



Subaru Levorg
Standard Safety Equipment

2016



Adult Occupant



92%

Child Occupant



83%

Pedestrian



75%

Safety Assist



68%

SPECIFICATION

| | |
|-------------------------------|-----------------------------|
| Tested Model | Subaru Levorg 1.6 GT-S, LHD |
| Body Type | - 5 door estate |
| Year Of Publication | 2016 |
| Kerb Weight | 1574kg |
| VIN From Which Rating Applies | - all Subaru Levorgs |
| Class | Small Family Car |

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | ✘ |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ● | ✘ | ✘ |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ✘ |
| Side pelvis airbag | ● | ● | ✘ |

Version 220816

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-------------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | — | ✗ | ● |
| Integrated CRS | — | ✗ | ✗ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ✗ |
| AEB City | ● |
| AEB Inter-Urban | ● |
| Speed Assistance System | ✗ |
| Lane Assist System | ● |

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
- Not fitted to the test vehicle but available as option or as part of the safety pack ✗ Not available — Not applicable

ADULT OCCUPANT

Total 35.0 Pts / 92%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.2 Pts




Passenger Driver

Frontal Full Width 7 Pts




Rear Passenger Driver

Whiplash Rear Impact 2.3 Pts



Front seat Rear seat

Lateral Impact 15.6 Pts



Car Pole

AEB City 3

Performance: ■ Good

 ADULT OCCUPANT

Total 35.0 Pts / 92%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings showed good protection of the knees and femurs of the driver and passenger. Subaru showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. Protection of the driver's chest was rated as marginal, owing to dummy readings of chest compression. In the full width rigid barrier test, protection was good except for the chest of the front seat driver, protection of which was adequate and the chest of the rear seat passenger, protection of which was marginal. In the side impact barrier test the Levorg scored maximum points with good protection of all critical body regions. In the more severe side pole impact, the Levorg provided good protection to all body regions except the chest, protection of which was adequate. Tests showed that the whiplash protection provided by the front seats and head restraints was good in the event of a rear end collision and a geometric assessment of the rear seats indicated good protection there also. Increased whiplash protection is provided by an autonomous emergency braking system. The system performed well in tests at the low speeds typical of city driving at which many whiplash accidents occur.

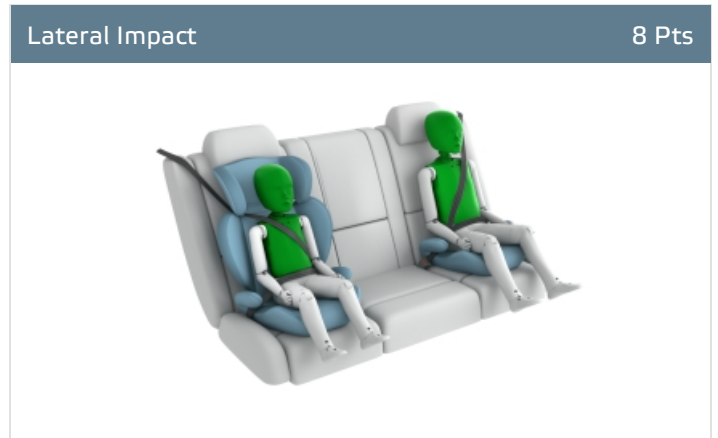
CHILD OCCUPANT

Total 41.0 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

20 Pts



Restraint for 6 year old child: *Subaru KidFix*
 Restraint for 10 year old child: *Graco booster*
Safety Features

9 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix | ✗ | ● | ✗ |
| i-Size | ✗ | ● | ✗ |
| Integrated CRS | ✗ | ✗ | ✗ |

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12 Pts

● Install without problem
 ○ Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ i-Size CRS



CHILD OCCUPANT

Total 41.0 Pts / 83%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X3 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 41.0 Pts / 83%

| | Seat Position | | | |
|---|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | ✗ | ● | ✗ | ● |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize) | ✗ | ● | ✗ | ● |
| BeSafe iZi Kid X1 i-Size (iSize) | ✗ | ● | ✗ | ● |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX) | ✗ | ● | ✗ | ● |
| BeSafe iZi Kid X3 ISOfix (ISOFIX) | ✗ | ● | ✗ | ● |
| Römer Duo Plus (ISOFIX) | ✗ | ● | ✗ | ● |
| Römer KidFix XP (ISOFIX) | ✗ | ● | ✗ | ● |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ● | ● |
| Maxi Cosi Cabriofix & EasyBase2 (Belt) | ● | ● | ✗ | ● |
| Römer King II LS (Belt) | ● | ● | ● | ● |
| Römer KidFix XP (Belt) | ● | ● | ● | ● |

