

OVERALL SCORE

85

CR Recommended

2022 Subaru Outback

CR MPG Overall 24/ City 16/ Hwy 32 mpg
#1 of 11 Midsize Sport-Utility Vehicles

ROAD TEST 91/100

PREDICTED RELIABILITY 3/5

PREDICTED OWNER SATISFACTION 4/5



- HIGHS**
- Ride
 - Transmission
 - Seat comfort
 - Driving position
 - Integrated cross bars
 - Visibility

- LOWS**
- Some controls
 - Slow responding infotainment screen

Road Test Results

Performance

Acceleration 4/5
0 to 60 mph (sec.) 7.1 sec

Transmission 5/5

Braking 4/5

Emergency Handling 4/5

Comfort/Convenience

Ride 5/5

Noise 4/5

Front Seat Comfort 5/5

Rear Seat Comfort 4/5

Interior Fit & Finish 4/5

Trunk/Cargo Area 3/5

Fuel Economy & Emissions

Fuel Economy 3/5

CR's Overall Mileage 24 mpg

CR's City Mileage 16 mpg

CR's Highway Mileage 32 mpg

Annual Fuel Cost \$1,210

Greenhouse Gas 5/10

Smog Rating 3/10

Survey Results

Reliability History



Owner Satisfaction



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CR Road Test Results

The Outback is a raised wagon with standard all-wheel drive that serves as a smart alternative to more traditional SUVs. The current model doesn't stray from its successful formula. It is a comfortable, functional vehicle that's well suited for every day commutes and weekend adventures. Its size and capabilities allow the Outback to compare favorably with small and midsize SUVs.

The Outback has a solid feel, with a very comfortable ride that outshines some luxury SUVs. The elevated ground clearance and standard all-wheel drive help make the Outback ready to tackle light off-road duties. Handling is responsive and secure. We were impressed with its performance in our accident avoidance maneuver.

The standard 182-hp, 2.5-liter engine does the job and gets good fuel economy, but that engine becomes loud under duress. The uplevel turbocharged 260-hp, 2.4-liter engine (denoted as XT in trim names) transforms the Outback, granting it effortless punch and a quieter demeanor. The CVT faithfully mimics traditional gear shifts, and the turbo power

masks some of the common quirks, such as revs rising much quicker than the speed, found with that type of transmission. We got 24 mpg overall with the XT on regular gasoline. A Legacy (the Outback's sedan counterpart) we also tested with the standard, non-turbo engine returned 28 mpg overall.

The infotainment system uses a large, colorful screen that suffers from slow response time and the need for multiple steps to perform some common climate functions.

The Outback has thoughtful touches throughout. For instance, it has a configurable roof rack with crossbars that can swivel into place when needed, and be tucked neatly away to reduce wind noise. Plus, it has a dual-position cargo cover that helps when loading (it can be nudged up to create a larger opening) and a dedicated storage spot for it when removed.

Standard safety equipment includes automatic emergency braking (AEB), forward collision warning (FCW), lane departure warning (LDW), and lane centering. It also includes adaptive cruise control (ACC). Blind spot warning and rear cross traffic warning are optional.

Best Version to Get

Whether opting for the standard 2.5-liter or 2.4-liter turbo engine, we would gravitate toward the Limited trim level for the more supportive leather seats, power passenger seat, and power rear gate. Shoppers drawn to the lower Premium trim should choose the optional blind spot warning.

Notable changes:

A new Wilderness model joins the line for 2022, highlighted by a special suspension with higher ground clearance than the

standard model, all-terrain tires, and a specially tuned X-Mode that can remain engaged at higher speeds. Other details include an eight-way power front passenger seat, and other unique interior and exterior trim bits. Power comes from the company's 2.4-liter turbocharged engine.

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

New Cars

(as of November 2021)

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CR Recommended	Make & Model	Overall Score	Road Test Results		Survey Results		Highs	Lows
			Road-test score	Overall mpg	Predicted reliability	Owner satisfaction		
✓	2022 Subaru Outback	85	91	24	1	4	Ride, transmission, seat comfort, driving position, integrated cross bars, visibility.	Some controls, Slow responding infotainment screen.
✓	2022 Toyota Venza	83	75	37	4	4	Fuel economy, ease of access.	Controls, visibility, road noise, cargo capacity.
✓	2022 Chevrolet Blazer	82	83	19	4	1	Acceleration, braking, transmission, quietness, controls.	Visibility, low dash vents.
✓	2022 Nissan Murano	81	77	21	4	1	Plush cabin, powerful engine, simple infotainment system.	Hindered outward visibility to rear and sides, overly light and vague steering robs driver confidence, CVT idiosyncrasy is not for everyone.
✓	2022 Ford Edge	80	84	22	1	1	Handling, quietness, braking, interior room, access, standard safety features.	Driving position.
✓	2022 Honda Passport	75	79	21	1	4	Acceleration, quietness, interior room, standard advanced safety features.	Ride, lackluster handling.
✓	2022 Volkswagen Atlas Cross Sport	70	81	21	1	1	Interior room, access, controls.	Too wide for tight parking spaces.
	2022 Hyundai Santa Fe	58	76	24	4	1	Secure handling, braking, interior room, rear occupant alert, hybrid's better fuel economy, ride and power.	Underpowered with base engine, ride (except the hybrid), gear selector.
	2022 Jeep Wrangler	28	36	18	4	4	Off-road ability, strong V6 powertrain.	Stiff ride, lots of wind noise, awkward access, fuel economy.
	2022 Jeep Grand Cherokee	Not Tested	NA	NA	4	4		
	2021 Ford Bronco	In Test	NA	NA	4	4		

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 refreshed since our last test, or are new. All are scheduled to be included in future road tests. Models include the Jeep Grand Cherokee and Ford Bronco.

What Our Ratings Symbols Mean

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