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cookies, Reddit may still use certain cookies to ensure the proper functionality of our platform. For more information, please see our Cookie Notice and our Privacy Policy. This article is visible to only you. Views this week: 0 Total views: 59.4 Thousand Author: iturgeon Having trouble with your Subaru where the corner parking lights won't turn off?
As it turns out it's a super common issue that sends confused owners back to the dealership to diagnose a fix. This often occurs after washing the car and owners typically think there's a switch right on top of the steering column between
the steering wheel and gauges that turns on the parking lights. When the switch is flipped on, all 4 corner lights stay on with the key out and the headlight switch off. Step by Step Instructions Turn off the parking lights witch 1 This this switch, which you never
noticed before, keeps your parking lights on. Reddit and its partners use cookies and similar technologies to provide you with a better experience. By accepting all cookies, you agree to our use of cookies and similar technologies to provide you with a better experience.
effectiveness of advertising. By rejecting non-essential cookies, Reddit may still use certain cookies to ensure the proper functionality of our platform. For more information, please see our Cookie Notice and our Privacy Policy. You get into the car for that next drive and you are ready to get on the road. So, what do you do when the interior car lights
won't turn off and you can't get moving yet? In some cases, the fix is easy, while other times, you might need to take a few extra minutes to resolve the problem. Either way, leaving the light on can get distracting and cause danger when trying to see what's ahead of you at night. In this guide, I look at the most probable causes of an interior light
fault. I also show you the best fixes, helping you get back on the road quickly. Causes of Interior Car Lights Won't Turn Off Most often, your interior car lights won't turn off because there is a door that's cracked open. There could also be an electrical malfunction with a switch. However, you don't want to overlook the possibility that the switch is in
the wrong spot because of a user error. Here is a more detailed list of the reasons why your car interior lights won't turn off: 1. Door Not Closed The interior lights are also connected to the trunk. When the doors or trunk are opened, the lights will turn on. When everything is closed,
the lights should be off. For this reason, the most common reason that the lights are on has to do with an open door or trunk. Thankfully, it isn't difficult to figure out what door is open, especially on newer cars that will tell you which one to close. If you are unlucky, it can also be a faulty door switch causing the car to think a car door is open, even if
it's closed. 2. Faulty Switch The dome light in your car has a manual switch on it. When it is set to automatic, it will turn off when the doors are shut and stay on when they are open. However, there's also a manual setting, it won't turn on no matter what the doors are doing. On the other hand, the dome
light can be set to the on setting, leaving the lights illuminated in any situation. There's also the chance that an internal switch in the light is damaged. With wiring running to the switch in some car models. Typically,
there's a setting on the left side of the wheel that allows you to manually turn on the interior lights. If the setting has been bumped, it's possible that the interior lights have been turned on when you don't want them to be. Again, this is a simple fix. It's just a matter of changing the setting back to where it should be. Fix Inside Car Light That Won't
Turn Off 1. Adjust Dome Light Switch Your first step is to look at the dome light switch. Every model contains some sort of dome light switch. If the switch is located on the light off to see if that works. Then, set it back to automatic to narrow down what might be causing
the issue. If it is left at the on setting, it will not shut off no matter what you do. 2. Check Headlight Switch was located directly on the dome light. Turn the light off to ensure it can work. Then, adjust it back to
the manual setting so you can tell where the problem lies. If adjusting the knob doesn't change the light to remain on when it shouldn't. This important safety feature ensures you don't drive away with a door that's not secured. To troubleshoot this issue, you
need to physically check every door. Walk around the car to ensure that each door is shut properly. If your trunk also runs the interior light, take a look at it as well. You can open and close the trunk to see if it resolves the situation. Some newer cars will show you what door is open. This diagnostic feature cuts down on the time needed to hunt down
the problem. If all of the door and the trunk are shut, you can take this a step further. Open the door is shut. If the light deactivates, the door might not be making contact properly. If there's excessive play in the switch or you don't hear it click, this part could be
defective. Some vehicles will leave the interior light on for a minute after shutting the doors. To rule this normal operation out, run the car engine to force the lights off. 4. Inspect Wiring If there's nothing obvious causing the problem, you need to get a closer look at the wiring. If you have a service manual, you may be able to do this yourself. You
must trace the wiring from each door to the vehicle frame. Each one should end at the wiring harness found behind the dashboard. There will be a junction point where they become one section of wiring to operate the lights. If you notice any physical damage to any of the wiring, it needs to be replaced. Additionally, you should take a closer look at
the wiring harness to ensure there's no damage. Depending on how much wiring needs to be replaced, this fix can get a little expensive. 5. Seek Help from a Professional If you have trouble figuring out the wiring yourself or you don't have a service manual you feel comfortable with, you should seek out help from a professional mechanic instead.
