

(as of December 2023)

OVERALL SCORE

77

✓ **CR Recommended**

2024 Subaru Legacy

CR MPG 28 mpg
#6 of 10 Midsized Cars

✓ **HIGHS**

- Ride
- Transmission
- Trunk space

✗ **LOWS**

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

ROAD TEST

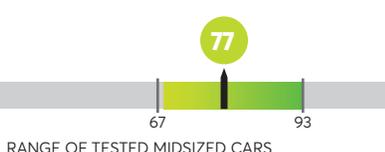
89/100

PREDICTED RELIABILITY

47/100

PREDICTED OWNER SATISFACTION

3/5



Road Test Results

Performance

Acceleration 0 to 60 mph (sec.)	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
Controls & Display		4/5
Interior Fit & Finish		4/5
Trunk/Cargo Area		4/5
Climate System		5/5

Fuel Economy & Emissions

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		7/10

Survey Results



Reliability History



Owner Satisfaction



Driving Experience		79/100
Comfort		83/100
Value		57/100
Styling		76/100

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 midsized 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.

New content for 2023 includes mild interior and exterior styling updates. On the safety front, 2023 models offer 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. No major changes for 2024.

To read the full road test, visit www.consumerreports.org/cars/subaru/legacy/2024/road-test-report

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