

OVERALL SCORE

87

CR Recommended

2022 Subaru Legacy

CR MPG Overall 28/ City 19/ Hwy 39 mpg
#2 of 11 Midsize Cars

HIGHS

- Ride
- Transmission
- Trunk space

LOWS

- Some controls require multiple steps
- Standard engine gets loud when pressed

ROAD TEST

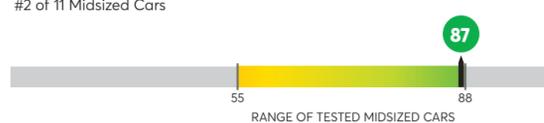
89/100

PREDICTED RELIABILITY

4/5

PREDICTED OWNER SATISFACTION

3/5

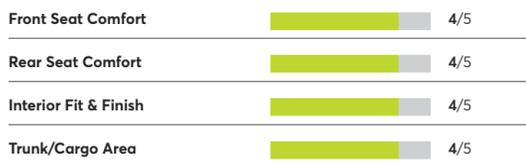


Road Test Results

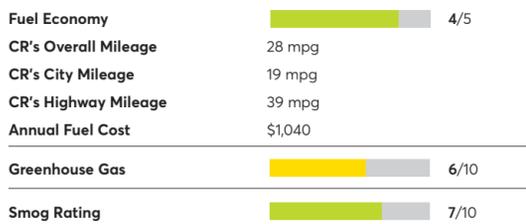
Performance



Comfort/Convenience



Fuel Economy & Emissions



Survey Results

Reliability History



Owner Satisfaction



CR Road Test Results

Subaru loyalists will be pleased that the redesigned-for-2020 Legacy doesn't stray far from the previous model, and that a host of improvements helps it rank among the top midsize sedans. The Legacy is sensible, comfortable, quiet, and easy to live with in almost every way, plus it comes with all-wheel drive, a unique standard feature in the class.

One of the first things you'll notice when driving the Legacy is its superbly smooth ride. Its suspension soaks up bumps and potholes with an uncanny fluidity that's better than some luxury sedans costing three times as much. The cabin is fairly quiet though the standard four-cylinder engine can get boisterous when pushed. The uplevel turbocharged engine has a quieter demeanor.

The Legacy tackles corners with restrained levels of body lean, feeling responsive and secure, but it isn't as sporty as a Mazda6. The steering is rather short on feedback to the driver regarding road texture and cornering loads. Still, its 54.5 mph speed through our accident avoidance maneuver test is impressive, and a testament to the Legacy's utterly controllable, driver-friendly nature.

The Legacy's driving position accommodates many body types, with plenty of headroom, cushy armrests, and a well-designed center console with a cutout for right knee space. Slim roof pillars and generously-sized side windows allow excellent outward views. Other high points include a roomy rear seat and large trunk.

If you're looking for a peppy personality, though, the standard engine may not be for you. The 182-horsepower, 2.5-liter four-cylinder

needs to be revved pretty high on the tachometer to make significant power, and it can feel strained when climbing hills or merging onto highways. And the 8.9 seconds it takes the Legacy to run from 0-60 mph is nearly one second slower than the Honda Accord and Toyota Camry. The Legacy's 28-mpg overall fuel economy is good for an all-wheel-drive sedan, but that's a few mpg behind those same front-wheel-drive rivals.

The uplevel turbocharged 260-hp, 2.4-liter (denoted as XT) engine transforms the Legacy, providing it with effortless punch, but at the expense of fuel economy. We tested an Outback (basically a raised wagon version of the Legacy) with this engine and it sprinted from 0-60 mph in 7.1 seconds, but dropped 4 mpg overall. The continuously variable transmission (CVT) fitted to either engine mimics the shift pattern of conventional automatic transmissions. This helps it mask some of the common CVT quirks, such as the engine revs rising more quickly than the speed of the car.

Unfortunately, Subaru has taken a turn for the worse with its infotainment system. The large screen, fitted to all versions except the base model, requires multiple steps to perform some common tasks, mostly ones related to the climate-control system.

Standard advanced driver assistance features include forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning, and adaptive cruise control. It's disappointing that blind spot warning and rear cross traffic warning cost extra.

Best Version to Get

Whether opting for the standard 2.5-liter or 2.4-liter turbo (XT) engine, we would gravitate toward the Limited trim level to get the more supportive leather seats, including a power front passenger seat. Shoppers opting for the lower Premium trim should make sure to choose the optional package with blind spot and rear cross traffic warning systems.