They have more experience dealing with these electrical issues, so you can rest easy knowing it will be repaired correctly. Until you get to the mechanic, consider taking the bulb out of the dome light. Allowing the light to run all of the time ensures that the battery is drained of all its power. Some people prefer to pull the fuse to the light, but that's
not always the best solution. This fuse might control several interior systems, so it could lead to other problems. Categories: Electric, Troubleshooting Compact crossover SUVBody style5-door SUVLayoutFront-engine,
all-wheel driveRelatedSubaru ImprezaChronologyPredecessorSubaru Bighorn The Subaru Forester (Japanese: スパル・フォレスター, Hepburn: Subaru Foresta) is a compact crossover SUV[1] that has been manufactured by Subaru since 1997. The first generation was built on the platform of the Impreza in the style of a taller station wagon, a style
that continued to the second generation, while the third-generation model onwards moved towards a crossover SUV design. A performance model was available for the second-generation Forester in Japan as the Forester STi. Motor vehicle First generationPre-faceliftOverviewModel codeSFProduction1997-2002Model years1998-2002AssemblyJapan
Ōta, GunmaBody and chassisRelatedSubaru Impreza WRX STiPowertrainEngine 2.0 L EJ251 SOHC (1998-2002)Transmission5-speed manual 4-speed automaticDimensionsWheelbase 2,525 mm (99.4 in)Length 1997-2000: 4,450 mm
(175.2 in)2000-2002: 4,460 mm (175.6 in)Width1,735 mm (68.3 in)Height1,650 mm (65.0 in)Curb weight1,430 kg (3,152.6 lb) Rear (pre-facelift) The Forester was first introduced as the Streega concept at the 1995 Tokyo Motor Show and became available for sale in Japan in February 1997, reaching the U.S. market later that year for the 1998 model
year. As one of the first crossover SUVs, it was reportedly inspired by Volkswagen.[2] Built in the style of a station wagon, the Forester featured a taller stance, higher H-point seating, and a standard all-wheel drive drivetrain.[3] Subaru marketed it with the slogan "SUV tough, Car Easy". It utilized the Impreza platform but was powered by the larger
2.5-liter DOHC EJ25D engine from the Subaru Outback, producing 123 kW (165 hp) at 5,600 rpm and 220 Nm (162 lb-ft) of torque at 4,000 rpm. [4] In its domestic market, the Forester replaced the Impreza Gravel Express, known in the US as the Subaru Outback Sport. However, the Outback Sport remained in production for the U.S. market. The
Forester appeared after the introduction of the Nissan Rasheen in Japan with a similar appearance, and the Forester's Japanese competitors include the Toyota RAV4, Mitsubishi RVR, and the Suzuki Grand Vitara. Because of the Forester's Japanese competitors include the Toyota RAV4, Mitsubishi RVR, and the Suzuki Grand Vitara. Because of the Forester's Japanese competitors include the Toyota RAV4, Mitsubishi RVR, and the Suzuki Grand Vitara.
require a "risk of rollover" warning label on the driver's visor. Size- and price-wise, it fits between the shared Impreza platform and the larger Legacy. The automatic transmissions used on AWD-equipped vehicles will normally send 60% of the engine's torque to the front wheels and 40% to the rear wheels, using a computer-controlled, continuously
variable, multi-plate transfer clutch. When the transmission detects a speed difference between the front and rear axle speeds.[5] When accelerating or driving uphill, the vehicle's weight shifts rearward,
reducing front-wheel traction, causing the transmission to automatically send torque to the front wheels for better steering control and braking
performance. If the automatic is placed in reverse or first gear, the transmission divides the torque 50/50 to both front and rear wheels. [citation needed] The manual transmission divides the torque 50/50 to both front and rear wheels. [citation needed] The manual transmission divides the torque 50/50 to both front and rear wheels.
cars. Facelift There was a change in body styling for all 2001-2002 models, and the 2001/2002 GT spec also had a change in engine management and power output was increased from 125 to 130 kW (174 hp; 177 PS). The U.S. market first got the car starting in the fall of 1997 as a 1998 model. The 1998 had the 2.5-liter DOHC (EJ25D) engine, and in
1999+ models changed to a 2.5-liter SOHC naturally aspirated engine (no turbocharged engines). In 2000, for MY2001, Subaru updated the exterior with a modest facelift to the front, rear, sides, and the interior's dashboard. The trim levels were the basic model "L" and the fully equipped "S" for the USA versions. Subaru Forester S (facelift) Forester
L came with a high level of standard equipment, including ABS, air conditioning, power windows, power locks, cruise control, digital temperature gauge, multi-reflector halogen headlights, fog lights, roof rack, rear window defogger, trailer harness connector, reclining front bucket seats with adjustable lumbar support, tilt steering, tinted glass,
AM/FM/cassette stereo with its antenna laminated in the left-rear quarter window. Notably new in 2001 were the three-point seatbelts for all five seating positions, including force limiters in front and height-adjustable shoulder belt anchors for front and rear outboard positions, plus rear seat headrests for all three seating positions. Forester S adds a
viscous limited-slip differential for the 2000 Model Year, rear disc brakes, 16 × 6.5-inch alloy wheels with 215/60R16 tires (the L uses 15 × 6-inch steel wheels), upgraded moquette upholstery, heated front seats with net storage pockets in back, dual vanity mirrors, heated side-view mirrors, heated windshield wipers, and keyless entry. New
equipment for 2001 included Titanium pearl paint for the bumpers and cladding; six-disc in-dash CD sound system; leather-wrapped steering wheel, shift knob, and handbrake handle; variable intermittent wipers with de-icers and driver's side fin; and the five-spoke alloy wheels. Some models were equipped with the optional premium package on the
Forester S, including monotone paint (Sedona Red Pearl), power moonroof, front side-impact airbags, and gold accent wheels. Other options were the automatic transmission, chrome tailpipe cover, and auto-dimming rear-view mirror with compass. Motor vehicle Second generationPre-faceliftOverviewModel codeSGAlso calledChevrolet Forester
automatic6-speed manual (STI)DimensionsWheelbase2,525 mm (99.4 in)Length2003-2005: 4,450 mm (175.2 in)Sports 2.5XT: 1,585 mm (62.4 in)Curb weight2.0 L: 1,320 kg (2,910.1 lb) 2.0 L turbo: 1,410 kg (3,108.5 lb) 2.5 L: 1,424 kg
(3,139.4 lb) 2.5 L turbo: 1,474 kg (3,249.6 lb) Rear (pre-facelift) The second generation was introduced as a 2003 model at the 2002 Chicago Auto Show, based on the new Impreza platform, featuring several fine-tune improvements over the past model. The 2003 Forester features weight-saving refinements such as an aluminum hood, perforated rails,
