

The new all-electric Subaru E-Outback Awarded Maximum Five-Star Rating in 2025 Euro NCAP^{*1} Safety Test

- 89% achieved in driver and passenger safety with top scores awarded in the rear impact, occupant interaction and side mobile barrier tests
- 85% achieved in Child Occupant safety with top scores awarded in CRS installation check and crash test performance based on 6 and 10 year old child occupants
- 80% achieved in protection of road users with top scores awarded for AEB system for motorcyclists and lane support system assisting in motorcyclist collision scenarios
- 79% achieved in driver assist technologies with top scores awarded for Lane Support and Seatbelt Reminder performance



Euro NCAP Logo 5 Stars for Test 2025



Euro NCAP impact test on E-Outback

Subaru Europe, subsidiary of Subaru Corporation, announced that the new E-Outback (European specification) has achieved the maximum five-star overall rating in the 2025 European New Car Assessment Programme (Euro NCAP). The E-Outback registered scores in all four assessment areas (Adult Occupant, Child Occupant, Vulnerable Road Users, Safety Assist) that stand above the minimum threshold required.

For the Adult Occupant assessment area, the new Subaru E-Outback scored maximum points in the rear impact, occupant interaction and side mobile barrier tests thanks to good protection across all critical body areas. Tests showed that the passenger compartment remained stable in the frontal offset impact, with dummy readings confirming good protection of the knees and femurs for both the driver and front passenger, while protection for all critical body areas of the front passenger was rated as good. E-Outback also demonstrated that occupants of varying sizes and seating positions would receive a similar level of protection. Analysis of the impact trolley deceleration and the deformable barrier indicated that the E-Outback would be a moderately benign impact partner in a frontal collision, helping to reduce crash forces transferred to other vehicles.

Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in a rear-end collision, while the design of the rear seats also indicated a good level of whiplash protection for rear occupants. Control of excursion in far-side impacts was deemed adequate, aided by Subaru's countermeasure designed to reduce occupant-to-occupant interaction. The central airbag performed well in Euro NCAP's evaluations, with dummy data indicating good protection for both the driver and passenger. The E-Outback features an advanced eCall system that notifies emergency services in the event of a crash, as well as a post-impact braking system that helps prevent secondary collisions. Subaru further demonstrated that the vehicle's doors and windows remain operable following submergence, allowing occupants to escape safely if needed.

For the Child Occupant assessment area, the new Subaru E-Outback has attained the maximum points in CRS installation check and crash test performance based on 6 and 10 year old child occupants. The E-Outback achieved maximum points in both the frontal and lateral impact tests, demonstrating a high level of protection for child occupants. The front passenger airbag can be disabled to allow the safe use of a rearward-facing child seat, with Euro NCAP noting the clear information provided to the driver about the airbag status. The E-Outback is equipped with the Rear Seat Reminder system, which alerts the driver to check the rear seats if a rear door was opened prior to driving, helping prevent a child or infant from being inadvertently left in the vehicle. All child restraint types for which the E-Outback is designed could be correctly installed and properly accommodated in the vehicle.

For the Vulnerable Road Users assessment area, the new Subaru E-Outback attained the maximum points for AEB Motorcyclists and Lane Support Motorcyclists, while almost attaining maximum points in AEB Cyclist^{*2} and Cyclist Door Opening Prevention^{*3}. E-Outback's Autonomous Emergency Braking (AEB) system responds to vulnerable road users, including pedestrians, cyclists, and motorcyclists, as well as other vehicles. Its performance in cyclist scenarios was strong, including 'door opening' situations where a vehicle door opens into the path of an approaching cyclist, and the system reacted well to motorcyclists when approaching stationary, braking, or oncoming riders. In pedestrian detection tests, the system delivered solid performance. Protection of a struck pedestrian or cyclist was largely good or adequate, with mostly good protection provided for the pelvis and good protection for the knee and tibia across all test locations. Lane support for motorcyclists likewise performed well, helping to mitigate collisions during lane-change scenarios.

For the Safety Assist assessment area, the new Subaru E-Outback attained maximum points for Lane Support and Seatbelt Reminder performance, while almost attaining maximum points in the AEB Car-to-Car assessment^{*4}. The Autonomous Emergency Braking (AEB) system performed well in tests of its reaction to other vehicles, contributing positively to collision avoidance. The lane support system gently corrects the vehicle's path if it is drifting out of the lane and also intervenes in some more critical situations (i.e. Lane Departure Alert, Lane Tracing Assist). The E-Outback is equipped with a seatbelt reminder system fitted as standard to the front and rear seats which gained the maximum score in the category, as well as a driver status monitoring system (i.e. Driver Monitoring System) that continuously checks the driver's status and provides alerts or recommendations as needed, enhancing the performance and effectiveness of safety systems such as Pre-

Collision Braking (PCS), Adaptive Cruise Control (ACC), and Emergency Driving Stop System (EDSS). The Road Sign Assist (RSA) function recognises road signs and displays them on the instrument panel, while also allowing the driver to set the speed limiter to match the speed limits.

*1: An independent agency composed of European governments and European motoring and consumer organisations

*2: Subaru E-Outback AEB Cyclist score: 7.8/8 pts

*3: Subaru E-Outback Cyclist Dooring Prevention score: 0.8/1 pts

*4: Subaru E-Outback AEB Car-to-Car score: 8/9 pts

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