

2018

Auto Issue > 255 VEHICLES RATED & REVIEWED

CR Consumer Reports™

APRIL 2018

EXCLUSIVE

10
TOP PICKS

Best & Worst

CARS > SUVs > TRUCKS



BMW X3



TOYOTA CAMRY HYBRID



TOYOTA HIGHLANDER



FORD F-150



**BEST USED
CARS UNDER
\$20,000**

**RECALL
AND SAFETY
UPDATES**

**BEST NEW
CARS UNDER
\$30,000**

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2018 AUTO ISSUE

19 10 Top Picks

Only the most excellent vehicles land on our list. Check out the SUVs, cars, minivans, and trucks that made the cut.

RATINGS

37 New Car Ratings

Our data and expert evaluations give you the rankings of 255 tested models, from best to worst by category.

RATINGS

28 Best & Worst Lists

From performance to comfort, we pile on the miles at our test track to evaluate vehicles in every way that matters to consumers. Then we reveal the hits and misses. Plus: See the best new vehicles for under \$30,000 and the best used ones for under \$20,000.

RATINGS

47 New Car Profiles

CR's independent reviews of 260 new SUVs, cars, minivans, and trucks is a must-read for all car enthusiasts.

RATINGS

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RATINGS, SAFETY & MORE

6 A Tour Around CR's Auto Test Center

Learn about the unique and rigorous ways we evaluate vehicles at our 327-acre auto testing facility.

8 Don't Neglect Getting Your Airbags Fixed

More than 26 million recalled Takata airbags still need to be replaced. Do yours?

10 Going the Distance: The Race to Improve Fuel Economy

A gallon of gas goes far these days, thanks to years of technology and design innovation, plus government regulation. But will a revived debate over efficiency requirements slow progress?

14 Two Decades of Fuel-Economy Performance

We chart the fuel-efficiency progress of three vehicles we've scrutinized at our track for nearly 20 years.

24 Are Trucks Becoming the New Family Car?

Today's trucks are safer and more comfortable than just a few years ago—and sales to women and families are on the rise. Could one be right for you?



CR's car experts record the 126th episode at our track.

ASK CR EXPERTS ALL YOUR CAR QUESTIONS

Each week at our test-track studio, our car experts record "Talking Cars With Consumer Reports," an audio and video podcast. CR experts discuss cars we've tested, as well as news, safety, and all manner of advice. They also answer questions from viewers. You can find the

latest show and browse through the extensive archives using Apple iTunes, Spotify, or YouTube. Or you can tour the complete show directory at CR.org/talkingcars, where you'll also find an episode discussing highlights from this Annual Auto Issue.

26 Brands That Deliver—or Don't

Our exclusive brand rankings reveal the automakers that produce the most reliable, high-performing models that owners love—and brands that need to try harder.

RATINGS

35 10 Noteworthy Newcomers

These 2019 models caught our eye at recent auto shows.

81 Used Car Picks & Pans

Buying a used car doesn't need to be a gamble. Let our reliability data steer you to a dependable ride.

85 Reliability: New & Used Cars

We reveal which used vehicles are likely to be the most dependable and predict which new cars will have fewer problems down the road.

RATINGS

IN EVERY ISSUE

5 From the President: A New Road Ahead

At CR, we've long been committed to car performance and safety. Plus: Learn what being a CR member can do for you.

9 Recalls 99 Selling It

Goofs and gaffes.

ABOUT CONSUMER REPORTS

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RATINGS Overall scores are based on a scale of 0 to 100. We rate products using these symbols:

🔴 POOR 🟡 FAIR 🟢 GOOD
 🟠 VERY GOOD 🟩 EXCELLENT

A New Road Ahead



JUST WEEKS AFTER the first issue of Consumer Reports hit newsstands in 1936, our experts had the idea to borrow the automobiles of their trusting friends and neighbors and take them out for a spin. Since those first reviews 82 years ago, drivers have counted on our independent, evidence-based ratings to help them make smart choices every time they shop for a car. Of course, innovation has

revolutionized the auto industry many times over in the decades since then, and our methods have evolved in turn. From the heyday of the Studebaker to the dawn of self-driving features, CR has been there every step of the way to gauge performance, decipher new technologies, and challenge automakers to bring better, safer cars to America's roads.

This month, we're building on that legacy with our Annual Auto Issue, covering everything you need to know about the state of the industry in 2018. That starts with our exclusive brand rankings—including a new top-ranked manufacturer. We're sharing our 10 Top Picks across a variety of vehicle categories, letting you in on our "best" and "worst" lists of new and used cars, and taking you on a tour of our Auto Test Center, where our experts get behind the wheel on 16½ acres of asphalt to deliver insights you can trust. (Although today we buy—not borrow—every car we test.) As technology makes cars more complex than ever, CR is still ahead of the curve, helping you understand what's next for fuel-saving technology, the latest safety innovations, and everything else you need to ensure a smooth journey for all the miles ahead.

Of course, staying ahead of the curve is about more than just keeping our testing and journalism up to speed—it's also about finding ways to better serve you. CR has always been proud to provide informed, savvy, clear-eyed, passionate readers with the confidence they need to make smart decisions in the marketplace. That's why I'm pleased to announce that, starting now, you can enjoy access to a range of new, personalized CR member benefits at no additional cost, which you can read more about in the foldout of this month's issue. In a world of dizzying changes and sketchy information, these benefits provide an opportunity for you to get even more out of our partnership. Not only that—they also provide you with an opportunity to share your ideas, your input, and your feedback with us so that we can keep our eyes on the challenges and choices that matter most to you.

Marta Tellado

Marta L. Tellado,
President and CEO
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A Tour Around CR's Auto Test Center

Consumer Reports operates a unique and extensive vehicle evaluation program at its 327-acre Auto Test Center in central Connecticut. Each year we spend about \$2.2 million to buy some 50 new cars, SUVs, and trucks, and put them through a battery of 50-plus tests designed to assess comfort, convenience, and performance. A 30-member team of automotive engineers, writers and editors, technicians, statisticians, analysts, and support staff logs about 800,000 miles a year during the evaluations. As cars have become more sophisticated, so has our testing, ensuring that we can provide the best advice possible to our readers. Here are some highlights of our program.



1. HANDLING AND ACCIDENT AVOIDANCE

On our handling course, we push each vehicle to its limits around corners to determine its grip and controllability. To see how well vehicles perform in emergency handling situations, our testers put each one through an avoidance maneuver, where the driver executes a predetermined back-and-forth swerve between two lanes marked with traffic cones.



7. OFF-ROAD

We check how well four-wheel-drive SUVs and pickups handle off-road challenges by evaluating them on varying terrain, including the 33-degree rock hill we built just for that purpose. We evaluate a vehicle's 4WD system, throttle modulation, ground clearance, axle articulation, and, of course, traction.



6. BRAKING

Our engineers conduct a series of brake tests on a part of the main straightaway of our track, going from 60 mph to a standstill on wet and dry pavement to measure stopping distances.

2. CHARGING STATIONS

We have several charging stations that let us monitor how much energy is used by each of the electric and plug-in hybrid cars we test and how long they take to charge. Rather than relying on car readouts to determine how much power has been used, we record how many kilowatt-hours it takes to replenish a battery to better reflect ownership costs.

3. LANE MARKINGS

Some semi-autonomous safety and convenience systems, such as lane-departure warning and lane-keeping assist, use onboard cameras that "see" the road. For these systems to work effectively, they need to assess a complex variety of lines on the road. We have added meandering lane markings along the main straightaway of our track to evaluate how different systems interpret a common roadway situation in a safe, controlled environment.

4. BREAKAWAY CAR FOR TESTING ADVANCED SAFETY SYSTEMS

Forward-collision warning and automatic emergency braking have been effective at reducing accidents, according to data from the Insurance Institute for Highway Safety. CR wants to see these systems as standard equipment on all cars. We have a special soft-target "car" to safely assess the performance of these systems. As a car we're testing approaches the target, we look for appropriate warnings and automatic braking activation. Should the vehicle not brake rapidly enough, it could make contact with the target car, although without causing any real damage. But if struck hard enough, the target car will break apart like a giant puzzle. (It can be reassembled.)

5. EMISSIONS EQUIPMENT

Federal tests for vehicle emissions are conducted in a laboratory, but the results may not reflect what a car produces in real-world, everyday driving. CR believes it's important to gauge on-road emissions of vehicles, and we've made a significant investment in new testing equipment and training. We can evaluate vehicle emissions for different car types, powertrains, and even various engine technologies in real driving situations.



Learn more about how CR tests cars at [CR.org/autotest](https://www.consumerreports.org/autotest).



DON'T NEGLECT GETTING YOUR AIRBAGS FIXED

IT'S THE BIGGEST auto recall in U.S. history: 49.5 million airbags from the Takata company installed by 19 auto-makers, totaling 37 million cars, SUVs, and pickup trucks, according to the National Highway Traffic Safety Administration (NHTSA).

The Takata airbags have faulty inflators, which are the part that deploys the airbag when a vehicle is in a crash.

In the defective airbags, moisture can enter the inflator over time and affect the chemicals inside. That can create an explosive force great enough to hurl parts of the inflator's metal casing into the vehicle cabin, seriously injuring or killing the occupants.

The toll has been grim since the nationwide recall was announced in 2015. Fifteen people, NHTSA reports, have died in the U.S. because of these airbags, and at least 240 have been injured.

In 2017 Takata filed for bankruptcy protection, and—until recently—getting replacement airbags was

difficult for consumers. Many have waited months for them.

More than 26 million of these airbags still need to be replaced. Fortunately, replacements aren't as scarce as they once were, NHTSA says, so consumers should press ahead in seeking one.

In a report in late 2017, NHTSA applauded some automakers for being aggressive in their outreach to owners, but it didn't mention them by name.

Fiat Chrysler, GM, Honda, Mazda, Tesla, and Toyota have told CR that they're reaching out to owners by doing such things as updating their website (Toyota), tapping into social media, adding more customer-service representatives, and even hiring representatives to track down owners of older cars (Honda).

The agency noted that some automakers are lagging behind in the effort to get the dangerous airbags replaced, but it didn't name them.

"Takata and the auto

industry as a whole are not doing enough to protect consumers from deadly, defective airbags, as this report makes clear," says David Friedman, director of cars and product policy and analysis for Consumers Union, the advocacy division of Consumer Reports.

Jen Stockburger, director of operations at CR's Auto Test Center, says that consumers should continue to pay attention to this recall, even though the reports of people being injured aren't as prevalent as they once were.

"The danger to drivers and passengers is real," she says.

You can check to see whether your vehicle needs a new airbag inflator by using your vehicle identification number (VIN), found on your car's registration or at the bottom of the windshield on the driver's side, or on a sticker on the driver's doorjamb.

Plug the VIN into NHTSA's website (nhtsa.gov/recalls) to find out about any recalls for your vehicle.

MODELS THAT URGENTLY NEED REPLACEMENT AIRBAGS

The National Highway Traffic Safety Administration (NHTSA) says that occupants in certain Acura, Ford, Honda, and Mazda models face a higher risk—up to a 50 percent chance of rupture if the vehicle is in a crash—from Takata airbags that could potentially explode with deadly force. Owners should get them fixed immediately.

- 2001-2002 Honda Civic
- 2001-2002 Honda Accord
- 2002-2003 Acura TL
- 2002 Honda CR-V
- 2002 Honda Odyssey
- 2003 Acura CL
- 2003 Honda Pilot
- 2006 Ford Ranger
- 2006 Mazda B-Series



For up-to-date information and everything else you need to know about the Takata airbag recall, go to CR.org/takata.



RECALLS

IS YOUR CAR UNDER RECALL & YOU DON'T KNOW IT?

About one of every four recalled vehicles on U.S. roads right now hasn't been fixed.

Collectively, hundreds of auto-safety recalls are issued each year, covering everything from drivetrains to powertrains. All of those problems can place the safety of vehicle occupants—and others on the road—at risk.

That's why it's crucial for owners to keep up with recall notices. And you shouldn't assume that just because your car is several years old that it's out of the recall woods. In December 2017, for example, Fiat Chrysler Automobiles issued a recall for faulty gear shifters that affected more than a million Ram trucks dating all the way back to the 2009 model year.

To help protect you and your family, Consumer Reports has created the Car Recall Tracker (CR.org/carrecalltracker). Enter your car's make and model, and you'll get a list of recalls—and information on how to get the problems fixed. Users who aren't logged in to the website will be asked for their email address to get this information. Remember that all repair work associated with safety-related recalls should be done free of charge by an authorized dealership.



2009-2017

RAM 1500, 2500, AND 3500 PICKUP TRUCKS

Ram is recalling about 1.5 million pickup trucks in the U.S.—mostly heavy-duty models—because of a problem with the gear shifter, which is mounted on the steering column. (The recall doesn't apply to vehicles with a rotary-dial or floor-mounted shifter or to trucks built after Dec. 31, 2016.) The automaker said the shifter can be moved out of Park even if the brake isn't being depressed or, in some cases, if the key isn't in the ignition, causing the truck to move unexpectedly, especially if the parking brake isn't engaged.

What owners should do: Always use your parking brake as recommended. You can call 866-220-6747 for more information about the recall. If necessary, schedule an appointment with your local dealer to correct the problem.



2015-2017

FORD F-150 AND SUPER DUTY PICKUPS

Ford has recalled 1.1 million 2015 to 2017 F-150 pickup trucks and 2017 Ford Super Duty trucks because the doors might not open or close properly. According to Ford, the problem is caused by a frozen door latch or a bent or kinked actuation cable. The company has warned owners that the latch might not fully engage the door striker, leaving the potential for the door to open while the truck is in motion.

What owners should do: Contact your local Ford dealer

using reference number 17S33 to see whether your vehicle is part of the recall. Ford will make any necessary repairs at no cost to you.



2006-2011

BMW 3 SERIES CARS

BMW is recalling more than 670,000 3 Series cars from 2006 through 2011 because the wiring and electrical connectors for the heating and air-conditioning system can deteriorate and over-heat, potentially leading to a fire, even if the car isn't running.

What owners should do: Contact BMW customer service at 800-525-7417 to see whether your car is part of the recall. BMW will replace the wiring harness and possibly other parts, if necessary, at no cost to you.



2014-2016

KIA SOUL AND SOUL EV SUVs

Kia is recalling 342,381 previously recalled Kia Soul SUVs over a steering issue, because the first repair may not have been done properly. According to the National Highway Traffic Safety Administration, the affected vehicles may have a flawed steering-gear assembly, and if not repaired correctly, the driver could lose control of the car. Drivers of affected vehicles will probably hear a "clunking" noise from the steering rack when the steering wheel is being turned.

What owners should do: Contact Kia Consumer Affairs at 800-333-4542 or your dealer,

using reference recall number 17V608000, to find out whether your vehicle is affected. Kia will make all repairs free of charge.