was released in the USA. However, a turbocharged version was available since the late 1990s elsewhere in the world. The X and XS models features a 2.5 L turbocharged DOHC engine. Both engines have timing belt (camshaft).[9] The XT model uses the same Mitsubishi Motors TD04
gallon (12 L/100 km; 20 mpg-US) of fuel in town.[11] Starting with the 2004 XT, the turbocharged version had Active valve control system cylinder heads. The i-AVLS (active valve lift system) became standard on the naturally aspirated version of the Forester in 2006. This increased horsepower and torque figures to 173 HP and 166 ft-lbs. The 2006
 XT received a higher compression ratio to 8.4:1 from 8.2:1. This increased the XT's power to 230 HP and 235 ft-lbs. For the 2006 model year, Subaru gave the SG Forester a facelift, using redesigned headlights, tail lights, bonnet, grille, front bumper, and side moldings. Facelift MY03-04 Models has a 4-Star ANCAP safety rating. MY05 Forester Mode
had a mid-life update, which increased its ANCAP safety rating to 5 Stars. In 2006, the turbocharged engine (powering the Forester XT) was awarded International Engine of the Year. [12][13] This engine is also used in the Subaru Impreza WRX, as well as the re-badged Saab 9-2X Aero. All of the 2.5-liter 4-cylinder engines for this generation have a
timing belt made of rubber and cord. A belt must be replaced at 105,000 miles (169,000 km). These engines are interference engines, meaning that if the timing belt breaks or stretches, the pistons will hit the valves, requiring an engine teardown, and a likely rebuild. Also, if this belt is replaced around 105,000 miles, it is a good idea to change the
water pump, thermostat, belt tensioner and all the idler pulleys for this belt. The water pump and thermostat are behind this belt. In Australia for the timing belt replacement from 100,000 kilometers to 125,000 kilometers. The 2.5-liter 4-cylinder engine in the first-
generation Foresters featured head gaskets which were prone to premature failure. For 2003 and later, this problem was addressed with a revised, higher performing design, but is still a problem. [14] 2006-2008 Subaru Forester XT Sports For the U.S. market, the car was offered with either the 2.5 SOHC naturally aspirated engine, or the 2.5 DOHC
turbocharged version added in 2004. In 2005, the L.L. Bean edition was added. In 2006, the styling was updated, Active valve lift system was added to non-turbo engines to improve power and efficiency, the XS model was deleted, and the Premium model was added to non-turbo engines to improve power and efficiency, the XS model was deleted, and the Premium model was added. In 2007, a bottle holder was added to front door panels, the 'Sports' trim level was
added, which changed some interior and exterior features and added the VDT/VDC transmission to the XT Sports turbo Automatic model. In 2008, TPMS was added, the L.L. Bean model deleted rear load-leveling suspension but gained a radio upgrade, and the XT Turbo Limited models got the VDT/VDC Auto transmission.[citation needed] The
upgraded to 121 kW (162 hp) for the X and XS and 169 kW (227 hp) for the XT grade.[citation needed] Following a General Motors (GM) and Subaru tie-up in 1999, GM considered rebadging the Forester as a Holden in the Australian market as the brand lacked an SUV offering. In exchange, GM would provide Subaru the Holden VY Ute. Subaru
considered naming the rebadged Ute the Subaru Australia managing director Nick Senior, the plan was called off due to objection from Subaru Australia managing director Nick Senior, the plan was called off due to objection from Subaru Australia. [15] The Forester was sold in India by General Motors India as the Chevrolet Forester. Introduced in 2003, it was the first Chevrolet-badged model released in
Production ran from 2012 to 2014. The engine was a 1.5l 4 cylinder mated to a 5-speed manual gearbox. The forester even though they look very similar. The Forester was imported to China from 2004 until 2007 in the following models: 2004 Version sold in China: 2.0XT Automatic 2006 Version (Facelift) sold in China: 2.0XT
Manual 2.0X Automatic 2.5XT Au
Japanese market only. A "sportier" version of the standard second-gen (SG) Forester, the Forester STi incorporated most of the running components from the WRX STi, with several other changes. It was never sold outside of Japan. The Forester STi exterior was modified with additions such as a redesigned front fascia with new headlights, front
bumper, grille and "STi" badged covered fog lights, like those seen on the Impreza WRX STi. The rear fascia was also redesigned with revised taillights, a revised rear bumper, and an added rear spoiler.[17] Multiple changes were made to the engine and the mechanical components of the Forester STi. They include the engine
which received a 2.5-liter turbocharged flat-four [block designated EJ255, not from the WRX STi which used a block designated EJ257], making 265 PS (261 hp; 195 kW) and 186.0 lb-ft of torque. While the block was not shared with the STI, the Forester STI shared the STI's better breathing manifold, painted in matt crinkle red, allowing it to produce
more power and torque than other 2.51 EJ255 engined SG9 Foresters sold in AU/NZ from 2003-2008. A much stronger six-speed manual gearbox, from the WRX STI, a larger intercooler, and a low-back-pressure exhaust system were also added. The top three ratios of the gearbox are 14 percent taller to match the engine's torque curve, raising the
vehicle's top speed and allowing more relaxed highway cruising at lower rpm .[17][18] As the result, the 2006 Forester STi accelerates from 0-60 mph (0-97 km/h) in 5.2 seconds, 0-62 mph (0-100 km/h) in 5.4 seconds, and does the quarter mile in 14.1 seconds at 97.0 mph (156.1 km/h). It can reach a top speed of 140 mph (230 km/h) and has a
power to weight ratio of 174 hp per ton.[19][20] To cope with the extra power made by the new engine, the Forester STi got many upgraded suspension components including STi sport springs, revised struts at each corner, and bigger anti-roll bars and cross-members. These changes resulted in a 1.2 inch lower ride height and improved resistance to
torsional forces. Rolling resistance was also improved, but the higher center of gravity of the Forester still remained.[18] The Forester STi is also equipped with a new steering rack with a quicker ratio that leads to a more deliberate turn-in.[18] The Forester STi got 18-inch, 10-spoke alloy wheels with 225/45R-18 Bridgestone Potenza tires. Four-
piston Brembo brakes, painted red, are employed on the front wheels, and two-piston Brembo are used at the rear, greatly enhancing braking performance and lowering stopping distances and fade resistance under heavy use. [18] It also has special STi bucket seats, unique to the Forester STI, trimmed in dark grey cloth, deeply moulded for much
stronger hip and torso support. A smaller leather MOMO steering wheel, and a weighted, leather shift knob with red stitching and a H-pattern 6-speed shift map.[18] Motor vehicle Third generationPre-faceliftOverviewModel codeSHProduction2008-2013MssemblyJapan: Ōta, GunmaPowertrainEngineGasoline:2.0 L EJ20 H42.0 In EJ20 H42.
