ANCAP SAFETY REPORT

SUBARU OUTBACK



ANCAP SAFETY

TESTED 2026 ★★★★★

APPLIES TO
All variants

BUILT FROM
October 2025 **(AUS)**
March 2026 **(NZ)**

ON SALE FROM
November 2025 **(AUS)**
April 2026 **(NZ)**

MODEL SERIES
B-8

VEHICLE TYPE
Large SUV

ENGINE / MOTOR TYPES
Petrol

RATING CRITERIA
2026-2028

RATING EXPIRES
December 2034

AIRBAGS
Driver and Passenger Frontal, Side Head (Front and Rear), Side Chest (Front), Centre, Driver Knee

STAGES OF SAFETY

SAFE DRIVING	CRASH AVOIDANCE	CRASH PROTECTION	POST CRASH
64%	66%	92%	80%

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / MOTOR	DRIVETRAIN	AUS	NZ
Subaru Outback AWD	5 door SUV	2.5L petrol	AWD	✓	✓
Subaru Outback AWD Premium	5 door SUV	2.5L petrol	AWD	✓	✓
Subaru Outback AWD Touring ◆	5 door SUV	2.5L petrol	AWD	✓	✓
Subaru Outback AWD Wilderness	5 door SUV	2.4L petrol	AWD	✓	✓
Subaru Outback AWD Wilderness Apex	5 door SUV	2.4L petrol	AWD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.

SAFETY NOTE

There are no safety warnings applicable to this vehicle model.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

SAFE DRIVING



SAFE DRIVING

64%

The Subaru Outback is able to detect when rear seats are occupied and provide reminders to encourage occupants to wear their seatbelts.

It can also recognise the size of the front passenger and adjust airbag deployment accordingly.

The Outback does not offer a system to detect if a child has been left unattended in the vehicle, or warn if an occupant is sitting in a position that could increase their risk of injury in a crash.

The Subaru Outback is equipped with a driver monitoring system that can detect signs of distraction, fatigue and impairment, helping to alert drivers when their attention is diverted from the road.

The layout and operation of essential driving, comfort and infotainment controls met all assessment requirements for ease of access and operation. Full points were scored.

The Outback's speed assistance system can recognise posted speed limits and help drivers maintain an appropriate speed, although its ability to accurately identify speed limits was mixed.

Its adaptive cruise control system can adjust speed in response to surrounding traffic, but showed limitations when responding to motorcycles, pedestrians and cyclists.

The Outback can provide steering assistance to help drivers remain in their lane, although assisted lane changing is only available on the Touring variant.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE
- PASS
- FAIL

OCCUPANT MONITORING — 43%

Seatbelt Usage

Correct belt routing	0%
Rear seat occupancy	100%

Occupant Classification

Passenger airbag status	100%
Out-of-position	0%
Stature classification	100%

Occupant Presence

Child presence detection	0%
Crash occupancy information	0%

DRIVER ENGAGEMENT — 85%

Driver Monitoring

Distraction (transient)	83%
Fatigue / Unresponsive / Impaired (non-transient)	80%

Driving Controls	100%
Driving Controls	●
Turning indicators	●
Hazard Lights	●
Horn	●
Gear selector	●
Vision	●
Windscreen wipers	●
Lights	●
Speed Control Function	●

Comfort and Infotainment	100%
Audio controls	●
Phone calling/dialing	●
Navigation	●
Climate controls	●
Windows	●
Other	●

VEHICLE ASSISTANCE — 65%

Speed Assistance

Speed Limit Information Function	55%
Speed Control Function	100%

Adaptive Cruise Control

Car-to-Car	61%
Car-to-Motorcycle	52%
Car-to-Pedestrian/Cyclist	50%
Road Features (roundabouts, crossings etc.)	0%
Auto Resume	50%

Steering Assistance

Steering Assistance	88%
Lane Change Assist*	0%

** Lane Change Assist available on Touring variant only.*

CRASH AVOIDANCE

CRASH AVOIDANCE

66%

The Subaru Outback is equipped with a range of collision avoidance features designed to help prevent or reduce the severity of crashes involving other vehicles, pedestrians, cyclists and motorcyclists.

