

(as of December 2024)

OVERALL SCORE

**82**

✓ CR RECOMMENDED

**2025 Subaru Legacy**

CR MPG 28 mpg  
#3 of 8 Mid-sized cars

✓ HIGHS

- Ride
- Transmission
- Trunk space

✗ LOWS

- Some climate features require multiple steps
- Standard engine gets loud when pressed

ROAD TEST



PREDICTED RELIABILITY



PREDICTED OWNER SATISFACTION



Road Test Results

Performance

Acceleration 0 to 60 mph	8.9 sec	3/5
Transmission		5/5
Routine Handling		4/5
Emergency Handling		4/5
Braking		4/5
Headlights		2/5

Comfort & Convenience

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

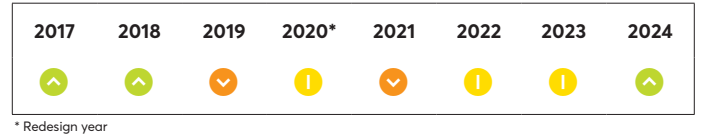
Fuel Economy & Range

Fuel Economy		4/5
CR's Overall Mileage	28 mpg	
CR's City Mileage	19 mpg	
CR's Highway Mileage	39 mpg	
Green Choice	No	
Greenhouse Gas		6/10
Smog Rating		6/10

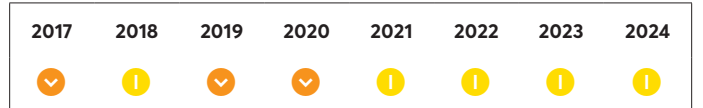
Survey Results



Overall Reliability Verdict



Owner Satisfaction



Driving Experience		80/100
Comfort		86/100
Value		59/100
Styling		74/100

Subaru Legacy Road Test

Introduction

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 mid-sized 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. 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, lane keeping assistance, adaptive cruise control, and lane centering assistance. It's disappointing that blind spot warning and rear cross traffic warning is unavailable on the base trim and optional on the Premium.

Summary

Best Version to Get:

We would gravitate toward the Limited trim level to get the more supportive leather seats, heated steering wheel, power sunroof, and 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. Those looking for more power will need to opt for the Sport or Touring XT trims to get the turbocharged engine.

Notable changes:

The 2025 model was mostly unchanged, though Limited trims received a standard power moonroof, heated steering wheel, navigation, and DriverFocus distraction mitigation system. Subaru announced that 2025 is the final year for the Legacy.

The 2024 model remained mostly unchanged.

New content for 2023 included mild interior and exterior styling

updates. On the safety front, 2023 models offered Automatic Emergency Steering, which scans for potential collisions with a vehicle, pedestrian or cyclist ahead and automatically steers to avoid or lessen the severity of impact.

Changes for 2022 included standard blind spot warning and reverse automatic braking on the Sport model.

Starting with the 2021 model year, steering responsive headlights, which are designed to swivel according to steering input to give added visibility in corners, became standard on all trims.

The Legacy was redesigned for 2020. It shares most components with the Outback. An optional 260-hp, 2.4-liter four-cylinder turbocharged engine replaced the previous six-cylinder option.

To read the full road test, visit [www.consumerreports.org/cars/subaru/legacy/2025/road-test-report/#pagestop](https://www.consumerreports.org/cars/subaru/legacy/2025/road-test-report/#pagestop)