2012 2.5X/XT)Curb weight1,470 kg (3,250 lb) Rear (pre-facelift) The third-generation Forester began to move away from a traditional wagon design towards becoming a crossover SUV. It was larger in nearly every dimension and featured a sloping roofline with more cargo space. Subaru unveiled the model year 2008 Forester in Japan on December
25, 2007. The North American version made its debut at the 2008 North American International Auto Show in Detroit. Styling was by Subaru Chief Designer Mamoru Ishii.[21] The dimensions derive from engineers using the basic body structure of the Japanese-spec Impreza wagon with the rear platform of the U.S.-spec Impreza sedan.[21] The
Forester's wheelbase was increased 3.5 inches (89 mm), with overall increases of 3.0 inches (76 mm) in length, 1.8 inches (46 mm) in width and 4.3 inches (110 mm) in height. [21] The independent double-wishbone rear suspension was redesigned for better handling and a smoother ride. A "Sportshift" mode was added to the four-speed computer-
controlled automatic transmission. The in-dash, touch-screen satellite navigation system became Bluetooth compatible, and integrated with a premium stereo. A six-speaker surround sound enhancement was optional. The new model added 3.5 inches (89 mm) to the Forester's wheelbase, improving interior space and cargo room (31 cu ft (0.88 m3)).
horizontally opposed Subaru EE boxer engine, and six-speed manual gearbox. The new model was introduced at the 2008 Paris Motor Show in October. [22] The diesel engine produces a power output of 147 PS (108 kW; 145 hp) and 350 Nm. The EE20 diesel engine produces a power output of 147 PS (108 kW; 145 hp) and 350 Nm. The EE20 diesel engine produces a power output of 147 PS (108 kW; 145 hp) and 350 Nm. The EE20 diesel engine in the Euro 4 guise was plagued by crankshaft failure caused by cracks forming when
operated in cold climate. Although Subaru never acknowledged this defect, the engine was reworked for the Euro 5 models, while the trim levels for the diesel models were X, XC, and XS NavPlus. In Russia, Belarus, and Ukraine 2.5 and
2.5 Turbo engines were also available. In the Netherlands, the Forester is offered with gasoline or diesel engines and liquefied petroleum gas installation (LPG), an aftermarket installation provided directly through dealerships. The available equipment levels are Intro (gasoline engine only),
Comfort, Luxury, Premium, and XT (gasoline engine turbo). Maximum towing abilities for the gasoline or gasoline with LPG are 2000 kg (manual) or 1500 kg (auto), while the manual-only diesel can tow 2000 kg. Interior There were seven specifications with various trim and performance levels:[23] X: Base model - naturally aspirated 2.5 L flat-4,
126 kW (169 hp) 229 Nm (169 ft-lbf) XS: Lower luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp) 229 Nm (169 ft-lbf) XS Premium: luxury non-turbo model - naturally aspirated 2.5 L flat-4, 126 kW (169 hp)
Premium - turbo-diesel 2.0 L flat-4, 108 kW (145 hp) 350 Nm (258 ft-lbf) XT: Lower luxury turbo model - turbocharged 2.5 L flat-4, 169 kW (227 hp) 320 Nm (236 ft-lbf) S-Edition: - turbocharged 2.5 L flat-4, 193 kW (259 hp) 347 Nm (256 ft-lbf) Of note is a
serious head gasket problem that Subaru has not resolved. Mostly oil and coolant leaks, with cross-cylinder failure being the worst. It can be fixed with aftermarket gaskets, though this is an expensive, engine-out job. [24][25] Summary of standard trim and equipment over different Australian models. Wheels and tires - The X model came with 16-inch
steel wheels, the 2.0 diesel model with 16-inch alloys, all other models came with 17-inch alloy wheels. The S-Edition comes with STi-style wheels. Suspension - The X model came with 16-inch alloys, all other models came with 17-inch alloys, all other models came with 18-inch alloys
Miscellaneous - The Premium versions of the 2.0 diesel, XS, and XT models came with leather seating and an electric sunroof. These items were not available as options on other models. Transmission. Both diesel models come with a six-speed
manual transmission only. All other models came with either a single-range, five-speed manual or four-speed automatic transmission. The S-Edition has a 5-speed Automatic transmission. The S-Edition has a 5-speed Automatic transmission. The X and 2.0
diesel came with an AM/FM radio, CD player (MP3 and WMA compatible), four-speaker stereo (tweeters and subwoofer optional extra). All other models came with a subwoofer optional extra). All other models came with a subwoofer optional extra).
