

OVERALL SCORE

75

✓ CR Recommended Green Choice

2023 Subaru Solterra

CR MPGE Overall 102 / City 93 / Hwy 111 mpg
#11 of 21 Compact sport-utility vehicles

✓ **HIGHS**

- Acceleration
- Agility
- No tailpipe emissions

✗ **LOWS**

- Slow charging and limited range compared to other EVs
- Stingy EV-specific displays
- No glovebox

ROAD TEST

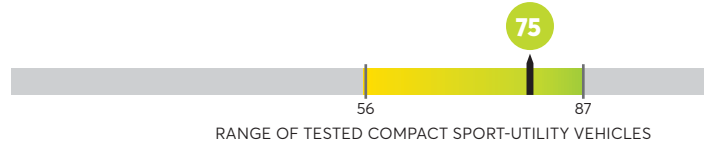
77/100

PREDICTED RELIABILITY

3/5

PREDICTED OWNER SATISFACTION

4/5



Road Test Results

Performance

Acceleration 0 to 60 mph (sec.)	5/5	6.4 sec
Transmission	5/5	
Braking	4/5	
Emergency Handling	4/5	

Comfort/Convenience

Ride	3/5
Noise	4/5

Front Seat Comfort	4/5
Rear Seat Comfort	3/5
Interior Fit & Finish	4/5
Trunk/Cargo Area	2/5

Fuel Economy & Emissions

Fuel Economy	5/5
CR's Overall Mileage	102 mpg
CR's City Mileage	93 mpg
CR's Highway Mileage	111 mpg
Annual Fuel Cost	NA
Greenhouse Gas	10/10
Smog Rating	10/10

Survey Results



Reliability History

2015	2016	2017	2018	2019	2020	2021	2022
X	X	X	X	X	X	X	X

Owner Satisfaction

2015	2016	2017	2018	2019	2020	2021	2022
X	X	X	X	X	X	X	X

Driving Experience	NA
Comfort	NA
Value	NA

CR Road Test Results

2023 Subaru Solterra Is the Brand's First All-Electric Vehicle

It has many of the same positives and negatives as the almost identical Toyota bZ4X

Overview

We have completed testing of the Solterra. Stay tuned for the full road-test report.

The 2023 Subaru Solterra the brand's first widely offered all-electric car; it's also related to the Toyota bZ4X. But other than the Subaru badging and the ever-so-slightly different nose and tail treatments, there's little to visually distinguish the Solterra from the bZ4X. It's only when you dig into the details that you can tease out the differences. And frankly, those aren't particularly meaningful.

This shared-platform approach isn't all-new ground for the automakers, who have been selling the almost identical Subaru BRZ and Toyota GR86 sporty cars, which are currently in their second generation, for almost 10 years. But that's a niche market, and there is further differentiation between those clones.

Electric vehicle sales are increasing every year, and it seems as if a new EV is being introduced every month. So into this competitive market comes the Solterra, which, like the bZ4X, is a competent if unexciting entry that has some things going for

it but a number of shortcomings.

These new EVs come with onboard chargers that range from 7.7 to 11.5 kilowatts. Think of them as the funnel that channels electricity to the battery from the wall. The bZ4X has a humble 6.6-kW onboard charger that limits the speed of charging when plugged into a typical Level 2 home charger. At least when it comes to DC fast charging in public places on a long trip, it's capable of accepting up to 150-kW output, which is competitive. The FWD bZ4X can take up to 150 kW. The AWD bZ4X and Solterra can take up to 100.

The Solterra comes with the EyeSight suite of active safety and driver assistance systems. Not every feature below is technically part of EyeSight, but they're all standard. Semantics.

These features include forward collision warning, automatic emergency braking with pedestrian and cyclist detection, blind spot warning, rear cross traffic warning, lane departure warning, lane centering assistance, adaptive cruise control, automatic high beams, and a rear-seat reminder to avoid leaving a child or pet behind.

Like the bZ4X, the system has improved radar and camera ability over other Subaru and Toyota safety systems, and expands on the existing driver assistance features. For example, AEB gains motorcyclist, guard rail, and low-light cyclist detection.

To gain early experience with this significant new model, we rented a preproduction vehicle from the automaker.

To read the full road test go to <https://www.consumerreports.org/cars/subaru/solterra/2023/road-test-report>