







2022

# Subaru Outback

2.5i Lineartronic petrol AWD CVT





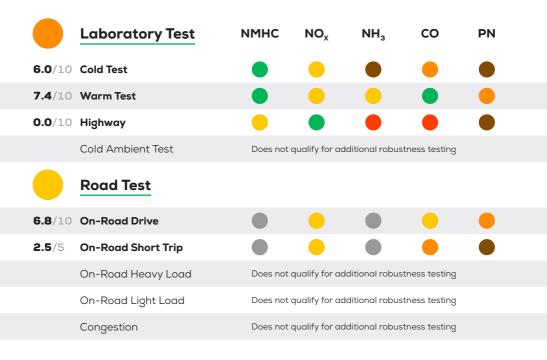
Clean Air Index 2.1

Energy Efficiency Index 0.7



Greenhouse Gas Index

















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good

adequate n

marginal

weak

1000

#### Comments

Ammonia (NH<sub>3</sub>), currently not regulated in the EU, is insufficiently controlled in the cold powertrain start cycle and, in general, control of particle number is not the Outback's forte. Major problems occur during the Highway Test: CO and NH<sub>3</sub> thresholds are drastically exceeded and particle number comes very close to the maximum allowed value. Accordingly, the Outback scores zero for this test. On the positive side, the car never failed to keep NO<sub>x</sub> low. The results in the standard on-road drive are comparable to those of the laboratory WLTC+ tests and represent moderate Clean Air performance.



# **Energy Efficiency Tests**

	Laboratory Test	Energy	
<b>3.2</b> /10	Cold Test		
<b>3.1</b> /10	Warm Test		
0.0/10	Highway		
	Cold Ambient Test	Does not qualify for a	additional robustness testing
		Consumption	Driving Range
	Average	<b>8.8</b> l/100 km	<b>729</b> km
	Worst-case	<b>10.8</b> I/100 km	<b>583</b> km













#### **Comments**

With consumption values of 7.9 I/100 km in both laboratory WLTC+ test runs and 10.8 I/100 km in the BAB130 Highway Test, the Subaru Outback is far away from being frugal in its use of fuel. In this part of the assessment, no points are scored in the motorway test due to upper threshold exceedance. While the consumption figures are not surprising for a petrol off-roader of this size and power, the Energy Efficiency Index of 2.1 still leaves room for considerable improvement.













adequate marginal

weak

poor

#### **Comments**

The CO<sub>2</sub> output measured in the WLTC+ tests is approx. 177 g/km. Combined with the greenhouse effect of other tailpipe emissions and some 46 g CO<sub>2</sub>-eq./km from petrol production and supply, this gives a value of about 224 g CO2-eq./km. Due to the high fuel consumption, the greenhouse gas score of the Highway Test is zero. Most of the points scored in this part of the evaluation come as a credit for good laughing gas ( $N_2O$ ) and methane ( $CH_4$ ) emissions control.

### **Our Verdict**

August 2023: The result of this car has been updated. Previously reported Ammonia (NH<sub>3</sub>) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

Subaru's AWD Outback is a large family car with well-known all-rounder capabilities. The newest version comes with a 2.5 litre naturally aspirated boxer engine. The high power demand of this vehicle type in combination with no pressure charging or powertrain electrification lead to high consumption figures, which are also reflected in the poor greenhouse gas emissions performance. The vehicle's mass and utility value, however, is no excuse for the pollutant control difficulties the car experiences at high load testing – here made obvious in the BAB130 Highway Test. On the plus side, pollutants are controlled better than average under moderate power requirement, including standard real-world driving with cold powertrain start. NO<sub>x</sub> emissions are always kept low, even on the motorway. Overall, with a final result of only 1½ Green Stars, the Outback's environmental behavior needs to be improved in order to suit better its legendary off-road capabilities or its 5 star Euro NCAP safety performance.

### Disclaimer 2

## **Specifications**

Publication Date Tested Car Tyres Emissions Class 07 2022 JF1BT9LL3MG01xxx 225/60 R18 100v Euro 6d AP

Mass Engine Size Power/Torque Declared CO<sub>2</sub>

 $\begin{array}{ccc} \text{Declared Battery Capacity} & \text{Declared Driving Range} & \text{Declared Consumption} \\ & \text{n.a.} & \text{n.a.} & 8.6 \text{ l/100 km} \end{array}$ 

