

OVERALL SCORE **RECOMMENDED**

**81**

# 2019 Subaru Outback

CR MPG Overall 24/ City 16/ Hwy 34 mpg  
#2 of 6 All-wheel Drive Wagons

**81**

81 86

**ROAD TEST**



**PREDICTED RELIABILITY**



**PREDICTED OWNER SATISFACTION**



**FRONTAL CRASH PREVENTION**

Fwd Collision Warning	Standard
Auto Brakes City	Standard
Auto Brakes Highway	Standard

## Road Test Results

### Performance

<b>Acceleration</b>		3/5
0 to 60 mph (sec.)	10.5 sec	
<b>Transmission</b>		5/5
<b>Fuel Economy</b>		3/5
CR's Overall Mileage	24 mpg	
CR's City Mileage	16 mpg	
CR's Highway Mileage	34 mpg	
Annual Fuel Cost	\$1,195	
<b>Braking</b>		4/5
<b>Emergency Handling</b>		3/5

### Comfort/Convenience

<b>Ride</b>		4/5
<b>Noise</b>		4/5
<b>Front Seat Comfort</b>		4/5
<b>Rear Seat Comfort</b>		4/5
<b>Interior Fit &amp; Finish</b>		4/5
<b>Trunk/Cargo Area</b>		3/5

## Owner Reports

WORSE BETTER

### Reliability History



### Reliability Trouble Spots

This car is new and detailed reliability trouble spots will be available at a later date.

<b>Engine Major</b>		N/A
<b>Engine Minor</b>		N/A
<b>Engine Cooling</b>		N/A

### Owner Satisfaction

This car is new and detailed owner satisfaction will be available at a later date.



<b>Driving Experience</b>		72/100
<b>Comfort</b>		71/100
<b>Value</b>		76/100

## Road Test

More than just a wagon, the Outback is an intriguing alternative to a traditional midsized SUV. It has more cargo space than most seemingly larger competitors, less thirst for fuel, and a lower price. Functionally, it does everything most midsized SUVs can do — except tow a heavy load. Subaru has split the difference between a wagon and a crossover, creating a winning combination.

The continuously variable transmission (CVT) has been recalibrated, making acceleration less thrashy. Unless you floor the gas pedal, the engine revs and noise drop off quickly, which makes the car sound much

quieter and feel more relaxed. The tradeoff is that the four-cylinder Outback is slower, though it doesn't really feel slow from behind the wheel. With the 2.5i, we measured fuel economy of 24 mpg overall, which is significantly better than any midsized SUV. Six-cylinder 3.6R versions are much quicker and even quieter, with little penalty in fuel economy. We got 22 mpg overall.

Because the Outback carries a car-like center of gravity compared to those crossovers, its ride comfort and handling are more balanced and it exhibits less body lean in tight corners. It's no sports car, but in normal driving the Outback feels plenty responsive and secure.

But the Outback's ride height also has been raised by 2.8 inches over its Legacy sedan sibling. Not only does that make getting in and out

of the Outback really easy, it also adds ground clearance for cruddy roads.

Inside, the Outback features a contemporary infotainment system that makes pairing phones and streaming online audio easy.

A full complement of high-tech safety gear is standard with Subaru's EyeSight, which includes lane-departure and forward-collision warnings, automatic emergency braking, along with active cruise control that can bring the car to a stop in traffic.

Throw in excellent visibility, a quiet cabin, straightforward controls, and the Outback is an easy car to recommend.

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## Highs

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- ✓ More room than a similarly priced small SUV
  - ✓ Comfortable ride
  - ✓ Excellent visibility
  - ✓ Intuitive controls
  - ✓ Standard EyeSight advanced safety equipment
  - ✓ Standard all-wheel-drive
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## Best Version to Get

The best value is the 2.5i Premium, which strikes a good balance of equipment and price. The Touring's primary functional addition is the heated steering wheel. Those concerned with the leisurely acceleration might want to consider the 3.6R which is more powerful and luxurious.

### Notable changes:

For 2019, advanced safety features including forward-collision warning, automatic emergency braking, lane departure warning, and lane keeping assist are standard.

To read the full road test go to <https://www.consumerreports.org/cars/subaru/outback/2019/road-test/?pagestop>.

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## Lows

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- ✗ Hardcore roof-rack users might need a workaround for the integrated roof rack system
  - ✗ Leisurely acceleration with the four-cylinder
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