other models, but cost A$4851.50 (fitted).[26] The Forester trim levels were the 2.5X Limited, the 2.5X Premium, the 2.5X Limited and 2.5XT Premium both with turbo. The interior colors were offered, with four colors in a
pearlescent appearance. Starting July 2009, Subaru no longer offered a special-edition L.L. Bean trim level on the Forester which was built by Subaru and Elaion (Repsol-YPF).[29] The USA 2.5X model was certified PZEV emissions (rated 175 hp (130.5 kW) instead of 170 hp (126.8 kW)), with a
badge attached to the rear of the vehicle on the bottom right-hand side of the tailgate. All other USA models were certified LEV2. The PZEV Forester was available for sale in all fifty states, unlike other manufacturers who only sold PZEV-certified vehicles in states that had adopted California emission standards. The naturally-aspirated engine runs on
unleaded gasoline rated at 87 octane; the turbo engine (EJ255) requires premium fuel rated minimum 91 octane. Safety equipment included front airbags with side curtain airbags and front passenger-side airbags (for a total of six airbags) and brake assist that detects panic-braking situations and applies maximum braking force more quickly. The
five-speed manual transmission was equipped with Incline Start Assist. Some of the standard equipment found on the 2.5X included Subaru's VDC (Vehicle Dynamics Control), 16 inch steel wheels, and an auxiliary audio jack for MP3 players. Optional equipment included 17 inch alloy wheels, panoramic moonroof, heated front seats, and heated side-
view mirrors. The L.L. Bean edition added automatic climate control, leather upholstery, an upgraded stereo with six speakers and a six-disc in-dash navigation system, as well as L.L. Bean signature floor mats and rear cargo tray. The 2.5 XT came with the premium
stereo standard, as well as 17-inch alloy wheels, and the panoramic moonroof. The 2.5 XT Limited added leather upholstery with heated front seats, in-dash navigation, a rear spoiler, and automatic climate control. For 2009, XT models came only with a four-speed automatic with Sport Shift. The Forester XTI concept vehicle used the 2.5-liter inter-
cooled turbo engine from the Subaru WRX STI, six-speed manual transmission, 18 × 8-inch S204 forged alloy wheels with Yokohama Advan Neova 255/40R18 performance tires, adjustable coil-over suspension, Brembo brakes with four-piston front calipers, 2-piston rear calipers, SuperSport ABS and Electronic Brake-force Distribution (EBD), leather
and Alcantara sport seats, a special instrument cluster, front dash, and center console and leather-wrapped steering wheel. Engine is rated 315 hp (235 kW) and 300 lb·ft (407 N·m) torque. The vehicle was unveiled in the 2008 SEMA Show.[30] Subaru produced a specialized vehicle for the National Ski Patrol based on the 2.5XT turbo.[31] It includes
diamond plate floor, rear steel walls, a 9,500-pound winch and a roof-mounted toboggan. The vehicle was unveiled in the 2008 SEMA Show.[32][33] Facelift In 2010 (U.S. model year 2011), the Subaru Forester received a minor facelift featuring a new grille insert and several small changes in various trim levels. A new 2.5X Touring trim level was also
introduced above the 2.5X Limited. The 2.5X Limited. The 2.5X Touring trim added HID lighting, a rearview camera, dual-zone climate control, and silver roof rails. 2.5XT models got a slightly larger rear roof spoiler.[34] Subaru also quietly switched to the all-new 2.5L DOHC FB25 third-generation boxer engine in naturally aspirated Forester models. The new engine
made the same 170 hp (130 kW) as the outgoing EJ253, but torque increased by 4 to 174 lb·ft (5.4 to 235.9 N·m). Fuel economy improved by 1 mpg EPA city/highway to 21/27. 2.5XT models retained the 2.5L DOHC EJ255 turbo engine.[35] Motor vehicle Fourth generationPre-faceliftOverviewModel codeSJProduction2012-2018Model years2014-
2018AssemblyJapan: Ōta, GunmaMalaysia: Kuala Lumpur (TCMA)[36]PowertrainEngineGasoline: 2.0 L FB20 H42.5 L FB25 H42.5 L FB25 H42.0 L FB20 H4 turboTransmission6-speed manualLineartronic CVTDimensionsWheelbase103.9 in (2,640 mm)Length180.9 in (4,595 mm)Width70.7 in (1,796 mm)Height68.2 in (1,732 mm)
[37]Curb weight1,495 to 1,686 kg (3,296 to 3,717 lb) Rear (pre-facelift) The fourth-generation Forester was unveiled at the November 2012 Guangzhou Motor Show,[38] followed by the 2013 New York International Auto Show,[38] to 1,686 kg (3,296 to 3,717 lb) Rear (pre-facelift) The fourth-generation model had a major revamp of interior comfort. The passenger seat is higher, the sound system has
been upgraded, the rear bench seats are higher and the console is re-positioned for the previous generation's five-speed transmission models were also upgraded to a six-speed transmission instead of the previous generation's five-speed transmission models were also upgraded to a six-speed transmission and decreased towing
capacity. Maximum towing capacity was reduced to 1,500 lb (680 kg) across all trim lines (in the United States; overseas the towing capacity is double that). Turbocharged variants use a high-torque CVT with optional steering wheel paddle shifter controls. Revised, sport-oriented suspension, wheels (18-inch), and chassis bracing for XT (turbo)
variant, providing flatter cornering in turns and better handling overall with little impact on the ride. Increased fuel economy, up to 32 mpg (7.35 L/100 km) highway (EPA rated) 1.4 inches longer, 0.6 inches wider, 1 inch longer wheelbase Increased fuel economy, up to 32 mpg (7.35 L/100 km) highway (EPA rated) 1.4 inches longer, 0.6 inches wider, 1 inch longer wheelbase Increased fuel economy, up to 32 mpg (7.35 L/100 km) highway (EPA rated) 1.4 inches longer, 0.6 inches wider, 1 inch longer wheelbase Increased fuel economy, up to 32 mpg (7.35 L/100 km) highway (EPA rated) 1.4 inches longer, 0.6 inches wider, 1 inch longer wheelbase Increased fuel economy, up to 32 mpg (7.35 L/100 km) highway (EPA rated) 1.4 inches longer, 0.6 inches wider, 1 inch longer wheelbase Increased fuel economy, up to 32 mpg (7.35 L/100 km) highway (EPA rated) 1.4 inches longer, 0.6 inches wider, 1 inch longer wheelbase Increased fuel economy, up to 32 mpg (7.35 L/100 km) highway (EPA rated) 1.4 inches longer, 0.6 inches wider, 1 inch longer wheelbase Increased fuel economy, up to 32 mpg (7.35 L/100 km) highway (EPA rated) 1.4 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches wider, 1 inches longer, 0.6 inches longer,
down) is 74.7 cubic feet (2.12 m3).[40] New option on higher end CVT models is "X-MODE" AWD control system, which was developed for driving on uneven or slippery road conditions. Engine, Transmission and VDC are controlled cooperatively.[41][42] New option on top-of-the-line 2.5i and 2.0XT Touring models only: EyeSight Driver Assist System
Japan models went on sale in November 2012. Early model includes 2.0i, 2.0i-L, 2.0i-L EyeSight, 2.0XT (280 PS), 2.0XT (280 PS)
sale in March 2013 as 2014 model year. Early model includes 2.0i-L, 2.0i Premium and 2.0XT. Association of Southeast Asian Nations production of the Subaru Forester units annually for Malaysia, Thailand and Indonesia respectively.[36]
US models went on sale in March 2013 as 2014 model year vehicles. Early models include 2.5i in base, Premium, Limited and top-line Touring versions, and performance-oriented turbocharged 2.0XT (253 PS) in Premium and Touring versions, and performance-oriented turbocharged 2.0XT (253 PS) in Premium and Touring versions, and performance-oriented turbocharged 2.0XT (253 PS) in Premium and Touring versions.
