

OVERALL SCORE

87

✔ CR Recommended

2020 Subaru Outback

CR MPG Overall 24/ City 16/ Hwy 39 mpg
#1 of 5 All-Wheel Drive Wagons

✔ **HIGHS**

- Ride
- Transmission
- Seat comfort
- Driving position
- Integrated cross bars
- Visibility
- Standard automatic emergency braking

✘ **LOWS**

- Some controls

ROAD TEST

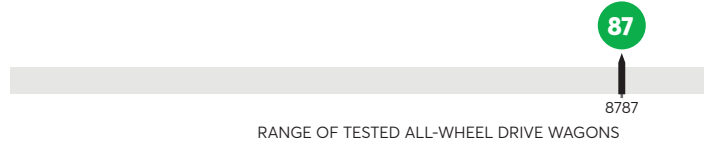
91/100

PREDICTED RELIABILITY

4/5

PREDICTED OWNER SATISFACTION

4/5



Road Test Results

Performance

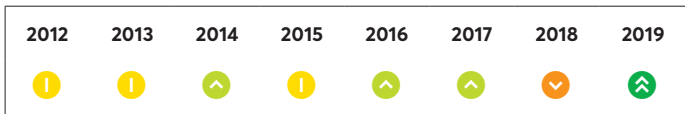
Acceleration 0 to 60 mph	7.1 sec	4/5
Transmission		5/5
Fuel Economy		3/5
CR's Overall Mileage	24 mpg	
CR's City Mileage	16 mpg	
CR's Highway Mileage	32 mpg	
Annual Fuel Cost	\$1,210	
Braking		4/5
Emergency Handling		4/5

Comfort/Convenience

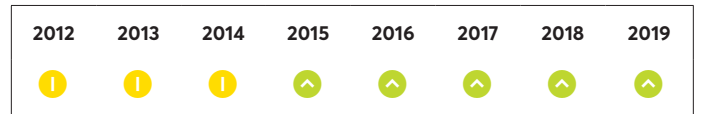
Ride	5/5
Noise	4/5
Front Seat Comfort	5/5
Rear Seat Comfort	4/5
Interior Fit & Finish	4/5
Trunk/Cargo Area	3/5

Survey Results

Reliability History



Owner Satisfaction



WORSE ← → BETTER

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. This redesigned model doesn't stray from its successful formula. It is again 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 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:

The redesigned Outback is based on Subaru's latest platform and shares most components with the Legacy. A 260-hp, 2.4-liter four-cylinder turbocharged engine replaced the previous six-cylinder.

To read the full road test, visit www.consumerreports.org/cars/subaru/outback/2020/road-test