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

Comments

In the frontal offset test, neck tension and chest deceleration revealed, respectively, marginal and weak protection for those body areas in the 6 year dummy. Protection of the 10 year dummy was good, apart from marginal protection of the neck, and, in the side impact, was good for all critical body areas for both child dummies. The Levorg has an automatic system for disabling the front passenger airbag when, for example, a rearward-facing child restraint is used in that position. The system met Euro NCAP's requirements and was rewarded. All child restraints for which the Levorg is designed could be properly installed and accommodated.

PEDESTRIAN PROTECTION

Total 31.7 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|-----------------------|---|-------------|----------|---------------|---------|------------|-------|
| Pedestrian Protection | 31.7 Pts | | | | | | |
| | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table> | Head Impact | 16.1 Pts | Pelvis Impact | 4.5 Pts | Leg Impact | 6 Pts |
| Head Impact | 16.1 Pts | | | | | | |
| Pelvis Impact | 4.5 Pts | | | | | | |
| Leg Impact | 6 Pts | | | | | | |

| | | |
|------------------------|---|-------|
| AEB Pedestrian | | 5 Pts |
| System Name | Eyesight | |
| Type | Auto-Brake with Forward Collision Warning | |
| Operational From | 0 Km/h | |
| Additional Information | Defaults on for every journey; operates above 40km/h and in low ambient light | |

| | | |
|--|---------------------------------|--------------------------------|
| PERFORMANCE ■ | | |
| | Autobrake Function | |
| | Avoidance | Mitigation |
| Running Adult crossing from Farside | Collision avoided up to 50 km/h | Impact mitigated up to 55 km/h |
| Walking Adult crossing from Nearside -25% | Collision avoided up to 40 km/h | Impact mitigated up to 60 km/h |
| Walking Adult crossing from Nearside -75% | Collision avoided up to 60 km/h | |
| Running Child from behind parked vehicles | Collision avoided up to 25 km/h | Impact mitigated up to 40 km/h |

Comments

The bonnet provided good or adequate head protection over most of its surface, with some poorer results only along the front edge and on the stiff windscreen pillars. Protection provided by the bumper to pedestrians' legs was mixed, ranging from weak to good, and the protection provided to the pelvis was good at all points tested. An autonomous emergency braking system capable of detecting pedestrians is standard equipment and tests showed good performance, with impacts avoided or mitigated in many scenarios.

SAFETY ASSIST

Total 8.3 Pts / 68%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Seat Belt Reminder

3 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| | Driver Seat | front passenger(s) | rear passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

Lane Support

2.7 Pts

| | |
|-----------------------|---|
| System Name | Subaru Eyesight |
| Type | Lane Keep Assist and Lane Departure Warning |
| Operational From | 60 km/h |
| Warning | Audible and Visual |
| PERFORMANCE | |
| LKA Confirmation Test | Pass (5/5) |
| LDW Confirmation Test | Pass |

SAFETY ASSIST

Total 8.3 Pts / 68%

AEB Interurban

2.6 Pts

| | |
|------------------------|---|
| System Name | Eyesight |
| Type | Forward Collision Warning with Auto-Brake |
| Operational From | 1 Km/h |
| Additional Information | Default On |

| | | |
|-----------------------------------|-----------------------------|-----------------------------|
| PERFORMANCE | | |
| Operational Speed | 1-200 Km/h | 1-250 Km/h |
| | Autobrake Function Only | Driver reacts to warning |
| Approaching a stationary car | See AEB City | Crash avoided up to 80km/h. |
| Approaching a slower moving car | Crash avoided up to 70km/h. | Crash avoided up to 80km/h. |
| FOLLOWING A CAR AT SHORT DISTANCE | | |
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Mitigation | Mitigation |
| FOLLOWING A CAR AT LONG DISTANCE | | |
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Avoidance | Avoidance |

Comments

The Levorg has a seatbelt reminder system as standard, covering the front and rear seats. A standard-fit lane assistance system warns the driver when the car is drifting over a lane marking and gently steers the car back into lane. The autonomous emergency braking system works at highway speeds and performed well in Euro NCAP's tests, with complete impact avoidance in some of the test scenarios.