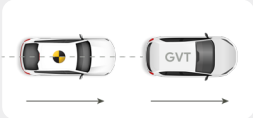
Its autonomous emergency braking (AEB) system demonstrated good performance in a number of scenarios, particularly when turning across the path of another vehicle or pedestrian, and when approaching a cyclist travelling in the same direction. AEB performance was less consistent at intersections, particularly when crossing the path of another car or motorcycle, or turning across the path of a cyclist.

The Outback performed particularly well in tests of its lane support systems, which can intervene if the vehicle unintentionally drifts towards the edge of the road or into the path of an oncoming or overtaking vehicle. Strong results were recorded in scenarios involving both cars and motorcycles.

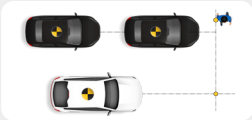
At lower speeds, the Outback demonstrated an ability to avoid collisions with other cars when turning or crossing at intersections, and with pedestrians when moving forward. Its ability to detect and respond to pedestrians when reversing was limited. The Outback also showed limitations in low-speed scenarios involving motorcycles, and does not offer a system to warn occupants of an approaching cyclist before opening a door.

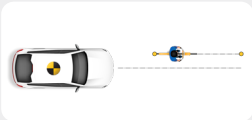
- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE

FRONTAL COLLISIONS — 64%









Car-to-Car

Longitudinal	54%
Turning	91%
Crossing	32%

Car-to-Motorcycle

Longitudinal	86%
Turning	86%
Crossing	16%

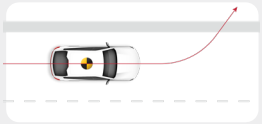
Car-to-Pedestrian

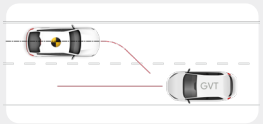
Longitudinal	67%
Turning	94%
Crossing	81%

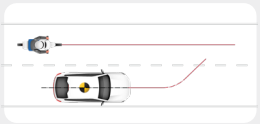
Car-to-Cyclist

Longitudinal	100%
Turning	46%
Crossing	94%

LANE DEPARTURE COLLISIONS — 98%







Single Vehicle

Driver Acceptance	
Driveability	100%
Driver state link	100%
Lane Departure	
ELK road edge	95%

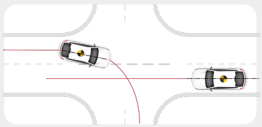
Car-to-Car

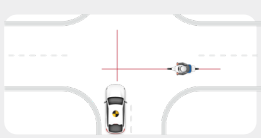
Emergency Lane Keeping	
Oncoming	98%
Overtaking	100%

Car-to-Motorcycle

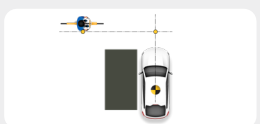
Emergency Lane Keeping	
Oncoming	98%
Overtaking	100%

LOW SPEED COLLISIONS — 46%









Car-to-Car

Turning	100%
Crossing	100%

Car-to-Motorcycle

Turning	0%
Crossing	71%

Car-to-Pedestrian

Manoeuvring	
Forward	100%
Reverse	33%

Car-to-Cyclist

Crossing	0%
Dooring	0%

CRASH PROTECTION

CRASH PROTECTION

92%

The Subaru Outback demonstrated strong crash protection performance, providing high levels of protection for adult and child occupants across a range of frontal and side impact tests.

In the frontal offset crash test, good protection was provided to the driver, front passenger and child occupants seated in the rear. However, a penalty was applied for the Outback's compatibility with other vehicles, indicating a greater potential to cause injury to occupants of another vehicle in a collision.

Strong results were recorded in the full width frontal test, with additional testing demonstrating good protection for occupants of different sizes across a range of crash speeds and severities.

Occupant protection in the side impact and oblique side pole tests was good, with a penalty applied as the curtain airbags do not deploy in a rollover.

The head restraints provided good protection against whiplash injury in rear-end collisions and full points were achieved.

The Outback's front-end design provided good protection to the legs and pelvis of pedestrians in the event of a collision. Protection to the head of adult and child pedestrians was also generally good, although protection for cyclists was less favourable.

