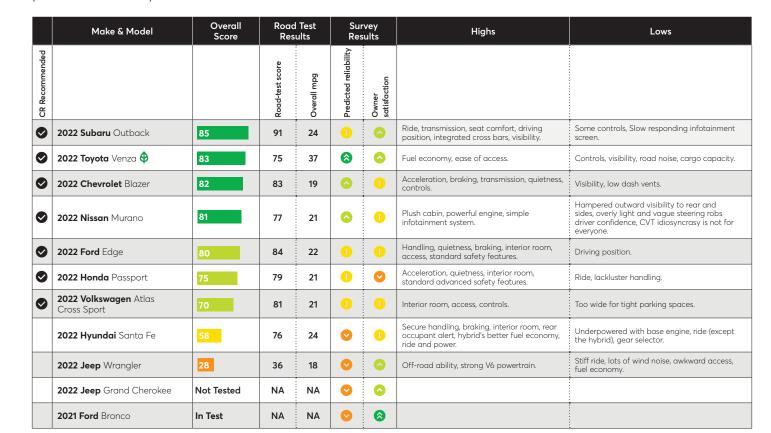
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New Cars (as of November 2021





HOW TO READTHE RATINGS

Recommended vehicles, indicated with a check mark (igotimes), 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 judgmen based on brand track record and similar models to predict reliability and ownersatisfaction 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).

Highs and lows give a guicksummary of a model's notable strengths and weaknesses

Energy consumption for plug-in hybrids is

listed in electric and gas modes.

Why Some Vehicles Are Not Rated Certain models have been redesigned or extensively freshened 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









other car shopping tips.

Φ



OVERALL SCORE

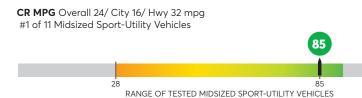




CR Recommended

2022 Subaru Outback

5/5



✓ HIGHS Ride

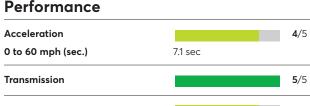
- Transmission
- Seat comfort
- · Driving position · Integrated cross bars

X LOWS

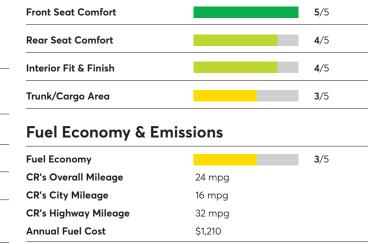
Visibility

- Some controls
- · Slow responding infotainment

Road Test Results







Survey Results

Reliability History

Ride

Noise



Owner Satisfaction

Greenhouse Gas

Smog Rating





5/10





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.

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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