2005-2007, 2009-2010

TOYOTA SIENNA MINIVANS

Toyota has recalled 310,000 Sienna minivans built from 2005-2007 and 2009-2010 after discovering a problem with the shifting lever, which can be moved out of Park when the brake pedal isn't engaged. If this occurs, the vehicle could roll away, increasing the risk of a crash.

What owners should do: Call Toyota at 800-331-4331 to find out whether your Sienna is part of the recall. Toyota will replace the necessary parts at no cost.



2017

CHRYSLER PACIFICA MINIVANS

Fiat Chrysler is recalling 153,859 Pacifica minivans because they can stall in some situations. Fiat Chrysler said that most such events "reportedly occurred at idle or while starting, turning, or driving at low, steady speeds." Most drivers were able to restart their vans. This recall doesn't affect hybrid versions of the Pacifica.

What owners should do: Call customer service at 800-853-1403 to find out whether your van is part of the recall and, if so, how to schedule a service appointment. Dealers will install updated software free of charge.



Toyota, like other automakers, has made strides in fuel economy. At this Kentucky plant, workers inspect the Lexus ES sedan.

→ Going the Distance: The Race to Improve Fuel Economy

Thanks to consumer demand, government pressure, and manufacturer innovations, cars have been going farther on every gallon of gas for more than a decade. But is a revived debate over efficiency requirements going to slow progress?

by **Jeff Plungis**

FOR CHRISTI MULKEY, a Texas businesswoman, government fuel-economy rules are more than dry numbers and technical jargon. Money saved from the improved efficiency of her truck fleet improves her bottom line and helps pay for richer employee bonuses.

As CEO of Diverse Construction, one of the state's few female-owned communications contractors, Mulkey sweats the fuel expense for her 15 work trucks. They're mostly big, brawny Chevrolet pickups of various sizes, some strong enough to haul 18-foot trailers fully loaded with tools and materials for building and maintaining cell towers.

Mulkey has noticed fuel efficiency notching up in recent years as she rotates in new trucks. The improved efficiency saves Diverse, based in Lewisville, about 20 percent on its fuel bill. Last year, it was about \$135,000, Mulkey says. A few years ago, the fleet was averaging 6 to 8 mpg; now it's more like 9 to 10. "We can tell it's improving," she says. "Every little bit helps."

Many other business owners and consumers are reaping the rewards of industry innovation spurred by a government push on fuel economy. The Obama administration set new efficiency targets in 2011 and 2012 after negotiating with the auto industry in the wake of the General Motors and Chrysler bankruptcies. Mulkey's trucks, like most U.S. vehicles produced in the 2000s, have benefited from advances gained in the face of tougher government rules.

But as a recovered industry now sells vehicles at a near-record clip, these targets are under attack. Car companies want relief from the goals they say are increasingly expensive

Fuel Economy

and unrealistic, and the Trump administration is openly skeptical of regulation.

Weak U.S. demand for hybrids and all-electric vehicles is Exhibit A for the industry as it argues its position. But consumer and environmental groups, among others, argue that automakers don't need huge increases in EV sales to meet targets; continued advances in gas- and diesel-powered engines should be enough. They also stress that keeping targets in place is key because it forces automakers to innovate.

"There's a whole set of engineering opportunities," says John DeCicco, a professor at the University of Michigan who researches auto technology and its effect on global climate. "So far, there's no evidence that automakers have been given too tough of a job."

Mulkey, whose personal car is an all-electric Tesla Model S, says regulators need to keep the pressure on manufacturers. "It saves us money," she says. "It helps us to be able to pass those dollars on to our employees."

New targets could come this spring when regulators are expected to propose changes to federal fuel-efficiency rules, known as the Corporate Average Fuel Economy (CAFE) standards.

There's a lot at stake. If mpg targets are put on hold, the planet could see more carbon dioxide emissions, and U.S. consumers could miss out on the financial benefits of more-efficient vehicles. On the flip side, vehicles could cost less to produce if manufacturers don't see the need to invest in fuel-economy improvements. And those savings might be passed on to car buyers.

"Fuel-economy standards are working, and consumers are better off as a result," says David Friedman, director of cars and product policy and analysis for Consumers Union, the advocacy division of Consumer Reports. "Vehicles continue to hit record highs in fuel efficiency as automaker innovations save consumers money at the pump. Consumers simply can't afford for these standards to be weakened at the request of automakers."

Designing for Efficiency

So what's behind the fuel-economy advances? For the most part, it's a combination of improvements in engines, transmissions, aerodynamics, and weight reduction. (See the graphics starting on the facing page.) Automaker

Robots weld Jeep Grand Cherokee frames at an auto plant in Detroit.



engineers are using high-powered computers to improve designs as well as gas and diesel performance.

Take the redesigned 2019 Toyota Avalon, unveiled in January at the North American International Auto Show in Detroit. Randy Stephens, chief engineer at the Toyota Technical Center, says engineers considered CAFE standards when creating the model. They shaved weight, selected more fuel-efficient tires, and refined aerodynamics. They also improved the 0-60 mph acceleration because buyers demanded it, he says. Toyota hasn't released the new mpg number. CR tested the 2016 Avalon at 24 mpg overall.

"We feel quite a bit of pressure to make sure we're increasing fuel economy," Stephens says. "We felt the need to be competitive on horsepower, too."

If you haven't been to a dealership lately, you might be in for pleasant sticker shock. The average fuel economy for all U.S. cars, SUVs, and light trucks has increased by 12 percent, to 25.2 mpg in 2017 from 22.6 mpg in 2010. The 2010 Honda Accord (four-cylinder), for example, was rated by the Environmental Protection Agency at 21 mpg for city and 31 mpg for highway. The 2018 version (four-cylinder, turbo equivalent) is 30 mpg for city and 38 mpg for highway—increases of 43 and 23 percent, respectively. In CR testing, the Ford F-150 improved to an overall 19 mpg for the 2018 model from 14 mpg in 2004, a 36 percent increase. At the same time, the truck's 0-60 mph acceleration improved to 6.8 seconds from 8.3 seconds. (See the chart starting on page 14.)

Automakers have made big strides the last decade because engineers bring fuel-saving designs to the marketplace much quicker now, says John German, an engineer who worked for Chrysler, Honda, and the EPA before joining the International Council on Clean Transportation as a senior fellow.

"If technology were the same today as it was in 2012, you might be able to make the argument that some kind of modest rollback to the standards would be appropriate," he says. "But the technology is improving at such a rapid rate."

The Impact of Our SUV Nation

To be sure, consumers have demanded better fuel economy for financial and environmental reasons, and the industry has been making the smart business choice to give them what they want. So why would the industry want to backslide now?

Automakers say it's a more complex equation than many in Washington and across the nation realize, involving changing consumer tastes toward pickup trucks and SUVs. They say that U.S. car buyers aren't embracing electrified vehicles and hybrids enough for the industry to realistically meet current CAFE standards, a formula based on an automaker's mix of vehicles. For a company selling 48 percent cars and 52 percent light trucks and SUVs, the current target is equivalent to a fleet average of 45.7 mpg

Fuel-Saving Innovations

Not every fuel-saving technology is a complete reinvention of the traditional internal combustion engine. Hybrid, electric, and fuel-cell cars have the potential to change the way we power vehicles in the U.S. But there have been many smaller innovations that are saving fuel right now. Here are some features that work and some that still need tweaking.

by Patrick Olsen

→ Engine Upgrades



CYLINDER DEACTIVATION

What it is: Shuts off multiple engine cylinders while the vehicle is cruising or coasting.
How it saves fuel: Deactivated cylinders

don't use fuel when the engine is coasting or when the vehicle has a low demand for driving power.

What to watch out for: In some older models, the engine might vibrate when all of the cylinders fire back up.
Which automakers do it well: GM, Honda, Chrysler
Which automakers don't: None



SMALLER TURBOCHARGED ENGINES

What they are: These engines use forced air to boost their power when needed, giving them horsepower usually found in a larger nonturbo engine.
How they save fuel:

Smaller, more efficient engines replace larger ones, using less fuel.

What to watch out for: Many suffer from an initial hesitation due to turbo lag, and sometimes expected fuel-economy savings aren't realized.
Which automakers do them well: Audi, BMW, Ford (F-150), Honda, Volkswagen
Which automakers don't: Ford (Focus, Fusion, Escape)

Two Decades of Fuel-Economy Performance

CR first measured fuel economy way back in 1936; today, we evaluate the efficiency of every car we buy. These three very popular models—among the top sellers each year—show how automakers have improved fuel economy by turning to smaller engines that create even more horsepower. They've also made these cars faster, lighter, and safer. Even better, when adjusted for inflation, these models cost about the same as they did nearly 20 years ago. **by Patrick Olsen**

TOYOTA CAMRY



Toyota has increased efficiency by tweaking the Camry's transmission, along with other tech improvements. Horsepower has increased by 48 (31 percent), even though the engine is a similar size.

HONDA CR-V

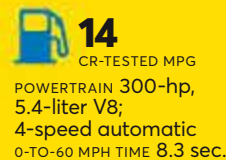
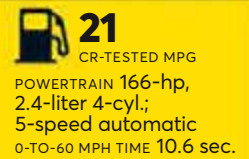
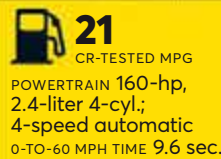
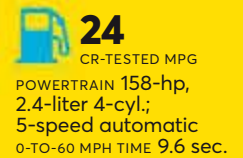
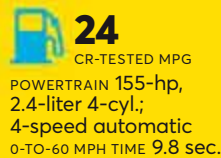


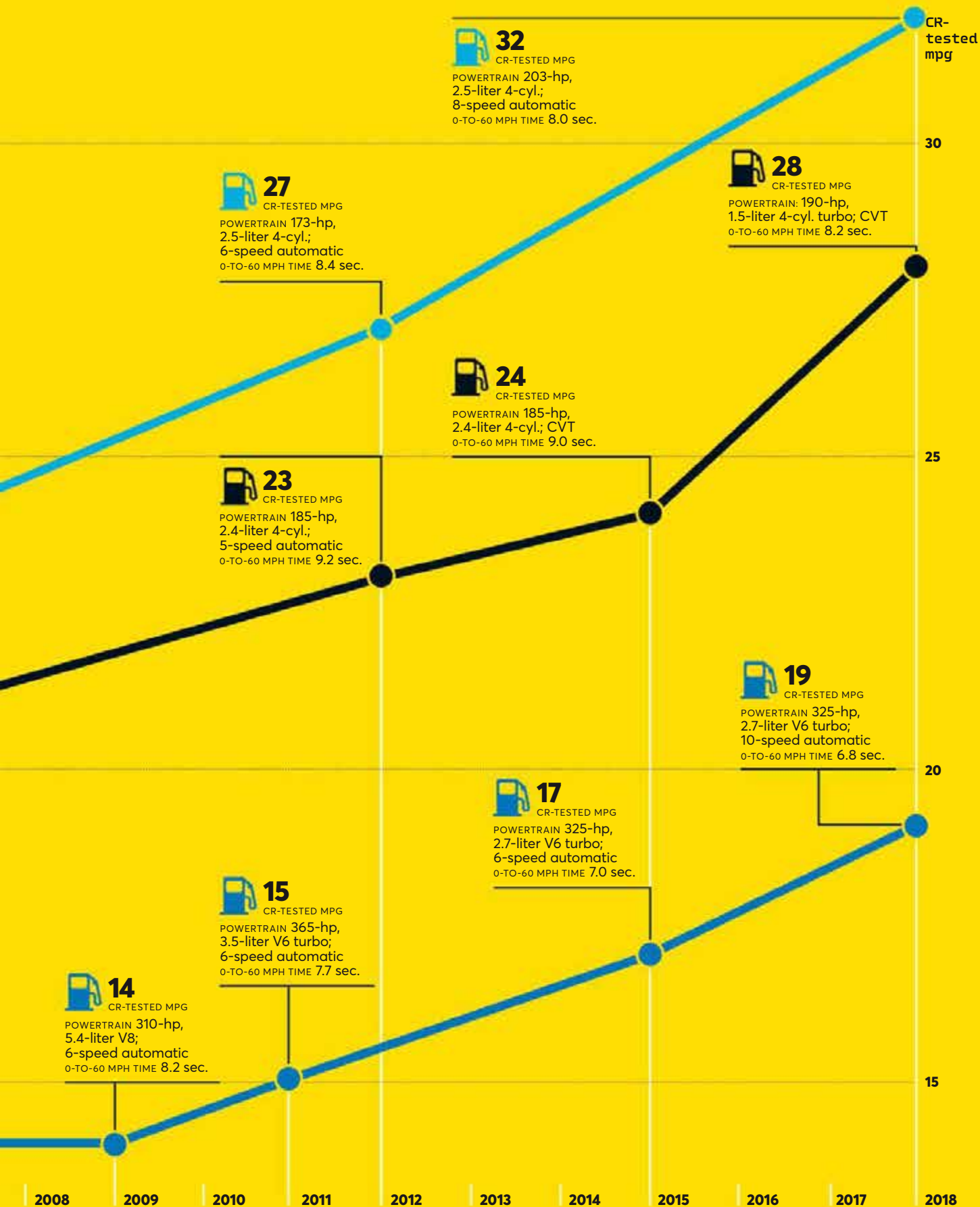
Over time, Honda's popular compact SUV has seen its engine shrink from 2.4 liters to a 1.5-liter, turbocharged one now. It has moved from a traditional transmission to a continuously variable transmission.

FORD F-150



Ford now offers smaller, turbocharged engines in addition to its traditional V8, and dropped hundreds of pounds, through the extensive use of aluminum. It has also gone from a four-speed transmission in 2004 to today's 10-speed transmission.







START/STOP TECHNOLOGY

What it is: Shuts the engine off when the vehicle comes to a stop.
How it saves fuel: By not letting the engine idle when it's not needed.
What to watch out for: Some systems have a noticeable shudder when they power back on. Some vehicles hesitate when they restart, leaving drivers

momentarily flat-footed and unable to merge quickly into traffic. And some systems shut down the air conditioning along with the engine, which can make passengers in the cabin uncomfortable during warm weather.
Which automakers do it well: BMW, Chevrolet (Cruze, Malibu), Honda Odyssey, Toyota Sienna, Ford (F-150)
Which automakers don't: Alfa Romeo, Jaguar/Land Rover, Cadillac



DIRECT INJECTION

What it is: Fuel is fed directly into each engine cylinder instead of into an intake manifold.
How it saves fuel: It improves efficiency because the amount of gasoline can be injected

more precisely.
What to watch out for: Loud engine clatter can occur in some older vehicles. They're also prone to carbon buildup, which requires regular maintenance every couple of years to avoid rough idling and a loss of power.
Which automakers do it well: Many; this is a widespread feature.
Which automakers don't: None; early problems have been largely overcome.

