# Subsru outback

Subaru's successful formula with the Outback station wagon has been imitated by several of its rivals, but none of those copycats has managed to get as much traction. The slightly lifted suspension and ruggedized plastic lower body panels have both been found on other wagons. However, this one happens to be an Editors' Choice winner. The Outback's appeal lies in its adventure-ready appearance, standard all-wheel drive, and cargo-friendly cabin. Two four-cylinder engines are offeredâ€"a nonturbo 2. While the Outback's handling won't thrill a driving enthusiast, its ride is smooth and quiet, and its interior is roomyâ€"a combination that should satisfy families and adventure seekers traveling to their next challenge. The Outback was redesigned from the ground up for the model year, so for Subaru has made only three minor changes: Adaptive headlamps, a rear-seat reminder system, and a passenger's seatbelt warning light and chime are now standard across the lineup. We think the Premium model has the best complement of standard and optional features for the price. We don't think the turbo's improved acceleration and pounds of extra towing capacity are worth the money. Instead, the Outback Premium comes standard with an Among those, we'd opt for the more affordable package that adds blind-spot monitoring, a hands-free power liftgate, and passive entry with push-button start. The Outback lineup features a pair of flat-four-cylinder engines: a hp 2. Both mate to a continuously variable automatic transmission CVT that mimics an eight-speed gearbox to mitigate annoying engine drone. Of course, all Outbacks have standard all-wheel drive, which is a Subaru staple except for the rear-drive BRZ sports coupe. The standard powertrain provides humble motivation, but the Outback we tested had unremarkable acceleration and lazy transmission behavior. While the turbocharged version was considerably quicker, it was plagued by the same recalcitrant transmission. Still, most Outback owners are more concerned with ride quality and limited off-road capability. With 8. Likewise, its suspension provides a docile ride, and its steering is accurate and easy to manage on the highway. However, either version of the Outback lacks any athleticism, which might surprise WRX fans upgrading to the more practical wagon. The wagon's standard engine also can tow pounds, while the turbocharged version can pull The EPA estimates the standard Outback will earn 26 mpg in the city and 33 on the highway. The turbocharged version sees a significant dip in efficiency, with ratings of 23 mpg city and 30 highway. In contrast, its Legacy counterpart has thriftier powertrains. We tested an Outback with each of these engines on our mile real-world highway-fuel-economy route, and they returned an identical 28 mpg. The sedan with the turbocharged four-cylinder got 34 mpg in that same test. The Outback shares much of its interior with the Legacy, and both have comfortable accommodations and quality materials. While Subaru's cabin design borders on boring, it's functional and has a high seating height. Aside from the base model, every Outback has dual-zone climate control, heated front seats, a power-adjustable driver's seat, and copious USB ports. More upscale features such as a heated steering wheel, ventilated front seats, a power-adjustable front-passenger seat, and heated rear seats are available on fancier trim levels. The Outback also has a spacious back seat that offers an extra 1. Its rear cargo area provides 33 cubic feet of space; in our testing, it held 11 carry-on suitcases with the back seat up and 23 bags with it folded flat. The Legacy accepted eight and 22 suitcases, respectively, in the same tests. Base Outbacks feature two stacked 7. Along with large touch icons and quick response times, the big screen features a rotary volume and tuning knob as well as some physical buttons for climate settings, which makes them easier to use. All Outback models come standard with the company's EyeSight suite of driver-assistance technology. Key safety features include:. Subaru provides a competitive albeit unremarkable limited and powertrain warranty. It also doesn't include any complimentary scheduled maintenance such as the Buick Regal TourX. More Features and Specs. New Cars. Buyer's Guide. Type keyword s to search. View Photos. Drew Dorian and Eric Stafford. More on the Subaru Outback. The Car and Driver Difference. Expand Collapse. Advertisement - Continue Reading Below. More From Subaru. The Subaru Outback is an automotive nameplate used by the Japanese automaker Subaru for two different vehicles: a Legacy -based station wagon , the Outback â€"present , and an Impreza -derived hatchback , the Outback Sport â€" Most versions of the Outback wagon and Outback Sport have had all-wheel drive as either an option or standard equipment. The original Outback station wagon was derived from the wagon variant of the second-generation Subaru Legacy. The first-generation Legacy , which made its debut in , did not receive the cosmetic and suspension modifications to create an Outback version, although Subaru offered an Outdoor option package for the model year Legacy L all-wheel drive model, which added an compressed air strut height adjustable suspension, a luggage rack, a skidplate, and mud flaps. Earlier, a raised-roof "Touring Wagon" variant had been offered on the preceding Subaru Leone for the and model years. North American Legacy wagons were only offered as the flat-roof variant chassis code BJ until a special "GT" model was marketed for the model year. The second-generation Legacy wagon became the first generation of the Outback

