which is also impressive in other respects. In addition to the safety arsenal and automatic transmission, even the basic version includes a 2-zone automatic air conditioning system and the 11.6-inch infotainment touchscreen including DAB+ digital radio, six loudspeakers, two USB ports and wireless smartphone integration. Electrically adjustable and heated exterior mirrors, the 4.2-inch display behind the multifunction leather steering wheel, electric windows, light and rain sensor, heated seats, reversing camera and 17-inch alloy wheels also come as standard.

Higher trim levels add a high beam assistant, auto-dimming interior mirror, heated steering wheel, electric adjustment for the driver and front passenger seats, navigation system, electric glass sunroof and leather seats front and rear. Prices for the Crosstrek, which officially launches in Germany on January 27, 2024, start from €34,790. The top version Platinum, which we drove, costs 40,390 euros. (aum)

Data Subaru Crosstrek 2.0i Platinum:

Length x width x height (m): 4.50 x 1.80 x 1.60

Wheelbase (m): 2.67

Drive: Four-cylinder petrol engine, 1995 cc, (12.3 kW-E), AWD, CVT automatic transmission

System output: 100 kW / 136 hp at 5600 rpm

Max. Torque: 182 Nm at 4000 rpm

Top speed: 198 km/h

Acceleration 0 to 100 km/h: 10.8 sec.

WLTP average fuel consumption: 7.7 liters

Emission standard: 6d-ISC-FCM

CO2 emissions: 174 g/km

Unladen weight / payload: min. 1628 kg / max. 397 kg

Trunk volume: 315-1297 liters

Max. Towing capacity: 1250 kg

Base price: 34,790 euros

Test car price: 40,390 euros

Images for article



Subaru Crosstrek.

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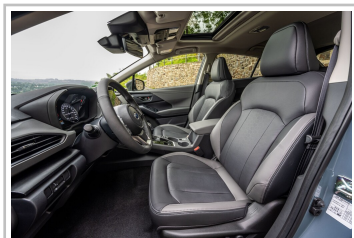
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