A range of child restraints could be accommodated in the second row, with ISOFIX anchorages provided for the two outer seating positions and top tether anchorages for all three rear seating positions. However, some child restraints could not be safely installed in some seating positions.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- – NOT AVAILABLE

FRONTAL IMPACT 92%

FRONTAL OFFSET TEST (50km/h)



Driver	90%
Front passenger	100%
Rear passengers (children)	98%



Compatibility (vehicle-to-vehicle)

Deduction	-40%

FULL WIDTH FRONTAL TEST (35km/h)



Driver	95%
Front passenger	100%
Rear passenger	100%

VIRTUAL & SLED TESTS (35km/h, 50km/h, 56km/h)

Driver	94%
Front Passenger	100%

	Low Severity 35km/h	Mid Severity 50km/h	High Severity 56km/h
Small occupant (5th percentile)		– –	
Mid-size occupant (50th percentile)			– –
Large occupant (95th percentile)	– –		

CRASH PROTECTION

SIDE IMPACT 94%

SIDE IMPACT TEST (60km/h)



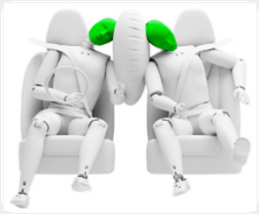
Driver	100%
Rear passengers (children)	100%

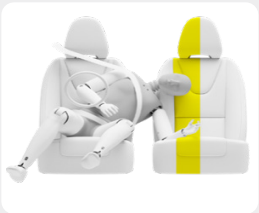
OBLIQUE POLE TEST (32km/h)



Driver	100%

FAR SIDE IMPACT TESTS (32km/h)







Oblique Pole Test	
Occupant-to-occupant head contact	100%
Side Impact Test	
Head excursion	100%
Oblique Pole Test	
Head excursion	100%

CRASH PROTECTION

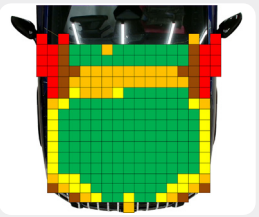
WHIPLASH (REAR IMPACT) TESTS 100%





Dynamic	
Driver	100%
Static	
Driver / Front passenger	
Rear passengers	100%

VULNERABLE ROAD USER IMPACT TESTS 88%





Head Impact	
Pedestrian (adult)	90%
Pedestrian (child)	86%
Cyclist	49%
Pelvis & Leg Impact	
Pelvis	100%
Femur	100%
Knee & tibia	100%

CHILD RESTRAINT INSTALLATION ASSESSMENT

Child Restraint Type^*	FRONT ROW	2ND ROW			3RD ROW		
	Passenger	L	C	R	L	C	R
BELTED							
Rearward-facing capsule	–	●	●	●	–	–	–
Rearward-facing with harness - convertible (Model A)	–	●	●	●	–	–	–
Rearward-facing with harness - convertible (Model B)	–	●	●	●	–	–	–
Forward-facing with harness - convertible (Model A)	–	●	●	●	–	–	–
Forward-facing with harness - convertible (Model B)	–	●	●	●	–	–	–
Booster: 4-8 years	–	●	●	●	–	–	–
Booster: 4-10 years	–	●	●	●	–	–	–
ISOFIX							
Rearward-facing capsule	–	●	–	●	–	–	–
Rearward-facing with harness - convertible (Model A)	–	●	–	●	–	–	–
Rearward-facing with harness - convertible (Model B)	–	●	–	●	–	–	–
Forward-facing with harness - convertible (Model A)	–	●	–	●	–	–	–
Forward-facing with harness - convertible (Model B)	–	●	–	●	–	–	–

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED

Safety Features	FRONT ROW	2ND ROW		3RD ROW	
	Passenger	Outboard	Centre	Outboard	Centre
Top tether anchorages	–	✓	✓	–	–
ISOFIX anchorages	–	✓	✕	–	–
Airbag disabling	✓	–	–	–	–

	FRONT ROW		REAR
	Driver	Passenger	All
Child presence detection (CPD)	✕	✕	✕

✓ STANDARD ✕ NOT AVAILABLE – NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

POST CRASH



POST CRASH

80%

The Subaru Outback provides a range of features designed to assist occupants and emergency responders following a crash.