→ Transmission Advances



8-, 9-, 10-SPEED TRANSMISSIONS

What they are: Automatic transmissions with as many as eight,

nine, or ten gears.
How they save fuel: The more gears a transmission has, the more likely that the engine is working at peak efficiency. This means it uses less fuel to generate power.
What to watch out for: Some are poorly tuned and don't shift smoothly or don't respond



Plant workers focus on the Ford F-Series Super Duty truck in Louisville, Ky.

by 2025. After automakers use credits, and the ideal conditions of the laboratory are accounted for, the real-world target works out to 35.5 mpg.

Cheaper gas could be working against that goal, helping to renew America's love affair with larger vehicles. Pickups, SUVs, and other light trucks now account for more than half of all U.S. sales. In December, the three Detroit-area automakers sold 722,822 vehicles—and 592,665 of them were pickups, SUVs, or minivans. Only 18 percent were cars. That shift in demand has been happening for a while but has now become a tsunami.

There's only so much new fuel efficiency you can squeeze out of SUVs and trucks by shaving weight and improving aerodynamics, says Mark Chernoby, chief technical compliance officer at Fiat Chrysler Automobiles. "You won't get to the 2025 standards without significantly higher penetration of electrification than we have today," he says. "We're talking about huge increases."

And just because an automaker builds a super-efficient new hybrid or electric vehicle doesn't mean consumers will buy it. In fact, hybrid sales have remained weak overall. Last year, sales were an estimated 4 percent of the whole U.S. market.

Rick Gezelle, national manager of technical and regulatory affairs at Toyota, says the industry is proud of its steady fuel-efficiency gains, but it's concerned that conventional technologies aren't going to be enough. "Fuel economy is an important attribute. I think this notion that customers will take fuel economy over all other things is a bit of a fallacy, because we all have limited budgets," Gezelle says. "At the

end of the day, you're making trade-offs.”

The EPA came to a different conclusion in a 2016 technical report. It concluded that automakers could meet 2025 CAFE targets without much help from hybrid or EV sales because of rapid progress in traditional fuel technologies, such as turbocharging, fuel injection, and engine efficiency.

Luke Tonachel, director of clean vehicles and fuels at the Natural Resources Defense Council, points out that the auto industry has been achieving record sales and profits even as it complains about the strain of reaching current fuel-economy targets. “There’s been a huge benefit to consumers,” he says. “Choices for consumers have been great under these standards. Rolling back the standards would disrupt that innovation.”

The Debate Over Government’s Role

For more than four decades, auto industry progress on fuel economy—or lack thereof—has been driven by government regulations. The CAFE program dates to the oil crisis of the early 1970s. When gasoline prices shot up after the Arab oil embargo, policymakers saw fuel economy as a national security concern and required automakers to build more-efficient cars. The original CAFE standards called for doubling the average efficiency for passenger cars from less than 14 mpg in 1975 to 27.5 mpg 10 years later. Politics changed when gas prices plummeted in the 1980s and throughout the 1990s. The industry successfully lobbied Congress to freeze CAFE standards in the mid-1990s. From 2003 to 2010, there were some small adjustments higher. At the same time, evidence of climate change was building, and environmental groups and several states, including Massachusetts and California, successfully sued the EPA under the Clean Air Act to regulate carbon dioxide as a pollutant. After a sharp increase in gas prices and the Great Recession of 2008-2009, the Obama administration and California negotiated higher fuel targets with the auto industry.

The National Highway Traffic Safety Administration (NHTSA) and the EPA are expected to release a joint plan this spring updating the rules. Consumers Union, the advocacy division of Consumer Reports, is urging Congress and regulators to maintain or strengthen the current standards.

Jim Farley, executive vice president of global markets at Ford, says the automaker is in favor of “stringent” requirements. “In general, we think it’s a healthy thing to look at how customers are making decisions, and what these new standards mean for everything from affordability to how much they’re actually reducing greenhouse gases,” he said in a January interview at the Consumer Electronics Show in Las Vegas. He declined to say where long-term fuel-economy targets should be set.

A General Motors spokeswoman, Laura Toole, told CR in an email that improving mpg and reducing greenhouse gas

promptly enough, so drivers have to mash the accelerator to get the power they want. This can make a car feel pokey or suffer from jerky gear shifts. And some owners reported reliability issues.

Which automakers do them well: Audi, BMW, Chrysler (8-speed), Genesis (8-speed), Honda (10-speed)
Which automakers don’t: Jeep (9-speed), Honda/Acura (9-speed)



DUAL-CLUTCH TRANSMISSIONS

What they are: Essentially these have the mechanical guts of a manual transmission, but the gear changes and the clutch operation are executed electronically.
How they save fuel: Fuel economy is improved because less power is lost between the engine and the wheels. Because it doesn’t have a torque

converter, there’s a more direct connection between the engine and the wheels.
What to watch out for: They usually hesitate when accelerating from a stop or vibrate in stop-and-go crawl. Many allow the vehicle to roll backward when starting on an incline. Owners have reported reliability problems with some dual-clutch transmissions.
Which automakers do them well: Audi/Volkswagen, Porsche
Which automakers don’t: Ford (Focus and Fiesta), Hyundai (Tucson 1.6T)



CONTINUOUSLY VARIABLE TRANSMISSIONS

What they are: In essence, CVTs allow for an almost infinite set of gears as opposed to a defined set typically found in an automatic transmission. That allows drivers to get the power they need when they need it, whether it’s passing power instantly or low-effort highway cruising.
How they save fuel:

Because they’re always in the right ratio, CVTs optimize fuel economy and acceleration.
What to watch out for: Because the engine may be revving at a higher rate over longer periods than with conventional automatic transmissions, CVTs can amplify engine noise. They can also require more frequent (and sometimes expensive) service compared with conventional automatic transmissions.
Which automakers do them well: Honda, Subaru
Which automakers don’t: Nissan (Versa, Sentra)

CONTINUED ON PAGE 18

→ **Weight Reductions & Tire Tweaks**



AERODYNAMIC IMPROVEMENTS

What they are: Automakers are tweaking the slope of hoods, windshields, and rear ends, and adding technology like grill shutters, underbody

panels and wheel covers.
How they save fuel: Sleeker shapes and fewer openings help a vehicle cut through the air more easily.
What to watch out for: Some active systems may require extra maintenance.
Which automakers do this well: All; these efforts have been underway for years.



LOW-ROLLING-RESISTANCE TIRES

What they are: Tires that create less friction with the road.
How they save fuel: They require less power to roll, reducing work for the engine and helping to save fuel.
What to watch out for: Sometimes the lack of

resistance translates into a lack of grip, which can increase wet-stopping distances and lead to a shorter tread life.
Which tire makers do it well: Bridgestone, Firestone, Goodyear, and Michelin market these fuel-saving tires.
Which tire makers don't: Some car companies and replacement tire makers offer more fuel-efficient tires, but some of those come with compromises to tread life and grip on wet surfaces.



WEIGHT REDUCTION

What it is: Automakers are dropping items such as spare tires and using stronger steel, aluminum, and other high-strength materials to keep weight down.
How it saves fuel: Every pound cut means

less weight the engine has to move.
What to watch out for: This can result in less-supportive seats, thinner glass, and fewer sound-deadening materials, which can mean a noisier, less comfortable cabin.
Which automakers do it well: Ford, Honda, Mazda, Mercedes-Benz
Which automakers don't: Few today; most work hard to avoid making consumers suffer from weight reductions.

emissions was an “unwavering goal” for the automaker. “It is the right thing to do, but it has to be done right,” Toole said. She declined to address specific questions about GM’s position on CAFE standards.

Is the Future Electric?

Consumer Reports predicts even more improvements are on the way through better technology, but only if strong standards remain in place. Analysis from Consumer Reports and government agencies, among others, shows that improving mpg saves drivers money, even when gas prices are low and even after accounting for higher technology costs. CR tests new vehicles—including an assessment of new fuel-efficiency features—at our track in Connecticut and on public roads. (See the best and worst vehicles for fuel efficiency, starting on page 32.) If current trends continue, consumers could see leaps in innovation in coming years, says Friedman, adding that after years of trying, car companies including Mazda and Toyota say they’re on the verge of bringing diesel-like efficiency to gasoline engines.

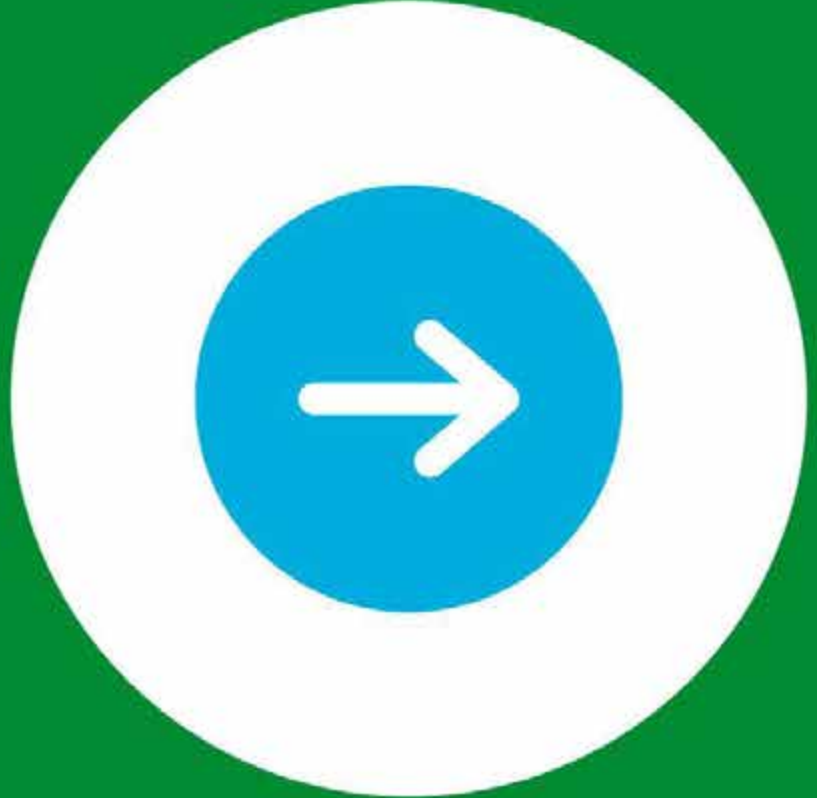
Mitch Bainwol, CEO of the Alliance of Automobile Manufacturers, the industry’s leading trade group, says automakers are concerned about affordability. “If you jam standards in that are ahead of the marketplace, you drive up costs,” he says. He thinks the danger is that future hybrids, EVs, and other high-mpg cars will end up sitting unsold on dealer lots.

But even as auto companies point to the soft demand for hybrid and all-electric vehicles, more carmakers have announced plans to build electrified models. Some analysts say it’s a reaction to global developments. China, the world’s largest vehicle market, is pushing domestic EV sales to address its air-pollution problem. “The U.S. is no longer the biggest or most influential automotive market,” says Ed Kim, an analyst with AutoPacific. Also, some cities and countries in Europe have announced plans to de-emphasize gas- and diesel-powered engines in the coming decades.

There’s also the Tesla factor. The Silicon Valley company has shown there’s a market for high-end, all-electric sedans and SUVs. The company’s surging stock price has encouraged new players in the market. Ramping up electric-vehicle sales is the holy grail for automakers operating in the U.S. If consumers bought EVs in large numbers, it would free up automakers to sell higher-horsepower trucks and SUVs and also meet CAFE targets. But tepid EV sales are a reality.

Even so, German, the ICCT senior fellow, says it won’t take an electrified revolution to meet goals. “The internal combustion engine has been castigated for years as inefficient. But the inefficiency has also been an opportunity,” he says. “They’re figuring out ways to dramatically increase the number of miles you get from that gallon of gas.” ■

1



We've racked up more than 800,000 miles this year evaluating new cars, SUVs, minivans, and trucks. The bar is set high to make this list: Vehicles need to ace our track tests, plus be safe and reliable and score high in owner satisfaction. These are the 10 that excel.

by **Jeff S. Bartlett**

Top Picks

What It Takes to Be Tops

A MODEL HAS to have an exemplary Overall Score in its category to be a Top Pick. This single number combines road-test performance, reliability, owner satisfaction, and safety. A car that scores high in all four of these key measures is truly extraordinary.

ROAD TEST: This score is based on more than 50 tests and evaluations conducted at our Auto Test Center by our experienced staff.

RELIABILITY: We predict how new cars will likely hold up based on problems reported by subscribers for more than half a million vehicles (in our latest survey).

OWNER SATISFACTION: We rate owner satisfaction based on the percentage of surveyed owners who say they'd definitely buy the same vehicle again.

SAFETY: All recommended cars must perform well in CR's accident-avoidance tests and also provide effective occupant protection in government or insurance industry crash tests (if the vehicle has been tested). Models with standard forward-collision warning and/or automatic emergency braking are given bonus points.



WATCH

See the Top Picks in action at CR.org/toppicks and learn more about them in complete road-test reports, available to online subscribers.

LARGE CAR

Chevrolet

Impala



The Impala continues to be a gem among large cars, providing a driving experience that's more akin to a luxury car. The spacious, quiet cabin is well-dressed with high-quality materials and trim. The controls are refreshingly

intuitive and easy to use, including the feature-rich infotainment system. The roomy, supportive front seats coddle occupants, and the rear seats are generously proportioned. Its smooth ride is a true standout, soaking up bumps like a sponge.

Handling is commendable, as proven in our accident-avoidance maneuver and when confronting corners at our track. We favor the V6 engine for its abundant, smooth power. Those in the market would be wise to consider an Impala.

86

OVERALL SCORE

91

ROAD TEST

\$39,110

PRICE AS TESTED

22

MPG



RELIABILITY



OWNER SATISFACTION

COMPACT CAR

Toyota

Corolla



This practical, fuel-efficient sedan has all the virtues that small-car shoppers seek, backed by its strong reliability track record. Despite its compact proportions, the Corolla has a relatively roomy interior, with a spacious backseat. Handling is secure, and

the ride quality is a cut above for its class. The ho-hum engine with middling power won't excite drivers, but the trade-off is stellar fuel economy of 32 mpg overall. On our highway test circuit, the Corolla achieved 43 mpg. Also very meaningful: This car comes

standard with advanced safety features that include forward-collision warning, pedestrian detection, automatic emergency braking, lane-departure warning, and lane-keeping assist. The Corolla is a smart purchase that won't let you down.

78

OVERALL SCORE

71

ROAD TEST

\$20,652

PRICE AS TESTED

32

MPG



RELIABILITY



OWNER SATISFACTION



LUXURY COMPACT SUV

BMW

X3

Redesigned for 2018, the X3 tops its class. This luxury compact SUV combines driving enjoyment, comfort, slick technology, and utility in one appealing package. Its power is smooth and nearly immediate when you press the gas pedal, even with the base turbo four-cylinder engine. (Drivers can step up to the 355-hp M40i for truly exhilarating performance.) Sharp, sporty handling encourages drivers to seek curvy roads. The firm suspension makes you feel safe and confident, and yet the X3 does a good job soaking up ruts and bumps. Because it's extremely quiet, richly appointed, and offers supportive seats and an easy-to-use infotainment system, the X3 is certain to delight those looking for an upscale SUV that is polished and fun to drive.