Lineartronic CVT. All other models are equipped with the Lineartronic CVT. An option on Limited/Touring 2.5i and Premium/Touring 2.0XT is new X-Mode control (HDC) features. These are not available on other models. The
conditions both on the road and off. The concept is that any driver, regardless of skill level, can drive safely on wet roads or muddy areas. It works by monitoring wheel-slip on all four wheels in a transfer of power to the opposite wheel
After it is engaged by a simple push button, X Mode stays engaged up until the vehicle's speed is about 25 mph (40 km/h) then disengages itself.[45] It has been awarded Motor Trend's 2009 and 2014 SUV of the Year and The Car Connection's Best Car To Buy 2014.[46] Interior According to IIHS (Insurance Institute for Highway Safety), the 2014
Forester achieved Good crash test ratings in Small Overlap Front, Side, Roof Strength, and Head Restraining & Seats categories. The Forester had not been rated Good in the Small Overlap Front, Side, Roof Strength, and Head Restraining & Seats categories. The Forester had not been rated Good in the Small Overlap Front, Side, Roof Strength, and Head Restraining & Seats categories.
frontal collision on 25 percent of the driver's side front corner. Since its adoption, the IIHS has noticed several automakers making non-symmetrical modifications to their vehicles, including a 2014 Forester, but was conducted on the passenger side instead. The crash test showed
substantially more intrusion into the passenger side than into the driver's side of the Forester, it would have been rated Marginal[47][48] Euro NCAP test results Subaru Forester 2.0i-L (LHD) (2012)[49] Test Points % Overall: Adult occupant: 32.8 91% Child occupant: 44.5 91% Pedestrian: 26.3 73% Safety assist: 6 86% The 2014 top-of-the-line
Touring model Forester in the U.S. offers Subaru's EyeSight driver assist technology that uses stereoscopic CCD cameras mounted on either side of the rearview mirror. [50] Eyesight driver assist technologies/features which include: Pre-Collision Braking System Pre-Collision Throttle Management Adaptive Cruise Control Lane
Departure and Sway Warning The system can be manually turned on or off. Being an optical, instead of radar, based system, it has limitations in limited visibility situations; driving into the sun, fog, or where the windshield is not cleared (snow, mud, etc.) may cause the system to disengage. The facelifted fourth-generation Forester was revealed in
October 2015 ahead of the 2015 Tokyo Motor Show. Changes include new LED projector headlights with C-shaped positioning lights, new taillights, a redesigned grille and a reprofiled front bumper. Subaru also introduced improvements to the Forester's AWD chassis and NVH. It also feature greater front cross member rigidity and optimization of
the rear trailing link bushings which result in better steering response and straight-line stability. The turbo model gets Active Torque Vectoring. Ride comfort has been improved with optimized dampers and spring rates, while thicker door glass, stronger sealing, additional under-floor insulation and improvements to the Lineartronic CVT gearbox
was upgraded to Version 3, Subaru offered a Rear Vehicle Detection package that includes Blind Spot Detection, Lane Change Assist and Rear Cross Traffic Alert. The stereo cameras of Eyesight also double up as the eyes for Adaptive Driving Beam.[51] In the U.S., the facelift was introduced in April 2016 for the 2017 model year.[52] Facelift Rear
view Gasoline engines Model Years Type/code Power/rpm, Torque/rpm 2.0i (JDM) 2012-2018 1,995 cc (121.7 cu in) H4 (FB20B) 148 PS (109 kW; 146 hp) at 5,800, 24.1 kg·m (236 N·m; 174 lbf·ft) at 4,100 2.0XT (JDM)
2012-2015 1,998 cc (121.9 cu in) H4 (FA20F) 253 PS (186 kW; 250 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (JDM) 2016-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,600, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-5,200 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,000 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,000 2.0XT (USDM) 2014-2018 1,998 cc (121.9 cu in) H4 (FA20F) 280 PS (206 kW; 276 hp) at 5,
276 hp) at 5,700, 35.7 kg·m (350 N·m; 258 lbf·ft) at 2,000-4,800 Motor vehicle Fifth generationPre-faceliftOverviewModel codeSKProduction2018-presentModel years2019-2024 (North America)AssemblyJapan: Ōta, GunmaThailand: Bangkok (TCSAT)[53]Body and chassisPlatformPowertrainEngineGasoline:1.8 L CB18 H4
 turbo 2.0 L FB 20 H4 2.5 L FB 25 DI H4 Gasoline hybrid: 2.0 L FB 20D e-Boxer H4 Electric motor 12.3 kW (16 hp; 17 PS) (e-Boxer) Transmission Lineartronic CVTHybrid drivetraine-Boxer MHEVD imensions Wheelbase 105.1 in (4,625 mm) 183.3 in (4,655 mm) (Forester STI Sport) Width 71.5 in (1,815 mm) Height 68.1 in (1,730 mm)
[54][55]Curb weight1,564 to 1,627 kg (3,449 to 3,588 lb) The fifth-generation Forester was presented on March 28, 2018, at the New York International Auto Show.[55] Like contemporary Subaru models, the fifth-generation model moved the Forester to the Subaru Global Platform. The new platform is said to provide greater handling capability
agility, ride comfort and crash protection. It is also claimed to be inherently resistant to noise, vibration and harshness (NVH). The fifth-generation Forester incorporates Subaru's recent design language, marketed as "Dynamic x Solid". Interior space has been increased with the redesign, by lengthening the wheelbase by 1.2 to 105.1 in (30 to