wagon series, called the "Legacy Grand Wagon" in Japan in , and the "Legacy Outback" in most other markets. Compared to the existing Legacy wagon, the "Outback" variant added partial protective plastic side body cladding for off-road conditions, used a raised roof, and would later raise the suspension to provide additional ground clearance. It was introduced at the New York Auto Show. When launched in Australia in , the name "Legacy Outback" was shortened to "Outback", followed in other markets afterwards. In the United States, Subaru also retailed the Legacy SUS sedan between the and model years, with similar modifications to distinguish it from the equivalent Legacy model sedan. In Subaru used the second generation of the Legacy wagon as the basis for the first generation of the Outback wagon, which came equipped with the same 2. The model year Legacy Outback wagon was largely limited to cosmetic changes, featuring two-tone paint, larger wheels and tires, mud flaps, a roof rack, and upgraded upholstery, similar to the modifications on the previous model year Legacy Outdoor trim. The model year Outback, released in September , incorporated more substantial mechanical changes, including a raised suspension increasing ground clearance to 7. Encapsulating the sport theme of the Outback wagon, Subaru hired Paul Hogan , star of the movie Crocodile Dundee , as a pitchman for the vehicle. Subaru released a similarly altered second generation Outback as part of the third generation Legacy lineup in In North America, the new Outback and Legacy were introduced in for model year Although most markets used the Outback nameplate, the raised-suspension version was called the Legacy Lancaster in Japan. This generation also saw the introduction of the 3. The EZ30 was introduced at the New York Auto Show in April , [24] equipped in two separate models, including one that was co-branded with the Maine-based retailer L. The fourth generation Legacy formed the basis for a third-generation Outback. The third-generation Outback was unveiled at the Frankfurt Motor Show in September , offered with either the 2. Introduction was delayed in North America until January for the model year. A turbocharged 2. The interior and exterior styling of the entire Legacy series, including the Outback, was updated in mid At the same time, the Legacy wagon was dropped, leaving Subaru with only a single sedan Legacy and wagon Outback for the mid-size car market in North America. The fourth-generation Outback arrived with the debut of the fifth generation Legacy , marketed as model year vehicles in North America, and called the Outback worldwide. The EZ30 was replaced with a new 3. The EZ36 also provided increased power using regular unleaded fuel. The 2. Japanese dealers began selling the new Outback in May The styling was refreshed for the model year and base models switched to the 2. The model year was also the first time Subaru's advanced driver-assistance system , a stereoscopic camera-based system branded EyeSight, was available in North America. One of the more interesting features introduced from was tailgate PIN access. Found only on push-button start models, the tailgate features an extra button to the right of the tailgate release button that can be used to enter a PIN, morse-code style, to unlock the car in the lieu of having the fob. The promoted purpose is to allow access to the car where you have deliberately locked the fob inside the car e. This feature is now available across all Subaru models including sedans across all year models that feature push-button start. The fifth-generation Outback appeared in for the year model with the sixth generation Legacy , still badged the Legacy Outback for Japan. Subaru billed the exterior styling evolution as being shaped by the concept of 'more Outback', claiming to combine the strengths of passenger cars and sport-utility vehicles and capitalizing on the brand recognition gained from selling the Outback since From , some world markets also offered Subaru Adaptive Driving Beam ADB that allow a driver to leave their high beam switched on at all times, and in combination with EyeSight, adjust a series of shutters that cover portions of the high beam light projection to prevent dazzling oncoming drivers whilst maintaining visibility of the rest of the road, or to "draw a box" of low beam around a lead vehicle that adjusts left and right working with SRH in line with that vehicle's movement. Other additions include front and side cameras along with Apple Carplay and Android Auto, and the ability to change the colour of the combination meter illuminated rings to one of eleven different colours. The fifth-generation Subaru Outback is now classified as a 'crossover', with the body and wheelbase set larger than previous models. The fifth-generation Outback retained the same 2. Internally, the Outback moves to the Subaru Global Platform, [47] which is stiffer and offers a common base to allow use of alternative powertrains, such as hybrid or all-electric. In addition to all-wheel drive coming standard on every trim, the model year also added adaptive LED headlights with SRH on premium variants some world markets also receive SRH and ADP and a seat-belt reminder standard for all passengers. World markets outside of North America, including Japan, did not launch the sixth generation Outback until There is improved camera resolution for rear, side and front driver assistance cameras, EyeSight 4. Subaru also released the first generation impreza-based Outback Sport in to North America only for the model year. Derived from the impreza hatchback, the Outback Sport initially featured an off-road appearance package with

two-tone paint; otherwise, the mechanics of the platform were unchanged. The first Impreza Outback Sport was introduced for the model year as a trim line based on the "L Active Safety Group", which included all-wheel-drive and front and rear disc anti-lock brakes. The standard engine was a 1. In addition, the Outback Sport received a roof rack and mud flaps, but ground clearance was unchanged from the Impreza wagon on which it was based at 6. The Outback Sport was priced lower and aimed at a younger buyer than the Legacy-based Outback. Advertisements for the Outback Sport featured an actor who referred to Paul Hogan as his "uncle". Subaru in North America launched the subsequent generation in for the model year based on the second generation Impreza. In Australia, the Impreza RV incorporated similar styling changes. Subaru in North America launched the subsequent generation in for model year based on the third generation Impreza. From Wikipedia, the free encyclopedia. Japanese automobile model. This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. Motor vehicle. Main article: Subaru Outback Legacy second generation. Main article: Subaru Outback Legacy third generation. Main article: Subaru Outback Legacy fourth generation. Main article: Subaru Outback Legacy fifth generation. Main article: Subaru Outback Legacy sixth generation. Main article: Subaru Outback Legacy seventh generation. Main article: Subaru Impreza. Main article: Impreza first generation. Main article: Subaru Impreza second generation. Main article: Impreza third generation. Car and Driver. Retrieved 22 April New Car Test Drive. November 10, Cars Retrieved 23 April Money Inc. February 10, Automotive News. The New York Times. Motor Trend. Motor Car Net. Subaru Corporation. Retrieved 25 April Fuji Heavy Industries. 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Please Enter Zip Knowing your location allows us to display the proper information for your area. Your location cannot be displayed. The Subaru Outback has been around for more than 25 years, splitting the difference between a midsize SUV and a station wagon. That niche has broad appeal, and the ever popular Outback has continued its successful formula over six generations. While it drives mostly like a regular car, that hatchback design, decent ground clearance and taller seating position give it an SUV flair. We think it's a successful mix. The Outback is comfortable, well appointed and versatile, and the standard list of driver aids make it very compelling. Each one has its high points, from the Passport's large and usable interior to the 4Runner's serious off-road credentials. Any one of these is well worth a look if you're in the market for a two-row SUV. We were impressed enough with the redesigned Subaru Outback that we added one to our long-term test fleet to see if our impressions change living with it from day to day. We like the Outback's comfortable ride, handsome interior and peppy turbocharged engine. All-wheel drive comes standard on every trim. Feature highlights include: Base The base Subaru Outback comes with a decent list of features, including:. Limited The Outback Limited includes all Premium features plus the blind-spot monitoring, hands-free liftgate and keyless ignition and entry. You also get:. It also comes with:. Limited XT and Touring XT These trims mirror the features of the Limited and Touring trims, respectively, but both get the upgraded turbocharged engine. We traded a 3. This is a much better car - tighter, quieter, faster and with much, much better seats. I liked the naturally aspirated 3. The new turbo is more powerful but less civilized. Voice command is still hopeless, but the face scan technology is a wow and will customize the outside mirror settings to the individual driver as you get in the car, a big safety plus. The front seat passenger has 8-way power instead of the two-way as in the 3. The problem with Edmunds - as with all the major outlets, not to mention Doug Demuro and his spawn - is they never drive the cars at night. Heads up, there, fellas. It's one of the Outback's strengths. I didn't like the Jeep for various reasons mostly the unbearable road noise so I traded it in for a Outback. I test-drove the XT as well but didn't notice enough of a difference to warrant the extra cost and worse gas mileage. Subaru didn't think that one through; no cap-less gas tank? Sheesh, Subaru; base engine is underpowered, but that's what you sacrifice to get good gas mileage; the auto-stop start is rough Jeep's was smooth ; too much touch screen and not enough buttons: heated seats and auto stop-start should ALWAYS be a physical button are you reading this, Subaru? You have to go into SUB menus for both, which is a pain especially when it's cold and there is a huge delay when navigating through the screens ; rear-camera picture quality is so-so; advertised gas mileage is false: my combined average is about 24 mpg slightly better than my Outback and that's driving like a normal person; there is a slight vibration when the car is idling in drive. I hope that goes away. I love being able to start the car and adjust the temp from an app on my phone. The AWD is awesome. Overall, it's a good car. My friends make fun of me for driving a wagon, but whatever. It's the overall quality of this car that makes it worth it. The guy who sold me the car told me today that Subaru will have an update in the summer of for wireless Apple CarPlay, so that's cool. So this car is worth it if you're a "big picture" person who cares about overall quality and function. We have had an Outback since For winter driving even in really bad conditions, this is an ideal car with class beating symmetrical all-wheel drive. We also use snow tires in the winter which helps greatly with traction and to a small degree with braking too. I have had occasion to have to drive up deep snow packed and slippery hills with no problem whatsoever. The flat-4 Boxer engine has a lower center of gravity which helps in handling. The turbo charged newer version would be a game changer. Will be updating to a newer model in the next couple years and will definitely be visiting a Subaru dealer. World beating symmetrical all-wheel for this price is a great value. The CVT transmission has a slight lag with sudden acceleration, but once you get used to it it's fine. So far very pleasant experience. Rides nice, handles nice. Very comfortable vehicle. Power is good. Lots of bells and whistles!! Write a review. See all 24 reviews. NOTE: This video is about the Subaru Outback, but since the Subaru Outback is part of the same generation, our earlier analysis still applies. Editor Travis Langness gets behind the wheel of the redesigned Subaru Outback for a test drive. On

the outside, the Outback is updated with fresh new looks in the form of new headlights and taillights, a new front grille, wider fenders, and a bigger opening for loading items in the back. The engines have changed, too, with a reworked version of the standard 2. Is it a lifted hatchback? Is it a crossover, or is it an SUV? I don't really know. But I do know is this is the Subaru Outback. And we're here, Northern California, taking it out for a first drive. We're going to show you what's new about it, what's new under the hood, and all the cool tech and safety features that you can get. And we're going to take it off road. But before we do that, be sure to subscribe to our YouTube channel and go to Edmonds. So what's new about the Outback? Well, pretty much everything. Under the hood, the base model gets a 2. But it's actually a new engine, same size, new engine. This one, however, has the turbo charged 2. And this one gets more power, more torque, and better fuel economy-- all great things for a new car. There's different sheet metal, different styling up front and in the back-- different set of roof rack systems with tie-down sections. It's also got the same tent weight rating as the previous generation got. So you can put a pound tent on here while this thing is parked, or a pounds while moving. As you go down the side of the vehicle, you notice some Subaru styling. They've styled it they said to look kind of like a hiking boot with the rubber on the bottom but a little bit nicer up top. Then you come around back, different tail lights, different rear fascia. And if you get the option, you can have a power lift tailgate with the hands-free section. But it doesn't use a foot swipe, like some other manufacturers do-- just uses a little sensor here in the tailgate. On the inside of the new Outback, there's a lot to like. For starters is the big party piece-- this optional Now, there are a couple of things to note about this. First, it's really high quality. It's high resolution. The touch screen moves easily. It responds to touch mode stuff well to your inputs well. But it is a little bit small. If you look up, like, Apple CarPlay player Android Auto, that seems a little kind of shrunken, because width-wise, it's not very large. Otherwise, though, the nav map shows up really cool. It's powered by TomTom. So it's got good directions in here. This is a really nice system. It does, though, intrude a little bit on storage space. You can't really put much down here. There's two USB plugs here. And there's an option for dealer accessory, charging wireless pad. Now, over here on the passenger side, there is some more smartphone storage space. But it's not a lot. There are some nice soft touch points on the side for your elbows here. It really feels good to drive and relax in. And the center console here has this nice little top section and then a larger section below for more of your gear. Now, you can't put a smartphone here in the center console. And there's a nice little addition for cup holders. These are nice and deep. And also on the passenger side here, there's another bit for storage. So small item storage, it seems like they're kind of making due with the space. When you go down into the touch screen, there are a couple of things worth noting. It's got all of the controls for the driver aids in here. You've got systems, like, auto stop, start are integrated into the touch screen. The climate control also integrated into the touch screen. Sure, you can do the heat and cooling buttons here. But the fan buttons are here. And they're small and don't always respond to your touch inputs. It's kind of annoying. And when you get deeper into the screen settings, you can go into things that have to deal with the car and driving its distance. So you can look at the pre-braking collision, turn that on or off. Or you can going into lane departure warnings and see which ones you want to turn on and off. One of the coolest parts, though, is you can go into the cruise control acceleration characteristics on the menu and change it from level one, eco, two, comfort, three, standard to four, dynamic. Now, what this means is you can adjust the level of speed that the car picks up when someone gets out of your way on the highway, and you've got adaptive cruise control engaged. This is a complaint we have on tons of cars that when someone gets out of your way, and the adaptive cruise control re-engages, the car kind of takes some time to pick up. But on this one, it can adjust it yourself. Steering wheel is great. It's pretty much the same as the previous generation, got heft to it. And while at first glance, it seems like it's kind of crowded with buttons, and you get a little overwhelmed, things fall the hand easily. And once you got it figured out on the road a couple hours behind the wheel, you're not going to have a problem with these buttons. It's also nice that there is still a volume knob here, despite there being one over here. And the driver display system, it's bright. It's got a good font, good contrast. And it doesn't distract you from the road. There's not a lot of extra information going on there. This is, all in all, a great place to be. We're out on the road. Moving to the back seat, I have the seat set for me, and I'm 5 foot 9. There's definitely enough knee room here for somebody who's even taller. If I sit all the way back and upright, there's plenty of space here. A lot of foot room underneath. And there's plenty a head room up top. There's also a couple of nice features back here for passengers, like your two USB charging ports and outboard heated seats. So it's a little cold. People sitting on the outboard seats-- be nice and warm. And then the center here, obviously, you've got the full data center console with cup holders. And if you sit in the middle, it's not entirely uncomfortable. Now, I wouldn't want to be here for a long road trip,

But a trip to the store, no problem. We've got a hands-free tailgate and a couple of cool features in the back here. For instance, let's say you do have a bunch of stuff. Your hands are full. And you want to load it in. But it's too large for this cargo cover-- simply push down on it, slides right up. It's pretty awesome. Now, back here, you've got But it's just a difference in the way the ratings work out. This is actually more space than the previous generation car. And you've got the folding seats there with the handles. And you get, now, over 75 cubic feet of cargo space, which is more than enough for two adults to lay down in a camping trip or just enough to put a lot of lumber in. Either way, it's a spacious SUV. A lot of people are going to buy this car with the base engine-- the 2. And I would tell them not to, because this 2. It's got a ton of get up and go, horsepower, pound feet of torque. And it's honestly a really nice engine to drive. Even with the CVT, it feels like it's got down shifts. It feels like it's got some real get up and go. I'm just a fan of it. It's not grading either. It's not wheezy or loud. And even when you're going up grades, it seems to have a good low tone to it, unlike some other turbo-charged four cylinder engines, especially when they're paired with CVTs. You don't get that with this 2. And this is the same engine that you get in the Subaru Ascent, their big three-row crossover. Oh, it's got some power. It feels good, especially on a straight away like that. Brakes are good too. Turn in is good. Really, it feels kind of sporty, which is something I didn't think I'd find myself saying after driving this car for a few hours. Now, there are a couple of competitors in the class that give you that same vibe. The Passport is very similar. We just did a video with the Passport and the Blazer. And while I'm not a huge fan of the Blazer myself, I do agree that it's got a very sporty vibe. But despite this outback's outdoorsy looks, it's a car that really holds its own when it comes to curvy roads and getting around and having a little bit of fun. This is definitely not something you would think is an SUV. It kind of lends to the idea that this feels more like a wagon or a car, which in my opinion is a good thing. Yeah, I know everybody likes SUVs. They're really popular. That's why Subaru has made this car bigger and more capable over the years. But the party trick that it's kept is the fact that it's still really capable around corners. Steering has a good on-center field, returns the center really easily in your hands. It's got good weight to it. And where you don't get all this body roll and heave to and fro. And on the highway, it's really comfortable-- good ride quality, good seats. It's a little bit noisy in here. You can probably hear kind of that low hum of the tires. But it's not too bad. You turn on the music, and it drowns out real easily, especially with the optional Harman Kardon sound system that this trim level has. There's a lot of passive, active-- all kinds of safety features available-- optional standard on this Subaru. And some of those, like, lane keep assist and blind spot monitoring-- those are across the board in a lot of different vehicles. You can get them pretty much everywhere. But this car has a system that's very unique. It's called driver focus. And there are actually infrared radar systems here that read my face and can tell if I'm looking down too long or getting drowsy. It also knows who I am. You can store up to five driver profiles in here that greet you when you get into the car. And well, it seems kind of Skynetty, I do like it. It's fun. And it sets up your seat based on your face. It's definitely a new and interesting system but one I'm happy to get used to. So what I'll do here is, I'll look up at the road. I'll put my head down. And in a second, the car should figure out-- yep, you hear that beep? The car just figured out that I wasn't paying attention-- told me to keep my eyes on the road. So if you're looking at your cell phone, which you absolutely shouldn't be doing, it will make that noise as well. One of the great features too about the inside of this car is that everything is kind of down and away. It's out of my line of sight. It's a great flat dashboard, tons of forward visibility. And there aren't really any appreciable blind spots in the Outback. But there's an optional degree front-view camera helpful when you're out on the trails. And there's a nice big rear-view camera display in this Now, these seats-- these are pretty comfortable too. From the second you get at them, you realize that you don't really have to adjust much when you're out on the road. There's good bolster support. There's adjustable lumbar support. That was lane departure. I got out of the way of a truck that was oncoming. Now, when it comes to this driver aids, they can be a little bit sensitive. But honestly, it's probably still one of my favorite systems on the market. There are other systems, like, for example, the Honda One that's a little bit more sensitive, and I'm not a huge fan. But this Subaru system is, it's really intuitive. And you can adjust things, like, how fast it pulls away from adaptive cruise. And someone gets out of your way. And you can just turn off some of the systems entirely. And it goes around corners pretty well-- look at that. So what's the Outback like on the road? Honestly, it's really good. Same as last generation. It handles well. It steers well. Sure, it's no sports car. This steering is a little bit vague. But it's definitely more connected than somebody on frame SUV competitors. And it's got a good heft in your hands, good return to center field here. And I would enjoy driving this on any back road. So now that we've done some on-road stuff, we're going to do some off-roading in this Subaru Outback. And really, there is a difference between this kind of off-roading and the kind of stuff you might see on Jeep

commercials. We're going over a few water crossings here through some ruts. And there's plenty of ground clearance, because this Subaru, just like all its Subaru SUV brethren, has 8. It's got OK approach and departure angles. But it has dual X-Mode. So it's the upgraded version of the base X-Mode. This is deep mud engage X-Mode. OK, so let's go into the system here. X-Mode is on. And I will move forward for deep mud. I did just fine. Honestly, that wasn't really that deep. So we'll ignore that part. But the X-Modes come in two available software systems. There's the base X-Mode, which allows you to do hill, descent control-- things like that-- kind of manages the traction of the all wheel drive system. And then there's the dual X-Mode, which is on this car and which allows for sand, snow, rocky areas. It gives you some wheel slip so you can get out of kind of hairy situations. So if you live in an area where there's a lot of snow, or you know you're going to be traversing trails more often, than maybe go for one of the Outbacks with the dual X-Mode. Now, as we go through this section, you can see that I'm going between a cut down tree. And it is really precarious-- find something maybe two, three inches wider-- wouldn't make it through there. And one of the nice things about this vehicle is that it does have kind of smaller dimensions than some of its bigger competitors, like the forerunner. Out here on the trails too, most of the stuff you're going to find isn't Moab. Look, I know jeeps are good. I know forerunners are good. I know a Raptor can go anywhere and do jumps in the desert. But vehicles you want to live with on a daily basis are ones like the Outback. But this one is really well-tuned. And the 2. It's also got plenty of space in the back. And as opposed to a high-riding SUV, it's got a nice low load floor. So you can get big heavy items, your camping totes, your kid's strollers, whatever in the back, easier than you could if you had something that was higher up, like a pickup truck or a body on frame SUV. It's got its benefits. And it's going to be less expensive than some of those competitors too. So there's a good reason to check this one out first. Does the Subaru Outback deliver on all its promises? This is one of the most comfortable, capable, spacious and high tech midsize SUVs on the market today. It's hard to tell yet whether it will edge out top competitors, like the Honda Passport. But once we get it in-house at Edmonds and do a full instrumented test, we'll be sure to let you know. So for more information for vehicles like this and for all of its competitors, go to Edmonds. And feel free to subscribe to our YouTube channel and go to Facebook or Instagram for more great content. It's one of our highest-ranked midsize SUVs, thanks to a spacious interior with tons of usable storage, a comfortable ride and smooth V6 engine. It's more expensive than the Outback, however, and Honda's driver aids aren't as refined as Subaru's. For more thoughts on how it holds up over a year, check out our long-term review. Hyundais have always been a great value thanks to competitive pricing, an excellent warranty and loads of standard features. That said, the Santa Fe stands on its own, no qualification needed. Besides the features and warranty, we like the handsome and high-quality interior. The Santa Fe's engines lack the Subaru's grunt, and the sharp exterior design does hurt visibility. Where the Outback has some off-road capability thanks to standard all-wheel drive and a decent amount of ground clearance, it has nothing on this Toyota. The 4Runner is one of our favorite SUVs on the market today. We like its off-road prowess, wide range of configurations and versatile cargo area. It isn't perfect. The 4Runner's V6 engine is thirsty, and it doesn't ride nearly as comfortably as the Outback. It's also significantly more expensive than the Subaru. Consumer ratings and reviews are also available for the Subaru Outback and all its trim types. Overall, Edmunds users rate the Outback 4. Edmunds consumer reviews allow users to sift through aggregated consumer reviews to understand what other drivers are saying about any vehicle in our database. Detailed rating breakdowns including performance, comfort, value, interior, exterior design, build quality, and reliability are available as well to provide shoppers with a comprehensive understanding of why customers like the Outback. Edmunds experts have compiled a robust series of ratings and reviews for the Subaru Outback and all model years in our database. Our rich content includes expert reviews and recommendations for the Outback featuring deep dives into trim levels and features, performance, mpg, safety, interior, and driving. Edmunds also offers expert ratings, road test and performance data, long-term road tests, first-drive reviews, video reviews and more. This review was written by a member of Edmunds' editorial team of expert car reviewers. Our team drives every car you can buy. We put the vehicles through rigorous testing, evaluating how they drive and comparing them in detail to their competitors. We're also regular people like you, so we pay attention to all the different ways people use their cars every day. We want to know if there's enough room for our families and our weekend gear and whether or not our favorite drink fits in the cupholder. Our editors want to help you make the best decision on a car that fits your life. Simply research the type of car you're interested in and then select a car from our massive database to find cheap vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Subaru Outback. Edmunds has deep data on over 6

million new, used, and certified pre-owned vehicles, including rich, trim-level features and specs information like: MSRP, average price paid, warranty information basic, drivetrain, and maintenance , features upholstery, bluetooth, navigation, heated seating, cooled seating, cruise control, parking assistance, keyless ignition, satellite radio, folding rears seats ,run flat tires, wheel type, tire size, wheel tire, sunroof, etc. Edmunds also provides tools to allow shopper to compare vehicles to similar models of their choosing by warranty, interior features, exterior features, specifications, fuel economy, vehicle dimensions, consumer rating, edmunds rating, and color. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Home Subaru Subaru Outback. Photos Select year - Upcoming - New - New. Other years. Pros Spacious cabin and smooth, comfortable ride Optional turbocharged engine provides plenty of power Loading the roof or cargo area is easier than in most SUVs Above-average off-road ability Cons Big touchscreen is slow to respond and buries many controls in complicated menus Slow acceleration from standard engine Native voice recognition system isn't very accurate What's new Adaptive LED headlights now standard on all trims Seat-belt reminder standard for all passengers Reminder to check rear seat added as standard safety feature Part of the sixth Outback generation introduced for What's it like to live with? It combines a station wagon's practicality, comfort, easy-driving character and fantastic outward visibility with the ground clearance, ride compliance and all-weather sure-footedness of an SUV. We have our complaints, ranging from the frustrating infotainment screen to the anemic engine, but there are more strengths than weaknesses. The Outback is slow, but that's about the only negative in this category. Our test vehicle, an Outback Limited with the base four-cylinder engine, accelerated from 0 to 60 mph in 8. You'll want to upgrade to the turbocharged engine to get power similar to what rivals such as the Honda Passport and Ford Edge are capable of. At least the transmission shifts quickly and promptly to help you keep pace with traffic. There's some noticeable body roll when making turns, but in general the Outback is well behaved. The steering offers good on-center feel and feedback from the road. The best part? With 8. You'll be hard-pressed to find a more comfortable vehicle for the money. The front seats are great. They're soft but supportive, offering a decent amount of bolstering without feeling tight. Overall, these are welcoming seats, pleasant to settle into when you're tired and easy to stay in for a long time. The Outback's ride quality is excellent overall, too, even if certain road surfaces can create some vibrations in the cabin. Potholes, speed humps and drainage ditches are absorbed easily, yet there's no real floatiness to the vehicle. It's an impressive balance of compliance and control. The climate system works well to regulate cabin temperature. Unfortunately, making any adjustments beyond temperature requires using the complicated touchscreen interface. From a space standpoint, the Outback is fantastic. Some might prefer a more upright SUV-like seating position, but the Outback offers plenty of seat adjustability. Backseat passengers will be treated to excellent head- and legroom, and the cabin feels airy and open. The big windows also make for easy visibility all around and help eliminate blind spots. Unfortunately, in pursuit of reducing button clutter for drivers, most of the Outback's controls are routed through the touchscreen. The screen can be slow to respond and very distracting to use. Changing any setting requires navigating through multiple menus, adding time and distraction to even simple tasks. A nice-sounding stereo and plenty of charge ports are pluses, but Subaru's vertical It's pretty but not very functional. It's easy enough to find settings and selections, but the complicated menu structure adds time to any task. Plug in a smartphone, and the Apple CarPlay or Android Auto display is crammed into the top half of the screen, rendering the bottom half totally useless. Subaru's native voice command system is also subpar