81	92	\$53,745
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

24 MPG	RELIABILITY	OWNER SATISFACTION
	↑	↑

FULL-SIZED PICKUP TRUCK

Ford

F-150

The best-selling vehicle in America is an impressive, innovative workhorse. The F-150 pulls ahead of the pack thanks to its weight-reduction design and turbocharged six-cylinder engine. This strategy delivers a standout 19 mpg overall, quick acceleration, and effortless towing ability from the potent 2.7-liter turbo V6 engine. Clever features abound, from the Sync 3 infotainment system to Pro-Trailer Backup Assist, which simplifies the otherwise tricky task of backing up while

72	81	\$52,535
OVERALL SCORE	ROAD TEST	PRICE AS TESTED

19 MPG	RELIABILITY	OWNER SATISFACTION
	↑	↑

towing a trailer. The crew cab features a spacious rear seat and ample room for tools and gear. Ultimately, the F-150 won't offer as smooth a ride as a car or an SUV, but it's an excellent truck.



COMPACT GREEN CAR

Chevrolet

Bolt

The Bolt proves that electric cars need not apologize for a lack of driving performance. This distinctive-looking hatchback delivers brisk acceleration and tight handling, plus a 250-mile electric range at a mainstream price (when tax incentives are factored in). This pure electric is built around a 60-kWh battery pack that holds a generous charge, reducing

anxiety that you'll run out of power and be stranded. The driver sits high up in the Bolt, with a commanding view on a par with a small SUV. Like most electric cars, the Bolt is strikingly silent, and road and wind noise are minimal. Controls take a little getting used to, and at times the ride can become choppy. All told, GM has performed an impressive feat with the Bolt.

79	79	\$38,424	250
OVERALL SCORE	ROAD TEST	PRICE AS TESTED	MILE RANGE

RELIABILITY	OWNER SATISFACTION
↑	↑



COMPACT SUV

Subaru

Forester

This is a practical, smartly packaged small SUV that prizes fuel economy, room, visibility, and reliability over trendiness or flash. It's easy to get in and out of, there's plenty of passenger room, and it drives well. The standard 2.5-liter engine provides only decent performance

but it offers exceptional fuel efficiency. And the available turbocharged four-cylinder transforms the Forester into a much more sporting machine. Its all-wheel drive comes standard, and it provides tenacious all-weather grip. The ride is comfortable and handling is responsive. Key

safety features, such as forward-collision warning and automatic emergency braking, are available on most trims by getting Subaru's EyeSight package. The Forester is a wise choice that makes a pleasant travel companion, whether you're road-tripping or commuting.

84

OVERALL SCORE

85

ROAD TEST

\$27,145

PRICE AS TESTED

26
MPG

RELIABILITY

OWNER SATISFACTION

MINIVAN

Toyota

Sier



MIDSIZE CAR

Toyota

Camry

The Camry has earned its reputation as a competent, well-rounded family sedan. With its recent redesign, Toyota added more styling flair and handling acumen. And Toyota elevated its fuel economy to 32 mpg overall with the base four-cylinder,

matching its smaller Corolla cousin. The hybrid LE version returned an impressive 47 mpg overall in CR tests, almost reaching rarefied Toyota Prius territory. This Camry offers spry handling, an absorbent ride, and a quiet cabin. (The SE and XSE

allow buyers to add sportiness at the expense of quiet and comfort.) Forward-collision warning, automatic emergency braking, and lane-departure warning are standard, and blind-spot detection and rear cross-traffic warning are available.

HYBRID

89

OVERALL SCORE

89

ROAD TEST

\$28,949

PRICE AS TESTED

47
MPG

RELIABILITY

OWNER SATISFACTION

2.5-L 4-CYL.

87

OVERALL SCORE

86

ROAD TEST

\$26,364

PRICE AS TESTED

32
MPG

RELIABILITY

OWNER SATISFACTION

Sienna



Minivans are the ultimate solution for moving people and their stuff. In this segment, the Sienna offers the best all-around package. Its long list of pluses includes a comfortable ride and an energetic powertrain that returns respectable fuel economy. And those looking for an all-wheel-drive minivan quickly realize the Sienna is the only option out there. The cabin is spacious, with convenient folding seats and available seating for eight. The interior is nicely furnished, with top versions dressed with upscale materials and trim accents. The fancy top-line Limited versions offer second-row lounge seating, complete with footrests. Its strong reliability track record and abundant standard advanced safety features make the Sienna a savvy choice.

79 OVERALL SCORE
79 ROAD TEST
\$38,424 PRICE AS TESTED

21 MPG
 ↑ RELIABILITY
 ↑ OWNER SATISFACTION

LUXURY COMPACT CAR

Audi

A4

The A4 shines by being sporty, luxurious, and polished in a segment populated by superstars. It's very satisfying to drive, with nimble, secure handling helped by its minimal body roll and responsive steering. The controlled ride is on the firm side, but proves steady and absorbent. The powerful turbocharged four-cylinder engine accelerates with gusto, proving ever-eager to make a quick getaway, yet doesn't hurt your wallet at the pump. Slide into the A4's cabin and you're greeted by a high-quality interior. The controls have a precise feel and a clean, modern look. The front seats are firm yet comfy, but the rear seat space is tight. The A4 is an exquisite sedan for discriminating buyers. It comes with standard forward-collision warning and city-speed automatic emergency braking.

85 OVERALL SCORE
88 ROAD TEST
\$48,890 PRICE AS TESTED

27 MPG
 ↑ RELIABILITY
 ↑ OWNER SATISFACTION



MIDSIZE SUV

Toyota

Highlander



HYBRID

87 OVERALL SCORE
85 ROAD TEST
\$50,875 PRICE AS TESTED

25 MPG
 ↑ RELIABILITY
 ↑ OWNER SATISFACTION

3.5-L V6

85 OVERALL SCORE
82 ROAD TEST
\$41,169 PRICE AS TESTED

22 MPG
 ↑ RELIABILITY
 ↑ OWNER SATISFACTION

Three-row SUVs have become the vehicle of choice for many families. They provide all-weather traction and roomy interiors without looking like a minivan. The Highlander stands out in this

crowd with its good performance, fuel economy, and reliability. It benefits from Goldilocks sizing: large enough to accommodate eight passengers but small enough for relatively easy

parking. The Highlander rides well, and its handling is secure. Recent updates have improved fuel economy and power, adding to the Highlander's appeal. And advanced safety features are

now standard across the lineup. Overall, the Highlander is a rational choice that will appeal to the majority of buyers looking for a well-rounded, highly functional three-row SUV.

Are Trucks Becoming the New Family Car?

Today's pickups are safer and more comfortable, and sales to women and families are on the rise. Could one be right for you?

by Mike Monticello

PICKUP TRUCK sales are the hottest they've been in a decade, and it's no wonder: Driving one is no longer a bumpy, jarring experience that you have to endure.

Truck makers today are building pickups with broader appeal, with a softer ride and more safety, convenience, and comfort features.

As a result, pickups are now attracting more buyers, including those who like the addition of backseats and more cab space and don't seem to

mind sacrificing some truck bed length for the extra room inside.

Although the pickup market remains overwhelmingly dominated by male buyers, the number of women who registered full-sized pickups increased 67 percent from 2008 to 2016 (reaching more than 470,000 trucks in 2016), based on data from IHS Markit. "Family trucks are 40 to 50 percent of our mix," says David Elshoff, Ram brand spokesman. In the industry, a family truck is one with four full-sized doors in a mid-level or higher trim.

Additional seating has been a trend over the last 10 years, and those bigger cabs mean more space for adults as well as kids, says Jen Stockburger, director of operations at Consumer Reports' Auto Test Center in Connecticut. "In our tests, crew-cab pickups typically offer generous rear-seat room to install child seats," she says.

But the space needed for those seats means a trade-off in the size of the pickup beds. Twenty years ago, the Ford F-150's most popular combination was a regular cab with an 8-foot bed, according to Mel Yu, CR's automotive

analyst. Today the cabs are a lot bigger and the beds are smaller. Consumers don't seem to mind: General Motors says the most popular combo now for the Chevrolet Silverado 1500 is a crew cab with a 5-foot-8-inch bed, the shortest available.

FAMILY-FRIENDLY CHANGES

Shoppers who choose a pickup as a family vehicle bring different needs to the segment than traditional buyers, says GM spokesman Nick Richards. Core truck capabilities, such as hauling, towing, and off-road ability, are still priorities, he says, but "exterior appearance, safety, and technology are now more important than ever." It also doesn't hurt that pickups sit fairly high off the ground, with acres of glass, giving drivers a good view of the world outside, although the long and tall hoods can make parking situations a challenge.



Ford has been evolving its F-150 for years, offering larger cab options, a quiet interior, and more luxury features. “Given the versatility of today’s trucks, more are being utilized as a primary family vehicle,” says Dawn McKenzie, a Ford spokeswoman.

True luxury pickups are a real thing, too. Hop up into a high-end truck these days, and you’ll find leather seats, power-adjustable pedals, soft-closing tailgates, powerful infotainment systems, and multizone climate control. Ram says demand for its high-end trims have doubled since 2009, to 20 percent of the mix.

“Among vehicles that cost more than \$50,000, full-sized pickups are some of the most popular,” says Gabe Shenhar, associate director of the auto test program at CR. “These are \$60,000-plus vehicles with amenities and swagger.”

Despite the embrace by

67%

Percentage
increase
in trucks
registered
to women

more families, the pickup truck segment hasn’t been as quick to adopt advanced safety systems as cars and SUVs. Toyota leads the pack by putting standard automatic emergency braking (AEB), forward-collision warning (FCW), and lane-departure warning (LDW) on its 2018 Tundra full-sized and Tacoma compact pickups. AEB and FCW aren’t standard on the 2018 Ford F-150, but they’re available, along with

blind-spot warning (BSW), rear cross-traffic warning (RCTW), LDW, and lane-keeping assist (LKA). On the 2018 Chevrolet Silverado, AEB, FCW, LDW, and LKA are available, but not BSW or RCTW.

The 2018 Ram 1500 lags the most in this area, lacking any advanced safety features. That will change with Ram’s 2019 redesign, which makes all those features available, along with a 360-degree camera.

Although pickups can be gas guzzlers, automakers have improved truck mpg by using more efficient engines and transmissions, and by reducing weight. The Ram 1500 EcoDiesel is currently the most fuel-efficient full-sized pickup, managing 20 mpg overall in CR’s testing. The F-150’s gasoline 2.7-liter V6 turbo gets an impressive 19 mpg overall.

Ford’s F-150 dropped 700 pounds when it switched to an all-aluminum body, and Ford is adding a diesel version later in 2018 that the company says could reach 30 highway mpg.

SMART BUYING ADVICE

Pickup trucks have become more civilized, but make no

mistake—they still don’t ride or handle as well as cars or SUVs.

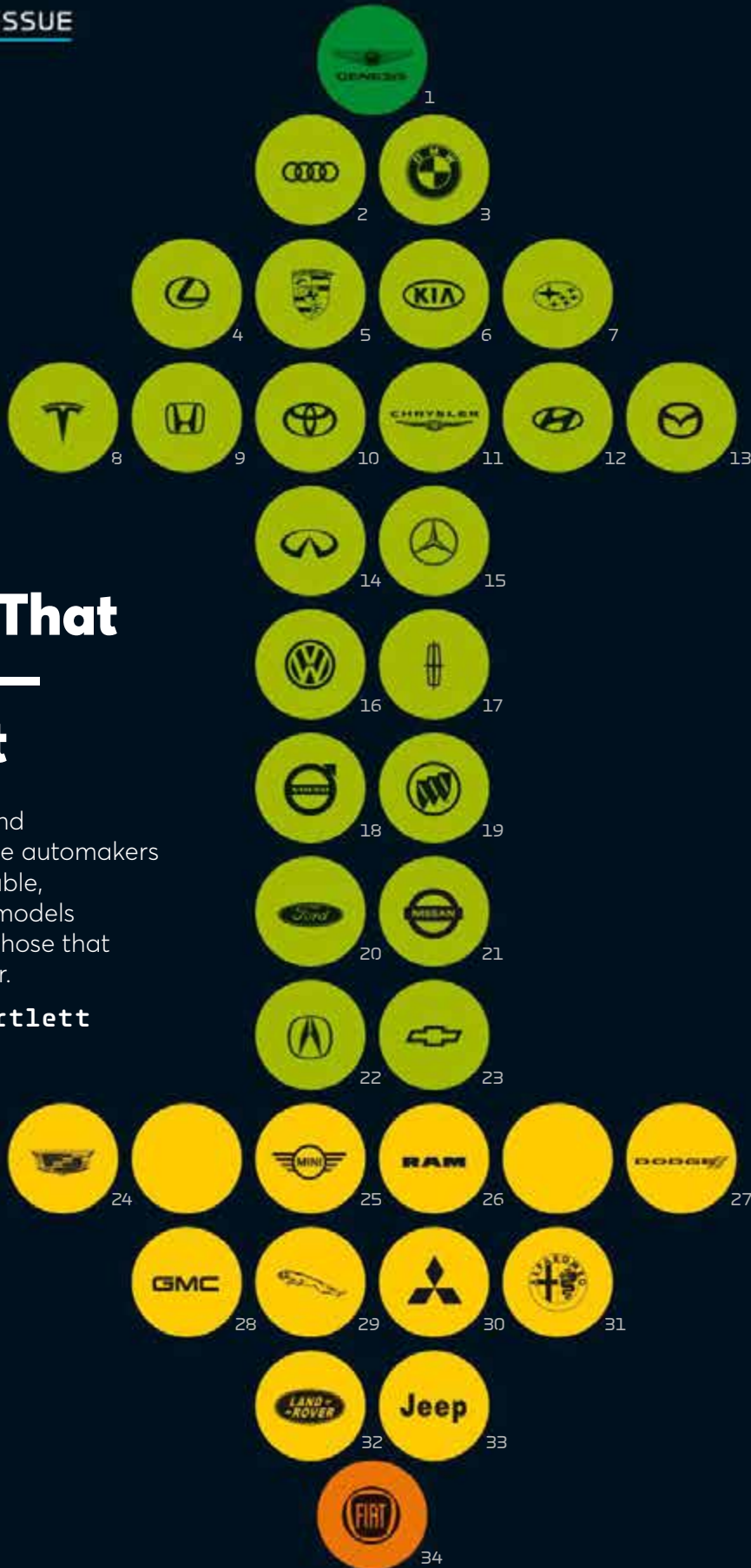
Most have a higher step-in and are more difficult to park. So unless you really need an open bed, a truck might not be for you, especially in an urban living situation.

