

SUBARU SOLTERRA

AU: JANUARY 2024 - OCTOBER 2025
NZ: JANUARY 2024 - DECEMBER 2025
ALL VARIANTS



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Small SUV
ENGINE TYPE	Battery Electric Vehicle (BEV)
BUILT FROM	November 2023 - September 2025
ON SALE FROM	AU: January 2024 - October 2025 NZ: January 2024 - December 2025
SERIES	n/a
AIRBAGS	Dual frontal, side chest, side head, centre

The Subaru Solterra was introduced in Australia and New Zealand in January 2024. The ANCAP safety rating for the Subaru Solterra is based on testing of its corporate twin, the Toyota bZ4X. ANCAP was provided with technical information which showed the results achieved by the Toyota bZ4X can be applied to the Subaru Solterra. This ANCAP safety rating applies to all Solterra variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Backover and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed assist system (SAS) are standard equipment.



88%

ADULT OCCUPANT PROTECTION



88%

CHILD OCCUPANT PROTECTION



79%

VULNERABLE ROAD USER PROTECTION



93%

SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Subaru Solterra AWD	5 door SUV	BEV Dual motor	AWD	✓	✓
Subaru Solterra AWD Touring	5 door SUV	BEV Dual motor	AWD	✓	✓

ADULT OCCUPANT PROTECTION



88%

33.69 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Dummy readings indicated MARGINAL protection for the driver's chest and ADEQUATE protection for the lower legs. Structures in the dashboard were a potential source of injury for the driver and passenger, and protection of the upper legs was rated MARGINAL. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the vehicle presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.46 point penalty (out of 4.00 points) was applied.

In the full width frontal test, protection was MARGINAL for the chest of both the driver and the rear passenger, with GOOD protection for all other critical body areas.

In the side impact test, protection offered to all critical body regions was GOOD and maximum points were scored in this test.

In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The vehicle is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as GOOD for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck: 4.00 pts
Chest: 2.58 pts
Upper legs: 2.00 pts
Lower legs: 3.55 pts
Deductions: -1.00 pts (variable contact)
-1.00 pts (concentrated load)

FRONT PASSENGER

Head / neck: 4.00 pts
Chest: 4.00 pts
Upper legs: 2.00 pts
Lower legs: 4.00 pts
Deductions: -1.00 pts (variable contact)
-1.00 pts (concentrated load)

COMPATIBILITY

Deductions: -1.46 pts



FULL WIDTH FRONTAL (50km/h)



DRIVER

Head: 4.00 pts
Neck: 4.00 pts
Chest: 2.28 pts
Upper legs: 4.00 pts
Deductions: Nil

REAR PASSENGER

Head: 4.00 pts
Neck: 4.00 pts
Chest: 2.17 pts
Upper legs: 4.00 pts
Deductions: Nil

RESCUE & EXTRICATION

Rescue Sheet

● No penalty

Door Opening / Extrication

● No penalty

Multi-Collision Braking

● 1.00 pt

Advanced eCall

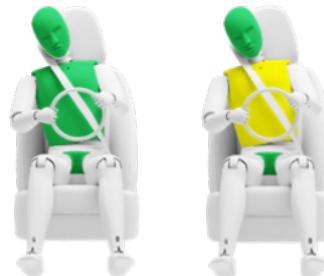
✗ 1.00 pt default

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)†	5.34	(out of 8)
FULL WIDTH FRONTAL†	7.11	(out of 8)
SIDE IMPACT†	6.00	(out of 6)
OBLIQUE POLE†	5.54	(out of 6)
WHIPLASH PROTECTION	3.69	(out of 4)
FAR SIDE IMPACT	4.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

† Scaled scores. Total test scored out of 16.00 points.

SIDE IMPACT OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head: 4.00 pts
Chest: 4.00 pts
Abdomen: 4.00 pts
Pelvis: 4.00 pts
Deductions: Nil

OBLIQUE POLE (32km/h)

Head: 4.00 pts
Chest: 2.78 pts
Abdomen: 4.00 pts
Pelvis: 4.00 pts
Deductions: Nil

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head: 4.00 pts
Neck: 4.00 pts
Chest & Abdomen: 4.00 pts
Pelvis: No penalty

OBLIQUE POLE

Head: 4.00 pts
Neck: 4.00 pts
Chest & Abdomen: 4.00 pts
Pelvis: No penalty

OCCUPANT-TO-OCCUPANT

Head contact: No penalty



WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger: 2.94 pts
Rear passenger: 0.75 pts

CHILD OCCUPANT PROTECTION



88%

43.43 POINTS
OUT OF 49

In the frontal offset and side impact tests, protection of the 10 year and 6 year dummies was GOOD for all critical body regions, and maximum points were scored in these tests.

