(as of December 2025)

OVERALL SCORE

86

ROAD TEST **91**/100

PREDICTED RELIABILITY **73**/100

PREDICTED OWNER SATISFACTION **73**/100

✓ **CR RECOMMENDED**

2025 Subaru Outback

CR MPG 24 mpg
#3 of 10 Midsized SUVs

86

42   89
RANGE OF TESTED MIDSIZED SUVS

✔ **HIGHS**
• Ride
• Transmission
• Seat comfort
• Driving position
• Integrated cross bars
• Visibility

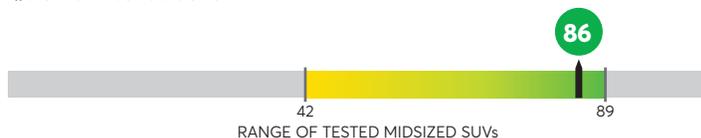✘ **LOWS**
• Some controls
• Slow responding infotainment screen

Road Test Results

Performance

Acceleration 0 to 60 mph	7.1 sec	4/5
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
Cargo Score	4/5
Towing	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		5/10

Survey Results

WORSE — BETTER

Reliability History

2018	2019	2020*	2021	2022	2023	2024	2025
⌄	⌄	⌄	!	!	⌃	⌃	⌃

* Redesign year

Owner Satisfaction

2018	2019	2020	2021	2022	2023	2024	2025
⌃	⌃	⌃	⌃	⌃	⌃	⌃	⌃

Driving Experience	80/100
Comfort	82/100
Value	58/100
Styling	81/100

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.

To read the full road test, visit consumerreports.org/cars/subaru/outback/2025/road-test-report/#pagestop

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