If you’re buying a pickup for the first time, be careful not to get more truck than you need. The brawnier the truck, the more it can cost you in fuel. The burlier ones also tend to have the highest step-ups, and the ride comfort will suffer.

For instance, if you’re not planning to frequently carry heavy loads or pull a big trailer, you probably don’t need a heavy-duty truck (¾-ton or more)—stick with a light-duty version (½-ton/1500-size). Even a compact truck, such as a Chevrolet Colorado, Honda Ridgeline, or the upcoming Ford Ranger, could fit the bill.

If you rarely haul dirty cargo, large appliances, or motorcycles, then a minivan or an SUV might be the better choice. If you only truly need a pickup once in awhile for a specific task, then you might be better off renting on those occasions. ■





Brands That Deliver— or Don't

Our exclusive brand rankings reveal the automakers that produce reliable, high-performing models owners love and those that need to try harder.

by **Jeff S. Bartlett**

Brands are ranked based on the average Overall Score for all of their current tested models. The Overall Score is a composite of the road-test score and the predicted reliability and owner satisfaction ratings from our Annual Auto Survey.

Safety features, such as standard forward-collision warning and automatic emergency braking, are also factored into the score.

A brand must have at least two current models that have been tested by CR to be included in our rankings. Maserati and Smart lacked sufficient data to be included.

BRAND STANDING

Our brand rankings by Overall Score are based on CR's exhaustive vehicle testing, as well as owner feedback on more than 640,000 cars to determine the predicted reliability and owner satisfaction ratings.

MOST BRANDS MANAGE to make at least one great car, but not many have what it takes to deliver consistent quality across several models. Our annual brand rankings recognize the ones that do.

This year Genesis, the new luxury brand from Hyundai, edged Audi out of the top spot. These two automakers stand apart from the rest in that every one of their tested models is recommended by CR.

This is an especially impressive feat for Audi, which makes 10 models for the U.S. market spanning categories from small cars to three-row SUVs.

Genesis, with just two models tested, had less to get right to earn its place at the top of the list. That doesn't take away from the fact that Genesis excels in our testing and owner satisfaction scores and has average reliability, but it does put its position in perspective.

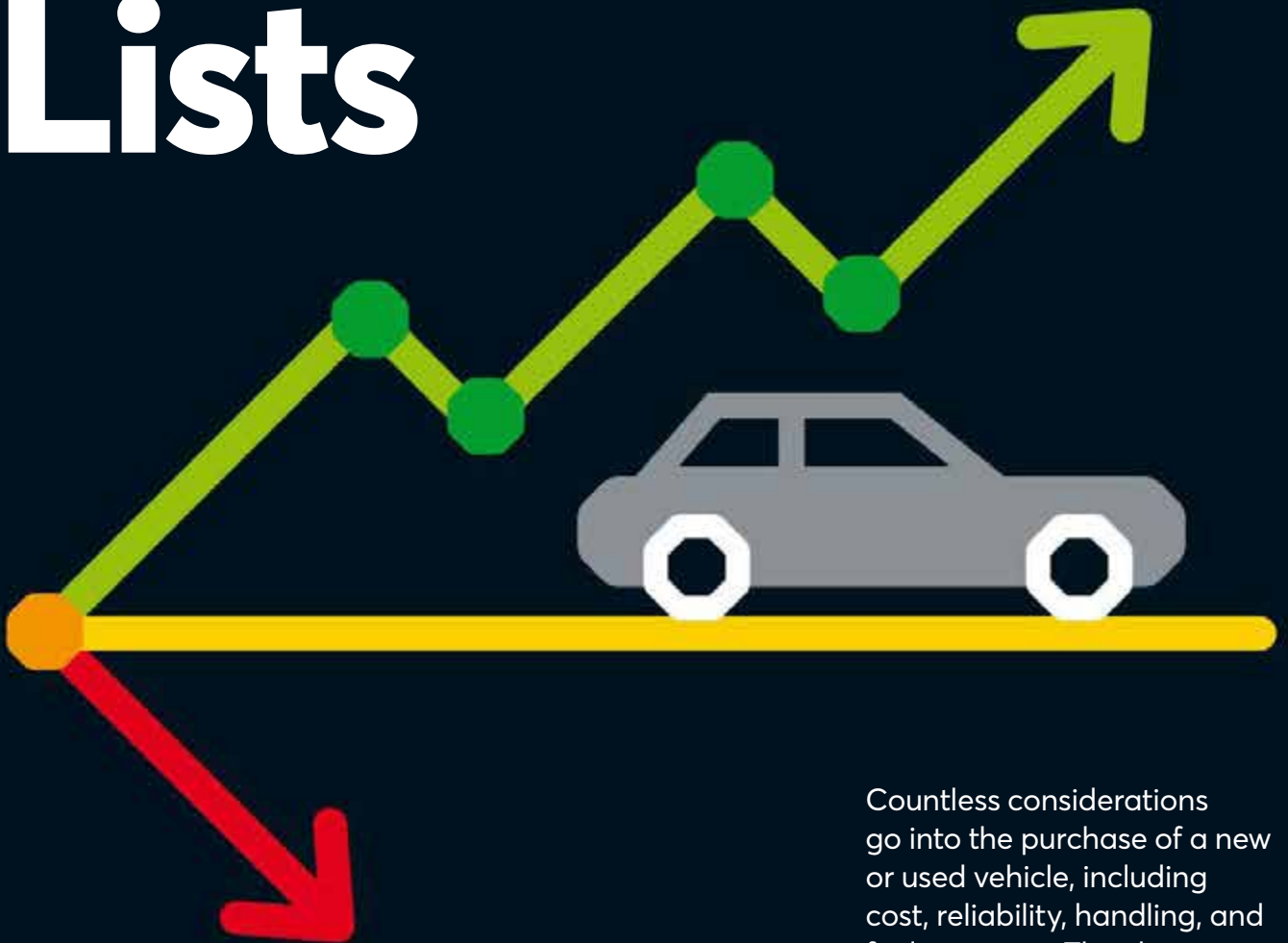
Luxury rivals BMW, Lexus, and Porsche continue to park near the top of the rankings. Lexus stands out for earning its place more from its reliability rating and standard advanced safety features than its road-test scores, which often have trailed the competition.

Chrysler is the only brand that took a giant step up in the rankings this year, with an Overall Score four points higher than last year, thanks largely to high road-test scores and the average reliability of its Pacifica minivan.

The brands that dropped the most in Overall Score were Buick (eight points) and Acura (six points), both due to declining reliability.

Rank	Brand	Overall Score	Overall Score Factors			Number of Tested Models	% Recommended
			Road-test score	Predicted reliability	Owner satisfaction		
1	Genesis	81	89	↓	↑	2	100
2	Audi	80	86	↑	↑	8	100
3	BMW	79	88	↑	↑	8	88
4	Lexus	77	73	↑	↑	6	67
5	Porsche	77	88	↓	↑	4	75
6	Kia	76	78	↑	↑	8	88
7	Subaru	76	83	↑	↑	7	71
8	Tesla	74	88	↓	↑	2	50
9	Honda	73	78	↓	↑	8	88
10	Toyota	72	67	↑	↑	20	75
11	Chrysler	70	85	↓	↑	2	50
12	Hyundai	70	75	↑	↓	6	67
13	Mazda	69	76	↓	↑	6	67
14	Infiniti	68	78	↓	↓	5	20
15	Mercedes-Benz	67	79	↓	↓	7	29
16	Volkswagen	66	80	↓	↑	8	25
17	Lincoln	66	83	↓	↑	4	25
18	Volvo	64	78	↓	↑	5	0
19	Buick	64	72	↓	↓	5	20
20	Ford	64	74	↓	↓	13	38
21	Nissan	64	70	↓	↓	13	38
22	Acura	62	73	↓	↓	5	20
23	Chevrolet	61	74	↓	↑	17	18
24	Cadillac	60	79	↓	↓	6	0
25	Mini	58	74	↓	↑	3	0
26	Ram	57	70	↓	↑	2	50
27	Dodge	56	74	↓	↓	5	0
28	GMC	54	69	↓	↑	7	0
29	Jaguar	53	77	↓	↑	4	0
30	Mitsubishi	50	44	↑	↓	2	0
31	Alfa Romeo	49	72	↓↓	↑	2	0
32	Land Rover	49	72	↓↓	↓	5	0
33	Jeep	48	55	↓	↓	5	0
34	Fiat	39	58	↓↓	↓	4	0

Best & Worst Lists



Countless considerations go into the purchase of a new or used vehicle, including cost, reliability, handling, and fuel economy. The charts on the following pages present the cars, minivans, SUVs, and trucks that are true standouts—as well as those best left on the lot.



BEST NEW VEHICLES

Under \$30,000

Although the average new vehicle now costs more than \$36,000, you can find plenty of worthy models in several categories for less than \$30,000. All of the picks

on this list (organized alphabetically by segment) have earned a Consumer Reports recommendation, meaning they performed well in our tests and are reliable and safe.



BEST USED VEHICLES

Under \$20,000

Consider the models listed below (alphabetically by segment) to be the vehicles that we'd recommend to our friends and family members who want to buy a used car on a \$20,000

budget. Each performed well in our tests when it was new and has consistently demonstrated multiple years of much-better-than-average reliability for the 2008-2017 model years.

SUBCOMPACT CARS

Chevrolet Sonic
Honda Fit
Toyota Yaris iA

COMPACT CARS

Ford C-Max Hybrid
Hyundai Elantra
Kia Forte
Kia Niro
Kia Soul
Mazda3 Sport
Toyota C-HR
Toyota Corolla iM
Toyota Corolla
Toyota Prius Prime
Toyota Prius

MIDSIZED CARS

Ford Fusion
Ford Fusion Hybrid
Honda Accord
Hyundai Sonata
Kia Optima
Mazda6
Nissan Altima (4-cyl.)
Subaru Legacy (4-cyl.)
Toyota Camry Hybrid
Toyota Camry (4-cyl.)
Volkswagen Passat (4-cyl.)

SPORTY CARS

Subaru BRZ
Toyota 86

WAGONS

Subaru Outback (4-cyl.)

SUBCOMPACT SUVs

Honda HR-V
Mazda CX-3
Nissan Rogue Sport
Subaru Crosstrek

COMPACT SUVs

Ford Escape
Honda CR-V
Kia Sportage
Mazda CX-5
Nissan Rogue
Subaru Forester (nonturbo)
Toyota RAV4 Hybrid
Toyota RAV4 (4-cyl.)

MIDSIZED SUVs

Hyundai Santa Fe Sport

SMALL CARS

Honda Fit '09-13
Kia Soul '10-16
Mazda3 '09-17
Pontiac Vibe '08-10
Scion xB '08-12, '15
Toyota Corolla '08-17
Toyota Matrix '08-10
Toyota Prius '08-15

MIDSIZED & LARGE CARS

Honda Accord '08-15
Mazda6 '09-15
Toyota Avalon '08-13
Toyota Camry '08-15

LUXURY CARS

Acura TL '08-10, '13
Acura TSX '08-14
Infiniti G '08-11, '13
Infiniti M '08, '11
Lexus CT 200h '11-13
Lexus ES '08-12
Lexus GS '08, '10-11
Lexus LS '08
Mercedes-Benz E-Class '10-11

SPORTS CARS

Scion FR-S '14-15
Subaru BRZ '14

WAGONS

Toyota Prius V '12-14
Toyota Venza '09-12

SUVs

Acura RDX '09-10, '12
Honda CR-V '08-14
Lexus RX '08-10
Mazda CX-5 '13-15
Toyota 4Runner '08-09
Toyota Highlander '08-10
Toyota RAV4 '08-13
Toyota Sequoia '08

PICKUP TRUCKS

Honda Ridgeline '08-10
Toyota Tundra '08

MOST & LEAST RELIABLE NEW & USED VEHICLES



We analyzed data on more than 640,000 subscriber-owned vehicles to find the most- and least-reliable new and used models that are 4,

8, and 12 years old. For more in-depth data, turn to our charts detailing eight years of reliability history by trouble spot, starting on page 86.

	New Cars		4-Year-Old Cars <small>2014 MODELS</small>		8-Year-Old Cars <small>2010 MODELS</small>		12-Year-Old Cars <small>2006 MODELS</small>	
	MOST RELIABLE	LEAST RELIABLE	MOST RELIABLE	LEAST RELIABLE	MOST RELIABLE	LEAST RELIABLE	MOST RELIABLE	LEAST RELIABLE
COMPACT/ SUBCOMPACT CARS	Kia Niro	Ford Fiesta, Ford Focus	Toyota Prius C	Ford Focus	Scion xB	Subaru Impreza	Scion xA	Subaru Impreza
MIDSIZED CARS	Mazda6	Chevrolet Malibu	Toyota Camry	Volkswagen Passat	Toyota Camry	Volkswagen CC	Toyota Camry	Volkswagen Passat
LARGE CARS	Toyota Avalon	Dodge Charger	Hyundai Azera	Chrysler 300	Toyota Avalon	Chevrolet Impala	Toyota Avalon	Chevrolet Impala
LUXURY COMPACT CARS	Lexus IS	Acura ILX	Lexus IS	Mercedes-Benz CLA	Lexus IS	Audi A4	Acura TSX	BMW 3 Series
LUXURY MIDSIZED/ LARGE CARS	Lexus ES	Buick LaCrosse	Lexus ES	Cadillac CTS	Lexus GS	BMW 5 Series	Lexus LS	Audi A6
SPORTS CARS	Subaru BRZ/Toyota 86	Chevrolet Camaro	Porsche Cayman	Chevrolet Corvette	Mazda MX-5 Miata	Mini Cooper	Mazda MX-5 Miata	Mini Cooper
MINIVANS	Kia Sedona	Dodge Grand Caravan	Toyota Sienna	Ford Transit Connect	Toyota Sienna	Chrysler Town & Country/ Dodge Grand Caravan	Toyota Sienna	Chevrolet Uplander/ Pontiac Montana SV6
SMALL SUVs	Toyota RAV4	Hyundai Tucson	Nissan Juke	Jeep Cherokee	Toyota RAV4	Volkswagen Tiguan	Honda CR-V	Subaru Forester
MIDSIZED SUVs	Toyota 4Runner	Mazda CX-9	Toyota 4Runner	Nissan Pathfinder	Nissan Xterra	Chevrolet Equinox/ GMC Terrain	Toyota Highlander	Nissan Murano
LARGE SUVs	Toyota Sequoia	Chevrolet Suburban/ GMC Yukon XL	Toyota Sequoia	Chevrolet Suburban/ GMC Yukon XL	Toyota Sequoia	GMC Acadia	Toyota Sequoia	Chevrolet Suburban/ GMC Yukon XL
LUXURY SUVs	Audi Q3	Cadillac Escalade, Tesla Model X	Lexus RX	Infiniti QX60	Lexus RX	Buick Enclave	Lexus GX	BMW X3
PICKUP TRUCKS	Toyota Tundra	Ram 3500	Toyota Tacoma	Ram 3500	Honda Ridgeline	Ford F-250	Toyota Tundra	Ford F-350