The Subaru Solterra is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions, and one of the booster seats could not be correctly installed in the centre rear position.

DYNAMIC TEST (FRONT)

16.00 (out of 16)

DYNAMIC TEST (SIDE)

8.00 (out of 8)

RESTRAINT INSTALLATION

11.43 (out of 12)

ON-BOARD SAFETY FEATURES

8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✗	●	✗	-	-
Integrated child restraints	✗	✗	✗	-	-
Top tether anchorage	✗	●	●	-	-
Airbag disabling	✗	-	-	-	-

● FITTED TO TEST CAR AS STANDARD

● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

✗ NOT AVAILABLE

- NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



88%

43.43 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW		2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	Rearward facing capsule		✗	●	●	●	–	–	–
	TYPE A Rearward facing with harness - convertible (Model A)		✗	●	●	●	–	–	–
	Rearward facing with harness - convertible (Model B)		✗	●	●	●	–	–	–
	TYPE B Forward facing with harness - convertible (Model A)		✗	●	●	●	–	–	–
	Forward facing with harness - convertible (Model B)		✗	●	●	●	–	–	–
	TYPE E Booster - 4 to 8 years		✗	●	●	●	–	–	–
ISOFIX	TYPE F Booster - 4 to 10 years		✗	●	●	●	–	–	–
	Rearward facing capsule		✗	●	–	●	–	–	–
	TYPE A Rearward facing with harness - convertible (Model A)		✗	●	–	●	–	–	–
	Rearward facing with harness - convertible (Model B)		✗	●	–	●	–	–	–
	TYPE B Forward facing with harness - convertible (Model A)		✗	●	–	●	–	–	–
	Forward facing with harness - convertible (Model B)		✗	●	–	●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



79%

42.76 POINTS
OUT OF 54

The bonnet provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper provided GOOD protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. Testing of this system showed GOOD performance in forward and turning pedestrian test scenarios. The AEB system reacts to vulnerable road users in reverse (AEB Backover) but the system was not standard on the tested vehicle and these tests were not conducted. GOOD performance was seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds.

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Pre-Collision System (Subaru Safety Sense)
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-80 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE		GOOD			



SAFETY ASSIST



93%

14.90 POINTS
OUT OF 16

The Subaru Solterra is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and a blind spot monitoring system (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in all scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of lane support system functionality showed GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Tracing Alert (Subaru Safety Sense)
OPERATIONAL FROM: 50-200 km/h

EMERGENCY LANE KEEPING (ELK)							
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge	Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL		
PERFORMANCE						GOOD	

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



93%

14.90 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Pre-Collision System (Subaru Safety Sense)
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-180 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	
Supplementary warning	PASS
Restraint activation / dynamic retractors	[NOT FITTED]

		AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								
TEST SCENARIO		Driving towards a stationary car					Turning across the path of oncoming vehicle			
		-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET	TEST VEHICLE SPEED	30 KM/H	45 KM/H	55 KM/H
AEB (10-50 km/h)							10 KM/H			
FCW (30-80 km/h)							15 KM/H			
PERFORMANCE		GOOD					GOOD			

		AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								Driving towards a slower moving car*			
TEST SCENARIO		Toward car braking lightly				Toward car braking heavily							
		12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY								
AEB (10-50 km/h)													
FCW (50*-80 km/h)													
PERFORMANCE		GOOD											

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	—	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	—	—

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised

● PASS ● FAIL ✕ NOT AVAILABLE — NOT APPLICABLE

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR ■ NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	—	—
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	—	—
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	—	—
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	—	—
Airbag - centre	●	●
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	✗	✗
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	✗	✗
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL

Toyota bZ4X AWD, LHD

TESTED VEHICLE(S) BUILT

2022

TESTED BODY TYPE

5 door SUV

TESTED VEHICLE ENGINE

Battery Electric

RATING PUBLISHED

February 2024

RATING UPDATED

n/a

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS