



2019

Subaru Outback

2.5i 4x4 "Linartronic" petrol CVT






























6.5 
/10

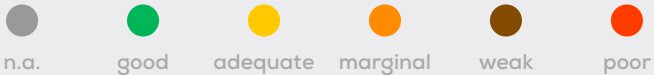
Clean Air
Index

1.8 
/10

Energy Efficiency
Index

 <u>Laboratory test</u>		HC	CO	NO _x	PN
6.8/9	Cold Test*				
2.8/3	Warm Test#				
2.8/3	Eco Mode#				
2.8/3	Sport Mode#				
0.0/9	Highway#				
 <u>Road test</u>					
6.9/7	On-Road Drive*				
 <u>Robustness</u>					

* Adapted regulatory test # Additional Green NCAP tests



Comments

Control of pollutant emissions is generally good or adequate. However, in the high-load highway test, emissions of carbon monoxide and of particulate are sufficiently high that no points are scored in that test.



Laboratory test

Energy

3.2/10 Cold Test*



1.0/3 Warm Test#



1.0/3 Eco Mode#



1.0/3 Sport Mode#



0.0/10 Highway#



Consumption

Fuel

Average consumption

8.9 l/100 km

Worst-case consumption

10.5 l/100 km

* Adapted regulatory test # Additional Green NCAP tests



n.a.



good



adequate



marginal



weak



poor

Comments

Energy efficiency is, at best, marginal. In the cold test, efficiency is rated as weak. In the high-load highway test, efficiency is poor and no points are scored.

Additional Information

Greenhouse Gases **

CO₂

Cold Test*



Warm Test#



Eco Mode#



Sport Mode#



Highway#



* Adapted regulatory test # Additional Green NCAP tests

** For indication only. The assessment of greenhouse gases does not currently form part of the rating.



n.a.



good



adequate



marginal



weak



poor

Our verdict

The Subaru Outback is tested here with the flat-four, 2.5 litre engine and “Lineartronic” – a continuously variable transmission (CVT). The car has a three-way catalyst but no particulate filter and complies with the latest Euro 6d-Temp emissions standards. In general, control of pollutant emissions is adequate or good. However, in the cold test, emissions of carbon monoxide and particulate emissions are elevated and, in the high-load test, they are very high, probably as a result of fuel enrichment in such load conditions. Nevertheless, the car achieves a Clean Air Index of 6.5. Its Energy Efficiency Index, however, is just 1.8 and this limits the car to a one-star rating. Energy consumption is high in all of the tests but especially so in the high-load test, for which no points are scored. Overall, the car performs reasonably for in the Clean Air assessment, but at the expense of energy/fuel efficiency.

Year of Publication

2019

Tested Car

JF1BS9LC2JG15XXX

Emissions Class

Euro 6d-Temp

Mass

1,695 kg

Engine Size

2,500 cc

Engine Power/Torque

129 kW/235 Nm

Tyres

225/60 R18

Published CO₂

166 g/km



Think before you print