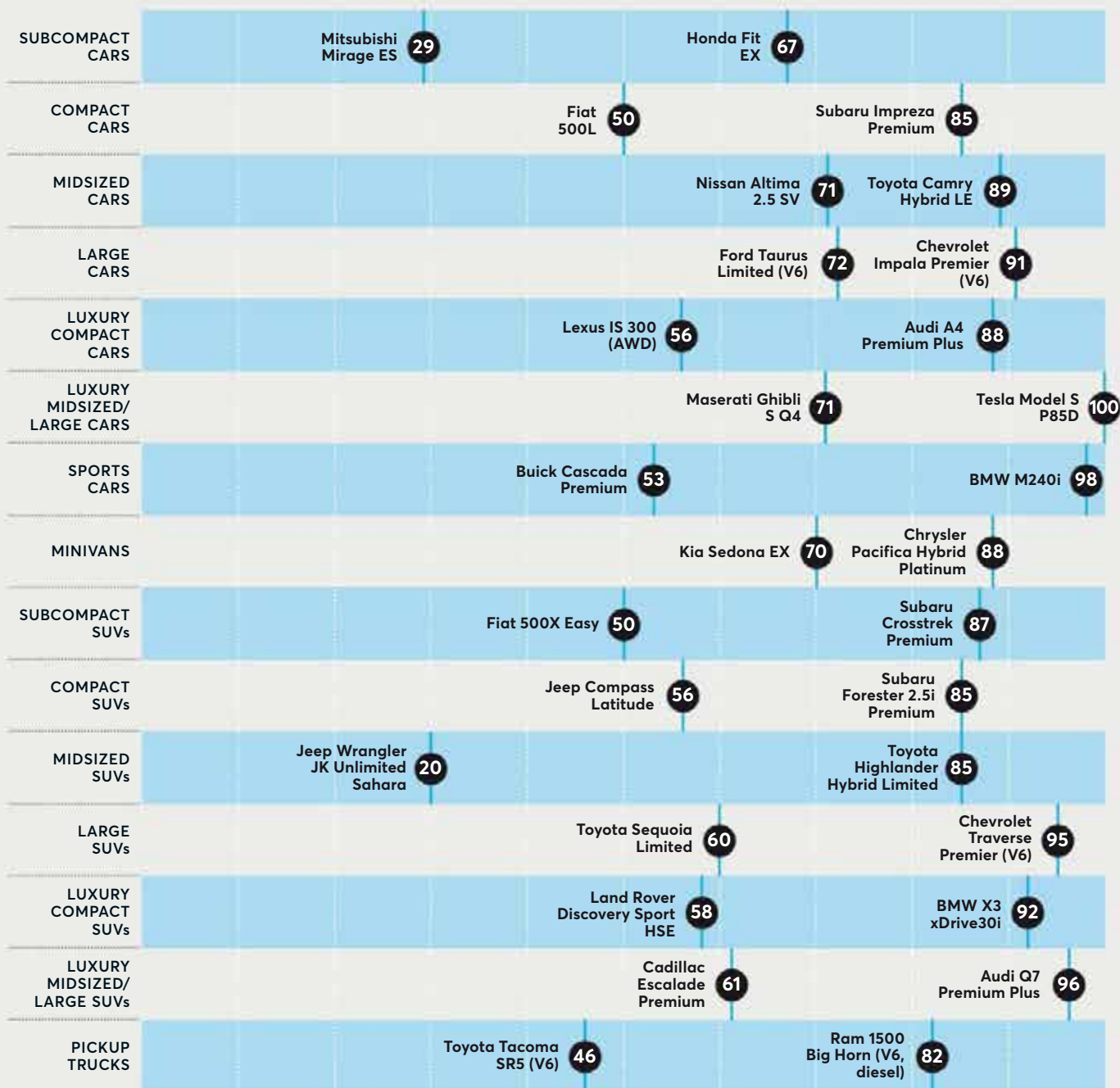
ROAD-TEST WINNERS & LOSERS



Our road-test score is based on more than 50 tests and evaluations, including ride comfort, quietness, handling, fuel economy, and interior room. This chart highlights

the vehicles with the best and worst road-test scores in each category. For complete ratings of every new vehicle we've tested, ranked by Overall Score, turn to page 38.

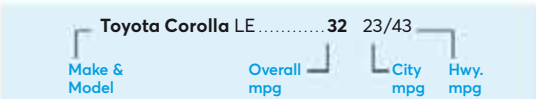
0 ROAD-TEST SCORES 100





FUEL-ECONOMY PERFORMANCE

It's been a few years since we felt fleeced at the fuel pump. The national average price for regular gas in 2017 was \$2.53 per gallon, a drop of more than a dollar from the 2012 high. Still, buying a fuel-efficient model that meets your needs means you get to keep more money in your pocket now—and even more if fuel prices go up. For instance, you can save more than \$500 annually if you drive 12,000 miles a year in a car that gets 30 mpg overall instead of one that gets 20 mpg, when regular gas is priced at \$2.60 per gallon. Using less fuel also means lower tailpipe emissions and less environmental impact. These charts show the overall, city, and highway mileage of every current model year car we've tested (plus the average overall mpg for each category) ranked best to worst in order of mpg. For electric cars and plug-in hybrids, refer to their mileage-equivalent values in "New Car Ratings," starting on page 37.



SUBCOMPACT CARS **32** AVERAGE MPG

Mitsubishi Mirage ES	37	28/47
Toyota Yaris iA	35	24/48
Fiat 500C Pop (MT)	34	25/42
Fiat 500 Sport (MT)	33	24/42
Honda Fit EX	33	24/42
Chevrolet Spark	33	23/44
Ford Fiesta SE	33	22/45
Ford Fiesta SE (MT)	32	23/42
Toyota Yaris LE	32	23/41
Nissan Versa SV	32	23/40
Mini Cooper (base)	31	22/41
Nissan Versa Note SV	31	22/40
Chevrolet Sonic (1.8L)	28	19/38
Volkswagen Beetle S	27	19/36

COMPACT & SUBCOMPACT CARS **45** AVERAGE MPG Hybrids & diesels

Toyota Prius Three	52	43/59
Hyundai Ioniq SEL	52	42/60
Toyota Prius C Two	43	37/48
Kia Niro EX	43	33/52
Chevrolet Cruze (diesel)	41	27/60
Ford C-Max Hybrid SE	37	35/38

COMPACT CARS **30** AVERAGE MPG

Mazda3 Sport (2.0L)	33	23/45
Hyundai Elantra SEL	33	21/49
Kia Forte LX	33	21/49
Mazda3 Sport (MT)	32	24/41
Toyota Corolla LE	32	23/43
Volkswagen Jetta SE (1.4T)	32	21/47
Honda Civic LX	32	21/45
Toyota Corolla iM	31	22/42
Honda Civic EX-T	31	21/45
Nissan Sentra SV	31	21/42
Subaru Impreza Premium	30	21/41
Chevrolet Cruze (1.4T)	30	19/47
Ford Focus SE (2.0L)	29	19/43
Toyota C-HR XLE	29	19/42
Ford Focus SE (1.0T)	29	18/44
Volkswagen Golf SE (1.8T)	28	19/38
Mini Clubman (1.5T)	28	18/40
Fiat 500L	27	18/37
Kia Soul Plus	26	19/33

MIDSIZE CARS **42** AVERAGE MPG Hybrids

Toyota Camry Hybrid LE	47	39/53
Chevrolet Malibu Hybrid	41	33/49
Ford Fusion SE Hybrid	39	35/41

MIDSIZE CARS **27** AVERAGE MPG

Mazda6 Sport	32	22/44
Toyota Camry LE (4-cyl.)	32	20/49
Honda Accord EX (1.5T)	31	21/42
Nissan Altima 2.5 SV	29	19/42
Chevrolet Malibu (1.5T)	29	19/41
Volkswagen Passat (4-cyl.)	28	19/39
Hyundai Sonata SEL (2.4L)	28	18/42
Kia Optima EX (2.4L)	28	18/40
Subaru Legacy 2.5i Premium	26	17/39
Nissan Altima 3.5 SL	24	16/35
Ford Fusion SE (1.5T)	24	16/34
Volkswagen Passat (V6)	23	16/33
Ford Fusion Titanium (2.0T)	22	14/33

LARGE CARS **22** AVERAGE MPG

Nissan Maxima Platinum	25	17/36
Kia Cadenza Premium	24	16/36
Toyota Avalon Limited (V6)	24	16/35
Chrysler 300 Limited (V6)	22	15/32
Dodge Charger SXT (V6)	22	15/32
Chevrolet Impala Premier (V6)	22	14/34
Ford Taurus Limited (V6)	21	14/31
Chrysler 300 C (V8)	20	13/31
Dodge Charger R/T (V8)	20	13/31

LUXURY CARS **33** AVERAGE MPG Hybrids & diesels

Lexus ES 300h	36	28/44
BMW 328d xDrive	35	24/49
Lincoln MKZ Hybrid	34	29/38
Infiniti Q70 Hybrid	25	17/33

LUXURY COMPACT & ENTRY-LEVEL CARS **26** AVERAGE MPG

Mercedes-Benz CLA250	28	19/39
Acura ILX Premium	28	18/42
Audi A3 Premium	27	18/40
Volkswagen Jetta GLI	27	18/39
Acura TLX 2.4L	27	18/41
Audi A4 Premium Plus	27	18/40

Alfa Romeo Giulia Ti (AWD)	27	18/39
Mercedes-Benz C300 (4MATIC)	26	18/35
BMW 330i xDrive	26	17/39
Jaguar XE Premium (25t AWD)	25	17/36
Volvo S60 T5	25	16/38
Acura TLX SH-AWD	25	16/36
Cadillac ATS (2.0T)	23	15/33
Infiniti Q50 3.0t (AWD)	22	14/32
Lexus IS 300 (AWD)	20	14/28

LUXURY MIDSIZED CARS **22** AVERAGE MPG

BMW 530i xDrive	26	16/40
Lexus ES 350	25	17/35
Buick LaCrosse Essence	24	16/36
Mercedes-Benz E300 (4MATIC)	24	15/36
Lincoln MKZ (2.0T)	23	16/34
Acura RLX Tech	23	15/36
Volvo S90 T6 Momentum (AWD)	23	14/35
Audi A6 3.0 Premium Plus	22	15/34
Cadillac CT6 (3.6, AWD)	22	14/34
Cadillac CTS (V6, AWD)	22	14/34
Cadillac XTS Premium	22	14/34
Jaguar XF Prestige (V6, AWD)	21	14/30
Infiniti Q70 (V6)	21	14/29
Lexus GS 350	21	13/32
Genesis G80 3.8 (AWD)	20	13/30
Lincoln Continental (2.7T, AWD)	20	12/32
Maserati Ghibli S Q4	19	12/27

ULTRA-LUXURY CARS **19** AVERAGE MPG

BMW 750i xDrive	21	14/33
Audi A8 4.0T	21	14/30
Jaguar XJL Portfolio	19	13/27
Mercedes-Benz S550 (4MATIC)	18	12/28
Genesis G90 (3.3T, AWD)	18	11/28

SPORTS CARS OVER \$40,000 **22** AVERAGE MPG

Porsche 718 Boxster (base)	26	18/36
Audi TT 2.0T	26	18/35
BMW M240i	25	19/31
Porsche 911 Carrera S	23	16/32
Chevrolet Corvette Stingray 3LT	20	14/28
Dodge Challenger R/T Plus (V8)	20	14/27
Chevrolet Camaro 2SS (V8)	20	13/28
Ford Mustang GT Premium (V8)	19	13/27

**SPORTS CARS
UNDER \$40,000**

28
AVERAGE
MPG

Mazda MX-5	
Miata Club	34 25/42
Honda Civic Si	34 23/47
Fiat 124 Spider Lusso	31 23/40
Mini Cooper S	30 23/38
Subaru BRZ Premium	30 23/37
Toyota 86	30 23/37
Ford Fiesta ST	29 21/36
Volkswagen GTI Autobahn	29 20/39
Fiat 500 Abarth	28 21/34
Subaru WRX Premium	26 19/33
Ford Focus ST	26 19/32
Ford Mustang Premium (4-cyl.)	25 16/36
Nissan 370Z Touring	23 17/28
Buick Cascada Premium	22 14/31

**WAGONS
All-wheel drive**

23
AVERAGE
MPG

Volkswagen Golf Alltrack SE	25 16/36
Subaru Outback 2.5i Premium	24 16/34
Subaru Outback 3.6R Limited	22 16/29
Volvo V60 Cross Country	21 14/29

MINIVANS

21
AVERAGE
MPG

Chrysler Pacifica Hybrid	27 21/32
Honda Odyssey EX-L	22 14/33
Ford Transit Connect XLT (2.5L)	21 15/27
Toyota Sienna XLE	21 14/30
Chrysler Pacifica (V6)	21 13/33
Kia Sedona EX	20 13/28
Dodge Grand Caravan GT	17 11/27

**SUVs
Hybrids & diesels**

28
AVERAGE
MPG

Toyota RAV4 Hybrid XLE	31 26/36
Lexus RX 450h	29 24/33
Lexus NX 300h	29 23/34
Toyota Highlander Hybrid Limited	25 18/32
Jeep Grand Cherokee (diesel)	24 17/32

**SUBCOMPACT
SUVs**

26
AVERAGE
MPG

Honda HR-V LX	29 20/39
Subaru Crosstrek Premium	29 20/39
Mazda CX-3 Touring	28 20/36
Nissan Rogue Sport SV	26 19/34
Chevrolet Trax LT	25 18/34
Jeep Renegade Latitude	24 16/32
Fiat 500X Easy	23 16/31

COMPACT SUVs

24
AVERAGE
MPG

Honda CR-V EX (1.5T)	28 20/37
Honda CR-V LX (2.4L)	27 19/36
Hyundai Tucson Value (1.6T)	26 18/35
Subaru Forester 2.5i Premium	26 18/35
Chevrolet Equinox (1.5T)	25 17/34
Volkswagen Tiguan SE	25 16/35
Mazda CX-5 Touring	24 17/33
Hyundai Tucson SE (2.0L)	24 17/32
Toyota RAV4 XLE	24 17/32
Mitsubishi Outlander SEL (4-cyl.)	24 17/30
Nissan Rogue SV	24 17/30
Jeep Compass Latitude	24 16/35
Kia Sportage LX (2.4L)	23 16/32
Ford Escape SE (1.5T)	23 15/31
Jeep Cherokee Latitude (4-cyl.)	22 15/31
GMC Terrain SLE (2.0T)	22 14/30
Jeep Cherokee Limited (V6)	21 14/29

