(as of February 2026)

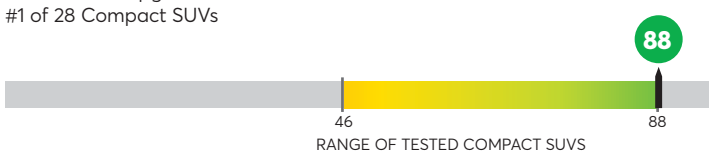
OVERALL SCORE

88

CR RECOMMENDED

2026 Subaru Forester Hybrid

CR MPG 34 mpg
#1 of 28 Compact SUVs



ROAD TEST **94**/100

PREDICTED RELIABILITY **63**/100

PREDICTED OWNER SATISFACTION **79**/100

✓ HIGHS
- Excellent fuel economy
- Comfortable ride
- Roomy rear seat
- Unobstructed visibility
- Simple controls

✗ LOWS
- Long stopping distances

Road Test Results

Performance

Acceleration 0 to 60 mph	9.3 sec	3/5
Transmission		5/5
Routine Handling		4/5
Emergency Handling		4/5
Braking		3/5
Headlights		NA

Comfort & Convenience

Ride	5/5
Noise	4/5
Driving Position	4/5
Front Seat Comfort	4/5
Rear Seat Comfort	5/5
Front Access	5/5
Rear Access	5/5
Usability	4/5
Interior Fit & Finish	4/5
Cargo Score	4/5
Towing	2/5
Climate System	5/5

Fuel Economy & Range

Fuel Economy	5/5
CR's Overall Mileage	34 mpg
CR's City Mileage	26 mpg
CR's Highway Mileage	42 mpg
Green Choice	No
Greenhouse Gas	7/10
Smog Rating	7/10

Survey Results

WORSE — BETTER

Overall Reliability Verdict

2018	2019	2020	2021	2022	2023	2024	2025*
X	X	X	X	X	X	X	^

* Redesign year

Owner Satisfaction

2018	2019	2020	2021	2022	2023	2024	2025
X	X	X	X	X	X	X	^

Driving Experience	90/100
Comfort	88/100
Value	53/100
Styling	82/100

CR Road Test Results

The redesigned sixth-generation Forester is now offered with a fuel-saving hybrid powertrain, which augments the multitude of virtues in Subaru's small SUV that we already admire, including its excellent outward visibility, roomy cabin, and comfortable ride.

The automaker took a decidedly "Subaru" approach, augmenting its distinctive 2.5-liter flat-four "boxer" engine with Toyota-sourced hardware to create a unique but efficient hybrid powertrain. Where other small hybrid SUVs use electric motors to provide limited, all-wheel-drive capability, Subaru fitted the Forester Hybrid with a mechanical (and yes, "symmetrical"), full-time AWD system. This approach is very much on-brand, but ultimately puts the Forester Hybrid a step behind in the fuel economy contest compared to key rivals, such as the Honda CR-V Hybrid and Toyota RAV4 Hybrid.

Keep in mind that, depending on the trim line, the Forester Hybrid can cost about $1,700 to $3,000 more than the regular model. But what you're also getting—beyond a notable fuel economy boost—is standard blind spot warning and rear cross traffic warning, which requires adding a $1,200 optional package on the Premium nonhybrid trim.

More than anything, the Forester remains true to its roots as a sturdy, functional, and practical small SUV. This hybrid system doesn't compromise cargo space or fuel tank size, though it does lose its temporary spare tire for a space-efficient tire repair kit.

As one tester summed up the Forester Hybrid, "This takes a really good vehicle and makes it better. The off-the-line EV power is the biggest differentiator—with this in mind, all Subarus (other than the WRX and BRZ) should now be hybrids, if for no other reason than it eliminates the dreaded Subaru off-the-line abruptness. The comfortable ride continues to be a Forester strong suit, as is the airy outward visibility. It still isn't all that fun to drive, with just okay handling and so-so power, but for most people, I would think this is a fine and reasonably fuel-efficient small SUV that's also super practical."

We bought a 2025 Subaru Forester Premium Hybrid for $37,956—anonymously from an area dealer, as we do with every vehicle we test—for the purpose of this road test review. Our Forester Hybrid was assembled in Gunma, Japan..

Summary

Best Version to Get

Even the entry Premium Hybrid trim has a generous roster of standard equipment, including a big sunroof, heated front seats, a power liftgate, and a wireless phone charger. Trading up to the Sport Hybrid brings leatherette seats, while the Limited and Touring trims add power adjustments for the front passenger seat.

Notable changes:

The 2026 Forester Hybrid is now assembled in Lafayette, Indiana.

To read the full road test go to https://www.consumerreports.org/cars/subaru/forester-hybrid/2026/road-test-report.

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