A rescue sheet and emergency rescue guide are available to emergency services to assist with the safe access and recovery of occupants following a crash.

The Outback is equipped with a system that automatically applies the brakes following an initial collision to help prevent further impacts, and activates the hazard lights to warn other road users.

The Subaru Outback does not offer an automatic emergency call (eCall) system.

The Outback met requirements for electrical energy isolation and occupant extrication, including the ability to release seatbelts and open doors following a collision.

It was demonstrated that, if the Subaru Outback entered water, the windows would remain functional for the minimum required time period - to assist with occupant escape.

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR
- FITTED BUT NOT TESTED
- NOT AVAILABLE

RESCUE INFORMATION 100%

Rescue sheets	100%
Emergency rescue guide (ERG)	100%

POST CRASH INTERVENTION 20%

eCall	0%
Multi-collision braking & hazard light activation	100%

EXTRICATION 100%

Energy Management

Energy isolation	100%
Thermal propagation	100%

Occupant Extrication

Seatbelt buckle unlatching	100%
Door opening - interior	100%
Door opening - exterior	100%
Tailgate opening	100%
Submergence	100%

SAFETY FEATURES*

	AUS	NZ
Airbags - Driver & passenger (frontal)	●	●
Airbags - Side, chest (front row)	●	●
Airbags - Side, chest (2nd row)	✕	✕
Airbags - Side, chest (3rd row)	–	–
Airbags - Side, head (front row)	●	●
Airbags - Side, head (2nd row)	●	●
Airbags - Side, head (3rd row)	–	–
Airbag - Knee (driver)	●	●
Airbag - Knee (front passenger)	✕	✕
Airbag - Centre	●	●
Airbag - Pedestrian (external)	✕	✕
Airbag disabling switch - Manual (front passenger)	✕	✕
Airbag disabling switch - Automatic (front passenger)	●	●
Active bonnet	✕	✕
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Car-to-car	●	●
Autonomous emergency braking (AEB) - Car-to-cyclist	●	●
Autonomous emergency braking (AEB) - Car-to-motorcyclist	●	●
Autonomous emergency braking (AEB) - Car-to-pedestrian	●	●
Automatic emergency call (eCall)	✕	✕
Blind spot monitoring (BSM)	●	●
Child presence detection (CPD)	✕	✕
Cyclist dooring detection	✕	✕
Driver monitoring system (DMS)	●	●
Driver state link - AEB	✕	✕
Driver state link - LSS	●	●
Emergency lane keep (ELK) - Car-to-car	●	●
Emergency lane keep (ELK) - Car-to-motorcycle	●	●
Forward collision warning (FCW)	●	●
Intelligent adaptive cruise control (iACC)	●	●
Intelligent seatbelt reminder (driver)	●	●
Intelligent seatbelt reminder (front passenger)	●	●
Intelligent seatbelt reminder (2nd row)	●	●
Intelligent seatbelt reminder (3rd row)	–	–
Lane centering	●	●
Multi-collision braking	●	●
Occupant classification	●	●
Pedal misapplication & override	●	●
Seatbelt pre-tensioners - Front seats	●	●
Seatbelt pre-tensioners - Rear outboard seats (2nd row)	●	●
Seatbelt pre-tensioners - Rear centre seat (2nd row)	✕	✕
Seatbelt pre-tensioners - Rear outboard seats (3rd row)	–	–
Seatbelt pre-tensioners - Rear centre seat (3rd row)	–	–
Speed limiter (manual)	✕	✕
Speed limiter (automatic / intelligent)	✕	✕
Speed sign recognition	●	●
Vehicle-to-infrastructure (V2I)	✕	✕
Vehicle-to-vehicle (V2V)	✕	✕

● STANDARD ● AVAILABLE ON SOME VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE – NOT APPLICABLE

TESTED MAKE / MODEL	TESTED BODY TYPE	TESTED VEHICLE POWERTRAIN	RATING PUBLISHED
Subaru Outback AWD Touring	5 door SUV	2.5 litre petrol	November 2026

* Correct at time of publication. Subject to change. Check with manufacturer.