**MIDSIZED
SUVs**

20
AVERAGE
MPG

Hyundai Santa Fe Sport (2.4L)	23 17/30
Mazda CX-9 Touring	22 15/32
Toyota Highlander XLE (V6)	22 15/31
Nissan Murano SL	21 15/29
Ford Edge SEL (2.0T)	21 14/31
Kia Sorento EX (V6)	21 14/30
Hyundai Santa Fe SE (V6)	20 14/29
Honda Pilot EX-L	20 13/28
Volkswagen Atlas SEL (V6)	20 13/28
Nissan Pathfinder SL	18 13/25
Ford Explorer XLT (V6)	18 12/26
Jeep Grand Cherokee (V6)	18 12/24
Toyota 4Runner SR5	18 12/24
Jeep Wrangler JK Unlimited	17 12/22
Dodge Journey GT (V6)	16 11/25

**LARGE
SUVs**

17
AVERAGE
MPG

Chevrolet Traverse Premier (V6)	20 14/28
Dodge Durango GT (V6)	18 12/25
Ford Flex SEL	18 12/25
Chevrolet Suburban Premier	16 10/23
Chevrolet Tahoe LT	16 10/23
GMC Yukon SLT	16 10/23
GMC Yukon XL SLT	16 10/23
Toyota Sequoia Limited	15 10/21
Nissan Armada Platinum	14 10/20

**LUXURY COMPACT
& ENTRY-LEVEL
SUVs**

23
AVERAGE
MPG

Mercedes-Benz GLA250	26 19/35
BMW X1 xDrive28i	26 17/37
Mini Cooper Countryman S	25 17/36
Infiniti QX30 Premium	25 17/32
Audi Q5 Premium Plus	24 17/34
Lexus NX 300	24 17/33
Alfa Romeo Stelvio Ti	24 17/32
BMW X3 xDrive30i	24 16/36
Volvo XC60 T5 Momentum	23 15/32
Buick Encore Preferred II	23 16/32
Audi Q3 Premium Plus	22 15/31
Mercedes-Benz GLC300	22 15/31
Acura RDX	22 14/31
Buick Envision Premium	21 14/31
Land Rover Range Rover Velar S	21 14/30
Land Rover Discovery Sport HSE	21 14/28
Jaguar F-Pace Prestige	20 14/27
Cadillac XT5 Luxury	20 13/30
Lincoln MKC (2.3T)	19 13/27
Porsche Macan S	19 13/26

**LUXURY
MIDSIZED
SUVs**

19
AVERAGE
MPG

Lexus RX 350	22 14/31
Acura MDX Tech	21 14/31
BMW X5 xDrive35i	21 14/28
Volvo XC90 T6 Momentum	20 14/28
Audi Q7 Premium Plus	20 13/28
Porsche Cayenne (V6)	19 14/26
GMC Acadia Denali	19 13/28
Infiniti QX60	19 13/26
Mercedes-Benz GLE350	18 13/25
Land Rover Range Rover Sport HSE (3.0L)	18 13/23
Lincoln MKX (2.7T)	18 12/28

Land Rover Discovery

HSE	17 12/24
Lexus GX 460	17 12/24

**LUXURY
LARGE SUVs**

16
AVERAGE
MPG

Buick Enclave Premium	18 12/26
Land Rover Range Rover HSE (3.0L)	17 12/21
Cadillac Escalade Premium	16 10/23
Infiniti QX80	15 11/21
Toyota Land Cruiser	14 10/20

**COMPACT
PICKUP TRUCKS**

21
AVERAGE
MPG

Chevrolet Colorado (diesel)	24 15/34
GMC Canyon (diesel)	24 15/34
Honda Ridgeline RTL	20 13/29
Toyota Tacoma SR5 (V6)	19 14/25
Chevrolet Colorado (V6)	18 13/26
GMC Canyon (V6)	18 13/26

**FULL-SIZED
PICKUP TRUCKS**

16
AVERAGE
MPG

Ram 1500 Big Horn (diesel)	20 14/27
Ford F-150 XLT (2.7T)	19 13/26
Chevrolet Silverado 1500 (5.3L V8)	16 11/23
GMC Sierra 1500 (5.3L V8)	16 11/23
Nissan Titan SV (V8)	16 11/22
Ram 1500 Big Horn (5.7L V8)	15 10/21
Ford F-250 Lariat (diesel)	15 10/20
Nissan Titan XD SV (diesel)	15 10/20
Toyota Tundra SR5 (5.7L V8)	15 10/20
Chevrolet Silverado 2500HD (diesel)	14 9/20
GMC Sierra 2500HD (diesel)	14 9/20
Ram 2500 Laramie (diesel)	14 9/19



BEST NEW CARS FOR SENIORS

All of the vehicles in this chart are excellent choices for senior drivers and passengers. They're ranked based on a combination of characteristics including ease of access; intuitive, easy-to-reach controls; top-notch headlights; and great visibility. Every car has earned a high enough Overall Score to be recommended by CR. We've

also noted the availability of forward-collision warning (FCW), automatic emergency braking (AEB), and blind-spot warning (BSW). The symbols under Senior Features represent vehicles that excel for the particular attributes below: **Front-seat access:** Low door sills, wider openings, and good seat and step-in heights that reduce the need

for ducking or climbing. **Visibility:** We chose cars that enable all drivers to see better out of the front, sides, and back of the vehicle. **Controls:** These cars have easy-to-read gauges and intuitive controls. **Headlights:** High-performing headlights can make driving at night safer and easier for everyone.

Rank	Make & Model	Category	Overall Score	Senior Features				FCW Availability	AEB (Low Speed) Availability	Blind-Spot Warning Availability
				Front-seat access	Visibility	Controls	Headlight performance			
1	Subaru Forester	Compact SUVs	84	●	●	●		Opt.	Opt.	Opt.
2	Subaru Outback	Wagons	76		●	●	●	Opt.	Opt.	Opt.
3	Kia Soul	Compact Cars	74	●		●		Opt.	Opt.	Opt.
4	Chrysler Pacifica	Minivans	74	●		●		Opt.	Opt.	Opt.
5	Subaru Legacy	Midsize Cars	81		●	●		Opt.	Opt.	Opt.
6	Kia Sportage	Compact SUVs	71	●		●	●	Opt.	Opt.	Opt.
7	Toyota Highlander	Midsize SUVs	85	●				Std.	Std.	Opt.
8	Toyota RAV4	Compact SUVs	81	●			●	Std.	Std.	Opt.
9	Honda Odyssey	Minivans	76	●			●	Opt.	Opt.	Opt.
10	Nissan Rogue	Compact SUVs	73	●		●		Std.	Std.	Std.
11	Ford C-Max	Compact Hybrids	75	●			●	N/A	N/A	Opt.
12	Toyota Sienna	Minivans	79	●				Std.	Std.	Opt.
13	Honda Pilot	Midsize SUVs	74	●	●			Opt.	Opt.	Opt.
14	Honda CR-V	Compact SUVs	83	●				Opt.	Opt.	Opt.
15	Kia Forte	Compact Cars	78		●	●	●	Opt.	Opt.	Opt.
16	Hyundai Sonata	Midsize Cars	78		●	●		Opt.	Opt.	Std.
17	Ford Escape	Compact SUVs	69	●		●		Opt.	N/A	Opt.
18	Toyota Corolla	Compact Cars	78		●		●	Std.	Std.	N/A
19	Subaru Crosstrek	Subcompact SUVs	80			●		Opt.	Opt.	Opt.
20	Honda HR-V	Subcompact SUVs	67			●	●	N/A	N/A	Honda Lanewatch
21	Kia Sorento	Midsize SUVs	78	●		●		Opt.	Opt.	Opt.
22	Hyundai Santa Fe	Midsize SUVs	75	●		●		Opt.	Opt.	Opt.
23	Kia Cadenza	Large Cars	85			●	●	Opt.	Opt.	Opt.
24	Audi Q7	Luxury midsize SUVs	90	●				Std.	Std.	Opt.
25	Hyundai Santa Fe Sport	Midsize SUVs	73	●		●		Opt.	Opt.	Opt.



The 2019 Acura RDX has a new powertrain and spacious interior.

10 Noteworthy Newcomers

These 2019 models caught our eye at recent auto shows. Stay tuned for our test results once these vehicles become available for purchase.

by Jonathan Linkov

SUVs

Acura RDX

Even though the outgoing model was roomy, the redesigned RDX promises increased passenger and cargo accommodations. Power comes from a 2.0-liter, turbocharged four-cylinder engine mated to a 10-speed automatic. Unfortunately, the new RDX comes with Acura's convoluted

push-button gear shifter. Both front- and all-wheel drive will be available. A huge 10.2-inch infotainment display sits atop the dash, accessible via a touchpad between the seats. We like the fact that forward-collision warning and automatic emergency braking are standard equipment.

AVAILABLE: **Summer 2018**

PICKUP TRUCKS

Chevrolet Silverado

The Silverado, the second-best-selling vehicle in America, went on a diet with its 2019 redesign. Chevy estimates that a V8 crew-cab version is about 450 pounds lighter. But the new truck didn't get smaller to achieve that.

The bed has grown wider and the backseat is bigger in the crew-cab versions. The two new V8 engines use an advanced cylinder deactivation system to help optimize fuel economy. A new diesel engine will be available and a new 10-speed automatic will be offered with some of the engines. GM will announce the availability of safety features closer to the Silverado's on-sale date.

AVAILABLE: **Fall 2018**

Ram 1500

The name of the game in the pickup truck wars is to offer more but use less fuel. To do this, the 2019 Ram will employ a mild-hybrid electrical system on the 3.6-liter V6 as standard and optional on the 5.7-liter V8 engines. Both are matched

to an eight-speed automatic transmission. While the last Ram was roomy, the new one has a cab that's 4 inches longer, delivering more legroom. Up front, the optional 12-inch Uconnect touch screen dominates the dash. Available safety equipment includes forward-collision warning and automatic emergency braking.

AVAILABLE: **Spring/Summer 2018**

Ford Ranger

After an eight-year hiatus, the Ranger compact pickup truck is back. All versions get a 2.3-liter turbocharged four-cylinder engine mated to a 10-speed automatic transmission.

Adventure seekers will like the available FX4 off-road package with protective skid plates and four adjustable traction modes. Extended- and crew-cab configurations will be available. Ford's optional Sync 3 infotainment system includes Android Auto and Apple CarPlay compatibility. Automatic emergency braking is standard; available safety systems include lane-keeping assist, lane-departure warning, and a blind-spot warning system that can monitor the length of a towed trailer.

AVAILABLE: **Early 2019**



The 2019 Ford Ranger.

CARS

Toyota Avalon

Toyota went evolutionary, not revolutionary, with the new Avalon. The big front-wheel-drive sedan still gives buyers the choice of conventional and hybrid powertrains. A new 3.5-liter V6 with an eight-speed automatic is standard; a 2.5-liter hybrid with two electric motors and a continuously variable transmission is also available.

Newcomers

The Avalon will feature smartwatch and Amazon Alexa connectivity, allowing users to unlock doors and start the engine remotely using Apple and Android devices. Forward-collision warning and automatic emergency braking are standard.

AVAILABLE: **Late Spring 2018**



The new Toyota Avalon.

Honda Insight

With the third-generation Insight, Honda isn't forcing buyers to make trade-offs in the name of fuel efficiency. The Insight is projected to return more than 50 mpg combined from the 1.5-liter four-cylinder engine, which works in conjunction with an electric drive system. The battery pack is below the rear seats, allowing for more cabin and cargo room.

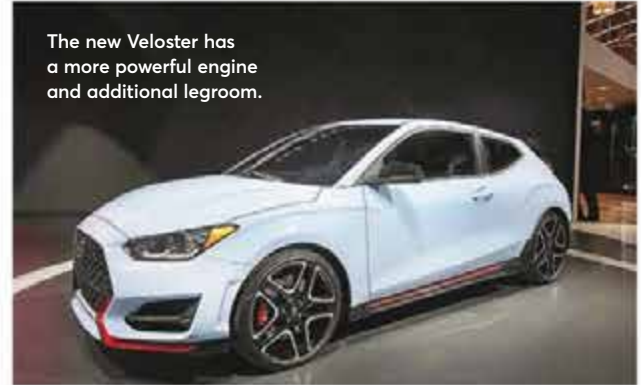
An available 8-inch touch screen handles entertainment and navigation duties. Forward-collision warning and automatic emergency braking are standard.

AVAILABLE: **Late 2018**

Volkswagen Jetta

A roomier cabin with richer materials is a big highlight of the redesigned Jetta sedan. While the current model is roomier than most compact sedans, the new car has a longer wheelbase, which contributes to even more rear passenger space. Higher-quality materials and a sleek touch-screen infotainment system give the interior a near-luxury look. Power comes from a 147-hp, 1.4-liter turbo four-cylinder engine that drives the front wheels. All versions get an eight-speed automatic transmission, though a six-speed manual is available on the base Jetta. Safety features such as forward-collision warning, automatic emergency braking, and blind-spot warning are optional.

AVAILABLE: **Spring 2018**



The new Veloster has a more powerful engine and additional legroom.

Kia Forte

The current Forte is one of CR's top-rated compact cars, so Kia has a lot riding on the redesigned one. It uses a 2.0-liter four-cylinder engine, which Kia estimates will return 35 mpg combined thanks in part to a new continuously variable transmission. Kia made the car 3.2 inches longer and a bit taller and wider, which should add headroom and legroom to an already spacious vehicle. Forward-collision warning and automatic emergency braking are standard on the top trim

but aren't available on the base LX.

AVAILABLE: **Fall 2018**

Hyundai Veloster

The second-generation Veloster is a three-door hatchback like its predecessor; backseat riders must climb in through a quirky, small door on the passenger side. But the new Veloster is larger and comes with a 147-hp four-cylinder engine mated to either a six-speed manual or an automatic transmission. Two more powerful turbocharged engines are available. We applaud Hyundai for making forward-collision warning and automatic emergency braking standard.

AVAILABLE: **Spring 2018**

Volkswagen Arteon

Volkswagen's Arteon brings the sleek four-door-coupe styling trend of luxury cars at a more affordable price. The sole engine is a 276-hp, 2.0-liter turbo four-cylinder paired with an eight-speed automatic transmission. Front-wheel drive will be standard, with all-wheel drive optional. Popping the rear hatch gives access to nearly 20 cubic feet of cargo room with the seats raised.

AVAILABLE: **Fall 2018**



Luxury looks meet practical cargo needs in the stylish new VW Arteon hatchback.



WATCH

To see more auto-show highlights, including videos, go to CR.org/detroit.