2,670 mm). Rear legroom has grown by 1.4 to 39.4 in (35 to 1,000 mm), while head, hip and shoulder room have also increased, improving the overall cabin space. Wider rear door openings and a steeper C-pillar allow for easier entry and egress and also makes installing a child seat easier. The reworked front seats are claimed[according to whom?] to
be more comfortable on long trips. Subaru also included an electric parking brake which frees up center console space in the trunk is larger with 2,155 litres (76.1 cu ft) - and the maximum width of the tailgate opening is 5.3 in (135 mm) wider at 51.2 in
(1,300 mm).[56] Rear view (pre-facelift) Interior Initial trim levels available in the U.S. and Canada are Base, Premium, Sport, Limited and Touring. All Foresters sold in the U.S. come standard on the Touring trim in the U.S.
which provides an alert when it detects the driver is distracted or is drowsy. In addition, the DriverFocus system is able to recognize five different drivers and will set seat and mirror positions and climate control settings accordingly.[57] As standard, the Forester comes with the Starlink Multimedia system with a 6.5-inch touchscreen. In North
America, the model is only available with one engine type: Subaru's new FB25 DI. The engine is a naturally aspirated, direct injection flat (boxer) 4 cylinder producing 182 hp (136 kW; 185 PS) at 5800 rpm and 176 lb·ft (239 N·m; 24 kg·m) at 4400 rpm,[57] with the Lineartronic CVT as the sole transmission option.[58] All fifth-generation Foresters
have one of three versions of Subaru's Symmetrical All Wheel Drive system. The trim levels in North America determines which system is installed. The Base trim received a Variable Torque Distribution (VTD) using electronically controlled clutches to control torque split. Premium, Sport, Limited and Touring trims receive the driver-selectable X-
Mode system with Hill Descent Control, which optimizes engine, transmission, AWD system and Vehicle Dynamics Control for maximum traction on slippery conditions. A new dual-mode version with Snow/Dirt and Deep Snow/Mud modes is fitted on Sport, Limited and Touring variants. All models provide a nominal torque split biased 60 front to 40
rear.[56] 2019 Forester e-Boxer (Europe) Subaru introduced the e-Boxer hybrid powertrain for the European-market Forester and XV at the Geneva Motor Show in March 2019; the e-Boxer powertrain features a modified FB20 rated at
110 kW (148 hp; 150 PS) at 5,600-6,000 rpm and 194 N·m (143 lb·ft; 20 kg·m) of torque at 4,000 rpm. Like the first-generation XV Crosstrek Hybrid, the Forester e-Boxer adds a single electric motor rated at 12.3 kW (16 hp; 17 PS) maximum output. [60] The battery for the traction motor is placed above the rear axle, improving the front/rear weight
balance.[61] A Forester Sport with a CB18 1.8-liter direct injection turbocharged flat-4 engine was introduced in October 2020 for the Japanese domestic market. The engine produces 130 kW (174 hp; 177 PS) at 5,200-5,600 rpm and 300 N·m (221 lb·ft; 31 kg·m) at 1,600-3,600 rpm.[62] This engine is also present in the JDM Subaru Levorg.[63] With
the introduction of the Sport, the FB20D e-BOXER became the standard engine across the rest of the Forester line in Japan.[62] As of July 2021[update], there are no reports whether other markets will receive the CB18.[64] The Forester Sport is identified by its black grille as well as grey-painted fog lamps covers, side mirrors and rocker panels. The
Sport also is equipped with a set of dark 18-inch wheels, while the rear fascia adds additional trim around the tailgate window. It is also equipped with dual exhaust outlets, which are part of a redesigned and sportier lower apron. The facelifted model was released for North America in September 2021 for the 2022 model year. It had a new front end
as well as a slightly tweaked rear bumper while the powertrain was unchanged. All Forester models have Subaru's updated fourth-generation eyesight driver-assist system. An off-road-focused Wilderness model called the Forester Wilderness for the
North American market. It is intended to be a more off-road-oriented version of the Forester has more body cladding, and on the inside, copper-colored accents. [66] It features a 0.5 inches (13 mm) lift for a total of 9.2 inches (230 mm) of
ground clearance, the Wilderness also has all-terrain tires, a higher final drive ratio (4.11 vs. 3.70), and a stronger roof rack than previous models. Subaru's StarTex water-repellent seats are also standard. The Wilderness is powered by the same 2.5-liter FB25D naturally-aspirated four cylinder engine powering other North American market
Foresters. The Wilderness uses an Enhanced Dual-Function X-Mode version. The X-Mode is upgraded and re-tuned, with settings for snow, dirt, deep snow and mud. Additional wheel-slip is allowed to occur, which provides an advantage in harsh driving conditions. 2022 Subaru Forester Wilderness Rear view Subaru released a special model known as
