

(as of December 2024)

OVERALL SCORE

85

✓ **CR RECOMMENDED**

2025 Subaru Outback

CR MPG 24 mpg
#1 of 12 Mid-sized SUVs

✓ **HIGHS**

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

✗ **LOWS**

- Some controls
- Slow responding infotainment screen

ROAD TEST



PREDICTED RELIABILITY



PREDICTED OWNER SATISFACTION



Road Test Results

Performance

Acceleration 0 to 60 mph	4/5	7.1 sec
Transmission	5/5	
Routine Handling	4/5	
Emergency Handling	4/5	
Braking	5/5	
Headlights	2/5	

Comfort & Convenience

Ride	5/5
Noise	4/5
Driving Position	5/5
Front Seat Comfort	5/5
Rear Seat Comfort	4/5
Front Access	4/5
Rear Access	4/5
Usability	4/5
Interior Fit & Finish	4/5
Trunk/Cargo Area	3/5
Climate System	5/5

Fuel Economy & Range

Fuel Economy	3/5
CR's Overall Mileage	24 mpg
CR's City Mileage	16 mpg
CR's Highway Mileage	32 mpg
Green Choice	No
Greenhouse Gas	5/10
Smog Rating	6/10

Survey Results



Reliability History

2017	2018	2019	2020*	2021	2022	2023	2024

* Redesign year

Owner Satisfaction

2017	2018	2019	2020	2021	2022	2023	2024

Driving Experience	76/100
Comfort	79/100
Value	53/100
Styling	77/100

Subaru Outback Road Test

Introduction

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), lane centering assistance (LCA), and adaptive cruise control (ACC). It's disappointing that blind spot warning and rear cross traffic warning are unavailable on the base trim and optional on the Premium.

Summary

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:

For 2025, Limited trims received a standard power moonroof, heated steering wheel, navigation, and DriverFocus distraction mitigation system. A new Outback is expected to arrive for the 2026 model year.

The 2024 model was mostly unchanged.

Changes 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.

A new Wilderness version joined the line for 2022, highlighted by added ground clearance, all-terrain tires, and a specially tuned X-Mode that can remain engaged at higher speeds. It comes only with the Outback's uplevel engine, the turbocharged 2.4-liter.

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