Notable changes:

The Legacy was new for 2020, and is based on Subaru's latest platform. It also shares most components with the Outback. An optional 260-hp,

2.4-liter four-cylinder turbocharged engine replaces the previous six-cylinder option. Starting with the 2021 model year, steering responsive headlights, which are designed to swivel according to steering input to give added visibility in corners, are standard on all trims. Changes for 2022 include standard blind spot warning and reverse automatic braking on the Sport model.

To read the full road test, visit www.consumerreports.org/cars/subaru/legacy/2022/road-test

New Cars

(as of November 2021)



CR Recommended	Make & Model	Overall Score	Road Test Results		Survey Results		Highs	Lows
			Road-test score	Overall mpg	Predicted reliability	Owner satisfaction		
✓	2022 Honda Accord	88	89	31	↑	↑	Responsive handling, comfortable ride, fuel economy, controls.	Low stance hurts access.
✓	2022 Subaru Legacy	87	89	28	↑	↓	Ride, transmission, trunk space.	Some controls require multiple steps, standard engine gets loud when pressed.
✓	2022 Toyota Camry	84	86	32	↑	↑	Comfortable ride, excellent fuel economy, braking (non hybrid), easy-to-use controls, hybrid gets great mpg and doesn't rob trunk space.	Low stance hurts access, engine sound can be unpleasant (non hybrid), transmission not always smooth (non hybrid), pairing a phone is not easy.
✓	2022 Hyundai Sonata	83	81	31	↑	↓	Fuel economy, trusty handling, braking (non-hybrid), available tech features.	Ride, gear selector, rough shifts for hybrid's transmission
✓	2021 Mazda 6	81	79	28	↑	↑	Handling, ride, fit and finish.	Relatively tight quarters, acceleration with standard engine.
✓	2022 Kia K5	76	82	32	↓	↓	Controls, fuel economy, interior room, braking.	Hesitation from rolling stop, access, no power seat on LXS, likely confusion between GT-Line and GT variants.
✓	2021 Honda Clarity	74	74	102	↑	↓	Acts as an EV for short distances, ride comfort, interior room.	Clumsy handling, front seat comfort, confusing controls, small gas tank for long trips.
✓	2022 Nissan Altima	72	81	31	↓	↓	Controls, fuel economy.	Agility, ease of entry.
✓	2022 Volkswagen Passat	71	77	28	↓	↓	Controls, rear seat, visibility, cruising range.	Abrupt launch, on-limit handling.
	2022 Chevrolet Malibu	55	80	29	↓	↓	Quiet cabin, comfortable ride, roomy rear seat, very easy-to-use controls.	Cloth seats short on support, style hurts visibility and access, base 1.5-liter engine has a raspy tone.
	2021 Toyota Mirai	Not Tested	NA	NA	↓	↓		

HOW TO READ THE RATINGS

Recommended vehicles, indicated with a check mark (✓), are the models with the highest Overall Scores that meet the threshold in their category.

Make + Model reflect the vehicle we tested and its engine displacement.

Overall Score reflects a vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Annual Auto Surveys; the availability of frontal crash prevention systems with forward collision warning, automatic emergency braking, and pedestrian detection, along with blind spot warning; and, if available, results from government and insurance-industry crash tests.

Survey Results reflect findings from CR's Annual Auto Surveys, completed by Consumer Reports members.

Predicted reliability is our determination of how well a model will hold up, based on the problems that members reported in CR's Annual Auto Surveys, which include data on around 420,000 vehicles.

Owner satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again. We use a model's latest three years of data to determine the prediction, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all-new or redesigned, we use our expert judgment based on brand track record and similar models to predict reliability and owner-satisfaction ratings.

Road-Test Results include CR's test findings that we feel are the most relevant. We buy and test between 50 and 60 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests and evaluations. The results of these tests make up our road-test score. Some tests, such as those for braking and fuel economy, are measured with instruments; categories such as seat and ride comfort, noise, and fit and finish are graded by our experts. The Usability rating is a combination of our testers' assessments of the ease of performing everyday driving tasks, as well as cockpit ergonomics and interface design. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in electric and gas modes.

Highs and lows give a quicksummary of a model's notable strengths and weaknesses.

Why Some Vehicles Are Not Rated Certain models have been redesigned or extensively freshened since our last test, or are new. All are scheduled to be included in future road tests. Models include the Toyota Mirai.

What Our Ratings Symbols Mean



Go to CR.org/newcarbuyingguide for advice on whether you should buy or lease your next new car, and other car shopping tips.