the Forester STI Sport in July 2023 for the Chinese market. The 2.0-litre FB20 H4 and 2.5-litre FB25 DI H4 engines are available known as STI Sport Plus and STI Sport Plus are available known as STI Sport Plus are available known as STI Sport Plus are available known as STI Sport Plus and STI Sport Plus are available paired to the Lineartronic CVT as standard. Three trim levels are available known as STI Sport Plus and STI Sport Plus are available known as STI Sport Plus are availabl
(LHD) (2019)[71] Test Points % Overall: Adult occupant: 37.1 97% Child occupant: 45 91% Pedestrian: 38.5 80% Safety assist: 10.2 78% The 2019 model year)[73] Small overlap front (driver) Good Small overlap front (passenger) Good Moderate overlap front
(original test) Good Side (original test) Good Side (updated test) Acceptable Front crash prevention: vehicle-to-vehicle Superior Front crash prevention: vehicle-to-pedestrian (Day) Superior Child seat anchors (LATCH) ease of use Good+ Motor
vehicle Sixth generation 2024 Forester e-Boxer (Europe) Overview Model code SLProduction 2024-present Model years 2025-present Assembly I apan: Ota, GunmaBody and chassis Platform Powertrain Engine Gasoline: 1.8 L CB18 H4 turbo 2.5 L FB25 DI H4Gasoline hybrid: 2.0 L FB20D e-Boxer H4 (MHEV) 2.5 L FB25D e-B
(Strong Hybrid)Electric motor12.3 kW (16 hp; 17 PS) (e-Boxer)88 kW (118 hp; 120 PS) AC synchronous (Strong Hybrid)TransmissionLineartronic CVTHybrid drivetraine-Boxer MHEVPower-split (Strong Hybrid)DimensionsWheelbase105.1 in (2,670 mm)Length183.3 in
(4,655 mm)Width72.0 in (1,828 mm)Height68.1 in (1,730 mm) The sixth-generation Forester was revealed at the Los Angeles Auto Show on November 16, 2023. The Forester is still based on the Subaru vehicles, the interior features a portrait 11.6-
inch touchscreen standard on all trims except for the base model and a higher-mounted dashboard for increased space, and the 2.5-liter FB25 was carried over from the previous generation. [74][75] 2024 Forester e-Boxer (Europe) Interior The off-road focused Wilderness model was revealed on February 6, 2025 for the North American market and
scheduled to go on sale in late 2025 for the 2026 model year. [76][77] Mechanical changes for the Wilderness model includes 9.3 in (240 mm) ground clearance, 17-inch Wilderness-exclusive alloy wheels equipped with Yokohama Geolander All-Terrains tires, improved approach, breakover, and departure angles, a revised Lineartronic CVT
transmission with a shorter final drive ratio and paired with advanced X-MODE® Dual Mode with Snow/Mud modes, revised Subaru Symmetrical All-Wheel Drive system, and an upgraded transmission cooler with a maximum towing capacity of 3,500 kg (7,700 lb) and a temperature sensor on the rear differential. The exterior of
the Wilderness model includes anodized copper accents on the bumpers, body cladding trim pieces, hexagonal LED fog lights, standard roof rails with a static load capacity of 800 lb (360 kg), and underbody protection. Inside, the Wilderness model features a 12.3-inch digital instrument cluster with Wilderness-exclusive graphics, anodized copper
accents for the interior, and StarTex® synthetic leather upholstery. The sixth-generation Forester was released in Japan on April 17, 2025 in three variants: SPORT, X-BREAK S:HEV
and Premium S:HEV. All three variants have the option of the Subaru EyeSight (EX) system. For powertrains, the Forester is available with an external airbag designed specifically for cyclists, a
world's first feature in the automotive industry, that deploys the airbag near the top of the hood. [80] The sixth-generation Forester was released in North America in the second quarter of 2024 for the 2025 model year, in Base, Premium (only for U.S), Sport, Limited and Touring (Premier in Canada) trim levels. For the North America market, it is
powered by a 2.5-liter FB25 gasoline powertrain.[81][82] The Forester Hybrid went on sale in February 2025 for the 2025 model year, powered by the 2.5-liter FB25D gasoline hybrid, it is available in Premium, Sport, Limited and Touring trims.[83] Euro NCAP test results Subaru Forester 2.0i-L (LHD) (2024)[84] Test Points % Overall: Adult occupant:
33.5 83% Child occupant: 43.9 89% Pedestrian: 54.7 86% Safety assist: 13.1 72% The 2025 model year Forester was awarded "Top Safety Pick" by IIHS.[85] IIHS scores (2025 model year)[86] Small overlap front (updated test) Acceptable Side (updated test) Good Headlights Good Front crash prevention: vehicle-to-
vehicle 2.0 Good Front crash prevention: vehicle-to-pedestrian Good Seatbelt reminders Good Child seat anchors (LATCH) ease of use Good+ Car and Driver's 5Best Trucks 2004,[87] 2005,[88] 2006[89] Winner of Wheels Gold star cars award for best compact SUV 2008[90] Winner of Motor Trend magazine's Sport/Utility of the Year Award in
2009[91] Best Small Utility in MotorWeek's 2009 Driver's Choice Awards[92] Winner of Motor Trend Magazine's SUV of the Year Award in 2014[93] Insurance Institute for Highway Safety Top Safety Pick+[94] Subaru Forester Claims Top Honours as AJAC's 2017 Canadian Utility Vehicle of the Year Winner of New Zealand Motoring Writers Guild Car
of the Year Award in 2018[95] Year U.S.[96] Canada[96] Japan[97] Australia Thailand 1997 2,139[98] 1998 6,515[98] 1998 6,515[98] 1999 7,390[99] 2000 8,049[99] 2001 22,308 8,416[100] 2002 27,004 9,863[100] 2003 21,599 11,780[101] 2004 6,568 4,204 19,466 11,852[101] 2005 53,541 3,614 20,099 12,320[102] 2006 51,258 3,737 14,895 13,010[102] 2007
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