and struggles to recognize even basic requests. Subaru's EyeSight is one of the most capable driver assistance systems you can get, but it's also really annoying. While everything from adaptive cruise to lane keeping works well, all of it subjects you to almost constant beeping notifications. Because the Outback is more a lifted station wagon than an SUV, it loses out just a bit in terms of total cargo capacity. But at least the cargo floor is low and flat, making loading and unloading a breeze. It's also easy to install gear on the Subaru's roof rails because the Outback isn't quite as high as your typical SUV. Cabin storage is clever but lacking in volume. There's a nice phone shelf for front passengers, and rear passengers get bottle holders in their doors and seatback pockets on both sides, but the center console box is smaller than the ones in most SUVs. Ultimately there's less space to stash your stuff. Installing child safety seats should be a breeze, thanks to easily accessible seat anchors and plenty of room. With our test Outback, however, we only managed around 20 mpg. This could be because

the anemic power source demands a lead-footed approach to keeping pace with busy traffic. Most competitors have stronger standard engines, but otherwise the Outback offers an excellent value. The base model isn't lacking any practicality. And when loaded with extra luxuries and technology features, it costs less than similarly equipped competitors. The equation changes a bit if you want the more powerful XT models, whose prices are more directly aligned with traditional SUV competitors. The Subaru doesn't offer any particular ownership advantages, with a warranty that's average for the segment. And while the Outback feels well put together, the design and quality of materials don't really stand out in any particular way. We wish that meeting fuel economy estimates was easier, but in its unassuming competence the Outback reminds us of the value of putting function before image. Yes, the Outback is a little bland, but it's also very sure of itself. With plenty of ground clearance, full-time AWD and a smooth ride, it invites you to tackle potholes or unpaved roads. All told, it makes driving on bad city roads or unkept country roads altogether more pleasant. In fact, the Outback's strength is that it invites relaxation. The midlevel Premium trim offers a lot of features at a competitive price point, but if you have the budget, we suggest stepping up to the Onyx Edition XT. It packs more features than the Premium trim and benefits from a more powerful turbocharged engine. Feature highlights include:. Base The base Subaru Outback comes with a decent list of features, including: 2. You also get: inch wheels Driver-seat memory settings Leather upholstery Harman Kardon audio system Auto-dimming rearview mirror Power-adjustable front passenger seat Heated rear outboard seats Rear HVAC vents Options for the Limited: Heated steering wheel Sunroof Navigation system Driver attention monitor Issues an alert if sensors determine you are becoming fatigued Touring The Touring trim has all of the above plus: Ventilated front seats Upgraded leather with contrasting stitching Onyx Edition XT Features here generally mirror those on the Premium trim. It also comes with: Turbocharged 2. Read more. Find savings on the Outback for sale near you. ZIP Code. See Pricing. See all Outback lease offers. Sponsored cars related to the Outback. Indicator also warns of an unsafe lane change. Subaru DriverFocus Monitors the driver's focus using infrared sensors in the dashboard, warning when the driver has become drowsy or loses focus on the road. Side Impact Test Good. Subaru Outback vs. People who viewed this also viewed 4. Related Outback Articles. The Edmunds experts tested the Outback both on the road and at the track, giving it a 7. You probably care about Subaru Outback fuel economy, so it's important to know that the Outback gets an EPA-estimated 26 mpg to 29 mpg, depending on the configuration. What about cargo capacity? When you're thinking about carrying stuff in your new car, keep in mind that the Outback has And then there's safety and reliability. Learn more. To determine whether the Subaru Outback is reliable, read Edmunds' authentic consumer reviews, which come from real owners and reveal what it's like to live with the Outback. Look for specific complaints that keep popping up in the reviews, and be sure to compare the Outback's average consumer rating to that of competing vehicles. There's a lot to consider if you're wondering whether the Subaru Outback is a good car. Edmunds' expert testing team reviewed the Ou

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tback and gave it a 7. Safety scores, fuel economy, cargo capacity and feature availability should all be factors in determining whether the Outback is a good car for you. If you're interested in the Subaru Outback, the next question is, which Outback model is right for you? What do people think of the Subaru Outback? Edmunds Expert Reviews Edmunds experts have compiled a robust series of ratings and reviews for the Subaru Outback and all model years in our database. Our Review Process This review was written by a member of Edmunds' editorial team of expert car reviewers. What's a good price for a New Subaru Outback? Which Subaru Outbacks are available in my area? Can't find a new Subaru Outbacks you want in your area? Consider a broader search. Why trust Edmunds? Should I lease or buy a Subaru Outback? Check out Subaru lease specials. Sign Up. Get price. Our verdict. How does the Outback drive? How comfortable is the Outback? How economical is the Outback? Is the Outback a good value?