Want to feel great about your choice of a new vehicle? Let CR be your trusted adviser. Use our comprehensive and independent ratings of 255 new SUVs, cars, minivans, and trucks listed from best to worst according to category. Our scores cover the most consumer-relevant measures, from safety to fuel economy, from performance to comfort. All of the road-test data is generated from our own tests, and our reliability and satisfaction data come from more than half a million responses to our subscriber surveys.

by Jonathan Linkov



↑ New Car Ratings

HOW TO READ THE RATINGS CHARTS

Recommended vehicles did well in testing, have average or better predicted reliability, and performed adequately in crash tests (if available). A model that gets a Poor score in the Insurance Institute for Highway Safety's driver-side narrow-offset crash test can't be recommended.

Make, Model & Trim reflect the particular vehicle we tested.

Overall Score reflects a vehicle's performance in our road tests, results from our Reliability and Owner Satisfaction surveys, the availability of a frontal crash prevention system, and, if available, results from government and insurance-industry crash tests.

Price is what we paid for the vehicle we tested.

Survey Results reflect findings from our annual Reliability and Owner Satisfaction surveys completed by Consumer Reports subscribers.

Predicted reliability is based on the problems that subscribers reported for more than 640,000 vehicles in our most recent Reliability Survey. We use a model's latest three years of data to determine the prediction, provided it hasn't been redesigned or significantly updated.

Owner satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again. The information is drawn from feedback on more than 500,000 vehicles.

For both surveys, we use CR's expert judgment based on brand track record in cases where we have insufficient survey responses, or when a model is all-new or redesigned.

Safety identifies whether a vehicle has forward-collision warning and automatic emergency braking at city and highway speeds. Std. means the system is standard on all versions of a model; Opt. means it's optional on some versions but not necessarily on the one we tested; NA means no such system is offered.

Road-Test Results display the test findings that are the most relevant to each vehicle category. We buy and test about 50 vehicles each year, driving them for thousands of miles and putting them through more than 50 tests. Some tests, such as those for braking and fuel economy, are empirical and measured with instruments; those for categories like seat comfort and agility are graded by our experts. The energy consumption of electric vehicles is expressed in a miles-per-gallon equivalent rating (MPGe). Energy consumption for plug-in hybrids is listed in both electric and gas modes.

Autonomous driving: Though you still cannot buy any vehicle that can drive itself, several automakers offer systems that can control a vehicle's speed, following distance, and steering. While these systems offer convenience for drivers, they have not been proved to have any safety benefits, and may promote distraction. Drivers need to remain engaged with the driving experience at all times.

WE RATE CARS USING THESE SYMBOLS



Go to [CR.org/newcarbuyingguide](https://www.consumerreports.org/newcarbuyingguide) for our comprehensive guide to buying a new car, including the best deals, advice on how to negotiate, insights on determining how much you can afford to spend, top trade-in tips, and the pros and cons of buying vs. leasing.

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results									
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls
✓	Toyota Prius Three	77	\$27,323	↑	↑	Std.	Std./Std.	75	52	10.3	135	↑	↑	↑	↓ / ↓	↑	2+2
✓	Chevrolet Bolt Premier	77	\$43,155	↑	↑	Opt.	Opt./NA	76	119 ^①	6.8	138	↑	↓	↑	↓ / ↓	↑	2+0
✓	Toyota Prius Prime Premium	77	\$29,889	↑	↑	Std.	Std./Std.	74	133 ^① / 50 ^②	10.8	139	↑	↑	↑	↑ / ↓	↓	2+0
✓	Ford C-Max Hybrid SE	75	\$26,685	↑	↑	NA	NA/NA	77	37	8.4	138	↑	↑	↑	↑ / ↑	↓	3+0
✓	Kia Niro EX	73	\$26,805	↑	↑	Opt.	Opt./Opt.	65	43	9.9	143	↓	↓	↓	↓ / ↑	↑	2+2
	Hyundai Ioniq SEL	68	\$25,035	↑	↓	Opt.	Opt./Opt.	67	52	9.9	144	↓	↑	↓	↑ / ↓	↑	3+0
	BMW i3 Giga	66	\$50,450	↓	↓	Opt.	Opt./NA	79	139 ^① / 29 ^②	7.5	131	↑	↑	↑	↑ / ↓	↓	1+1
	Toyota Prius C Two	66	\$20,850	↑	↑	Std.	Std./NA	55	43	11.3	135	↓	↓	↓	↑ / ↓	↑	1+1
	Toyota Mirai	65	\$58,335	↑	↑	Std.	Std./Std.	61	67 ^①	9.3	142	↓	↑	↑	↑ / ↓	↓	2+0
	Chevrolet Volt LT	59	\$35,890	↓	↑	Opt.	Opt./NA	70	105 ^① / 38 ^②	8.0	133	↓	↑	↑	↓ / ↓	↑	2+0
	Ford Focus Electric	51	\$40,990	↓	↓	NA	NA/NA	76	107 ^①	10.2	140	↑	↑	↑	↑ / ↓	↑	1+1

CARS: COMPACT ELECTRIC AND HYBRIDS

Subcompact, small 2-door, and compact cars

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results									
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls
CARS: SUBCOMPACT																	
✓	Toyota Yaris iA	68	\$17,570	↑	↓	NA	Std./NA	60	35	10.3	139	↑	↓	↓	↓/↓	↓	3+0
✓	Honda Fit EX	64	\$19,025	↓	↓	Opt.	Opt./Opt.	67	33	10.0	132	↑	↓	↓	↑/↑	↑	2+2
✓	Chevrolet Sonic LT (1.8L)	63	\$17,290	↓	↓	Opt.	NA/NA	66	28	9.3	128	↑	↓	↓	↓/↓	↑	3+0
	Nissan Versa Note SV	62	\$17,495	↑	↓	NA	NA/NA	61	31	10.9	135	↑	↓	↓	↓/↑	↑	1+2
	Toyota Yaris LE	58	\$17,290	↑	↓	Std.	Std./NA	47	32	10.8	137	↓	↓	↓	↓/↓	↑	1+1
	Nissan Versa SV	52	\$15,490	↑	↓	NA	NA/NA	56	32	10.6	140	↓	↓	↓	↓/↑	↑	4+0
	Chevrolet Spark 1LT	47	\$16,660	↓	↓	Opt.	NA/NA	47	33	12.0	129	↓	↓	↓	↓/↓	↑	1+1
	Ford Fiesta SE (hatchback, 4-cyl. MT)	43	\$17,795	↓	↓	NA	NA/NA	66	32	10.7	134	↑	↓	↑	↑/↓	↓	1+2
	Ford Fiesta SE (4-cyl.)	42	\$16,595	↓	↓	NA	NA/NA	64	33	10.9	142	↑	↑	↑	↑/↓	↓	3+1
	Mitsubishi Mirage ES	37	\$16,050	↑	↓	NA	NA/NA	29	37	12.1	138	↓	↓	↓	↓/↓	↑	1+1
CARS: SMALL 2-DOOR																	
	Mini Cooper (base, AT)	54	\$27,400	↓	↑	Opt.	Opt./NA	68	31	8.3	133	↑	↓	↓	↑/↓	↓	1+1
	Volkswagen Beetle S	49	\$22,485	↓	↓	NA	NA/NA	59	27	8.4	136	↑	↓	↓	↑/↓	↑	2+1
	Fiat 500C Pop (MT)	37	\$21,000	↓	↓	NA	NA/NA	52	34	11.0	129	↑	↓	↓	↓/↓	↓	0+2
	Fiat 500 Sport (MT)	32	\$18,600	↓	↓	NA	NA/NA	54	33	11.3	134	↑	↓	↓	↓/↓	↓	1+0
CARS: COMPACT																	
✓	Toyota Corolla LE	78	\$20,652	↑	↑	Std.	Std./Std.	71	32	9.9	138	↓	↑	↓	↓/↑	↑	3+1
✓	Kia Forte LX	78	\$19,570	↑	↓	Opt.	Opt./Opt.	80	33	10.1	128	↑	↑	↑	↑/↓	↑	3+1
✓	Mazda3 Sport (hatchback, MT)	77	\$24,040	↑	↑	Std.	Std./Opt.	73	32	8.2	133	↑	↓	↓	↑/↓	↓	2+2
✓	Mazda3 Sport (2.0L)	76	\$21,740	↑	↑	Std.	Std./Opt.	72	33	8.3	133	↑	↓	↓	↑/↓	↑	2+3
✓	Kia Soul Plus	74	\$24,115	↑	↑	Opt.	Opt./Opt.	74	26	8.8	127	↑	↓	↓	↑/↑	↑	1+1
✓	Toyota C-HR XLE	72	\$23,892	↑	↑	Std.	Std./Std.	64	29	11.2	131	↑	↓	↓	↓/↑	↑	2+0
✓	Toyota Corolla iM	71	\$19,995	↑	↓	Std.	Std./NA	64	31	10.0	133	↑	↓	↓	↑/↑	↑	1+3
✓	Hyundai Elantra SEL	70	\$20,090	↑	↓	Opt.	Opt./Opt.	66	33	9.9	133	↓	↓	↓	↓/↓	↑	3+1
	Honda Civic LX	67	\$20,275	↓	↓	Opt.	Opt./Opt.	76	32	8.7	129	↑	↑	↓	↓/↓	↑	3+1
	Honda Civic EX-T	66	\$23,035	↓	↓	Opt.	Opt./Opt.	75	31	7.1	129	↑	↑	↓	↓/↓	↓	3+1
	Volkswagen Jetta SE (1.4T)	66	\$21,235	↓	↓	Opt.	Opt./Opt.	79	32	9.1	131	↑	↑	↑	↑/↑	↑	3+2
	Subaru Impreza Premium	66	\$23,410	↓	↑	Opt.	Opt./Opt.	85	30	9.5	124	↑	↑	↑	↓/↑	↑	2+2
	Volkswagen Golf SE (1.8T)	63	\$25,315	↓	↑	Opt.	Opt./Opt.	82	28	8.7	130	↑	↑	↑	↑/↑	↑	2+1
	Chevrolet Cruze LT (1.4T)	57	\$23,145	↓	↓	Opt.	NA/NA	77	30	8.5	125	↓	↑	↑	↓/↓	↑	3+1
	Chevrolet Cruze LT (diesel)	56	\$27,395	↓	↓	Opt.	NA/NA	75	41	9.1	132	↓	↑	↑	↓/↓	↑	3+1
	Mini Clubman Base (1.5T)	54	\$31,550	↓	↑	Opt.	Opt./NA	67	28	10.5	129	↑	↓	↓	↑/↓	↓	1+2
	Nissan Sentra SV	51	\$20,125	↓	↓	Opt.	Opt./Opt.	62	31	10.4	129	↓	↓	↓	↓/↑	↑	3+2
	Ford Focus SE (2.0L)	45	\$20,485	↓	↓	NA	NA/NA	67	29	9.8	128	↑	↑	↑	↓/↓	↑	2+1
	Ford Focus SE (1.0T)	43	\$21,455	↓	↓	NA	NA/NA	62	29	11.0	128	↑	↑	↓	↓/↓	↑	2+1
	Fiat 500L	30	\$24,595	↓	↓	NA	NA/NA	50	27	9.5	132	↑	↓	↓	↓/↑	↓	2+2

New Car Ratings > Midsize, large, and luxury entry-level cars

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results									
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls
CARS: MIDSIZED																	
✓	Toyota Camry Hybrid LE	89	\$28,949	↑	↑	Std.	Std./Std.	89	47	7.8	138	↑	↑	↑	↑/↑	↑	3+1
✓	Toyota Camry LE (4-cyl.)	87	\$26,364	↑	↑	Std.	Std./Std.	86	32	8.0	126	↑	↑	↑	↑/↑	↑	3+1
✓	Honda Accord EX (1.5T)	84	\$28,345	↓	↑	Std.	Std./Std.	89	31	7.7	135	↑	↑	↑	↑/↑	↑	4+1
✓	Subaru Legacy 2.5i Premium	81	\$24,837	↑	↑	Opt.	Opt./Opt.	89	26	10.2	128	↑	↑	↑	↑/↑	↑	3+1
✓	Kia Optima EX (2.4L)	81	\$25,860	↑	↑	Opt.	Opt./Opt.	86	28	8.0	130	↑	↑	↑	↑/↑	↑	3+2
✓	Mazda6 Sport	79	\$23,590	↑	↑	Std.	Std./Opt.	79	32	7.5	132	↑	↓	↓	↑/↑	↑	3+2
✓	Ford Fusion Titanium (2.0T)	79	\$33,180	↑	↓	Opt.	Opt./Opt.	83	22	7.4	130	↑	↑	↑	↑/↑	↑	3+1
✓	Hyundai Sonata SEL (2.4L)	78	\$25,845	↓	↓	Opt.	Opt./Opt.	85	28	8.3	129	↑	↓	↑	↑/↑	↑	3+2
✓	Ford Fusion SE (1.5T)	78	\$27,720	↑	↓	Opt.	Opt./Opt.	81	24	9.2	125	↑	↑	↑	↓/↑	↑	3+2
✓	Volkswagen Passat SE (4-cyl.)	78	\$27,485	↑	↓	Opt.	Opt./Opt.	82	28	8.6	129	↑	↑	↑	↑/↑	↑	3+1
✓	Nissan Altima 3.5 SL	77	\$31,610	↑	↓	Std.	Std./Std.	80	24	6.3	133	↓	↓	↑	↑/↑	↑	3+1
✓	Ford Fusion SE Hybrid	77	\$28,290	↑	↓	Opt.	Opt./Opt.	80	39	8.3	140	↑	↑	↑	↓/↑	↑	2+3
✓	Volkswagen Passat SEL Premium (V6)	76	\$33,720	↑	↓	Opt.	Opt./Opt.	79	23	6.8	132	↑	↑	↑	↑/↑	↑	3+0
✓	Nissan Altima 2.5 SV	72	\$26,890	↑	↓	Std.	Std./Std.	71	29	8.4	135	↓	↓	↑	↑/↑	↑	3+2
✓	Chevrolet Malibu 1LT (1.5T)	68	\$26,790	↓	↓	Opt.	Opt./Opt.	80	29	8.4	130	↑	↑	↑	↓/↑	↑	3+2
✓	Chevrolet Malibu Hybrid	68	\$30,735	↓	↓	Opt.	Opt./Opt.	79	41	8.0	135	↑	↑	↑	↓/↑	↑	1+2
CARS: LARGE																	
✓	Chevrolet Impala Premier (V6)	86	\$39,110	↑	↑	Opt.	Opt./Opt.	91	22	6.9	130	↑	↑	↑	↑/↑	↑	4+2
✓	Kia Cadenza Premium	85	\$36,945	↑	↑	Opt.	Opt./Opt.	91	24	7.0	127	↓	↑	↑	↑/↑	↑	4+0
✓	Toyota Avalon Limited (V6)	83	\$42,010	↑	↑	Std.	Std./Std.	80	24	6.6	135	↓	↑	↑	↑/↑	↑	4+0
	Nissan Maxima Platinum	71	\$41,995	↓	↓	Std.	Std./Std.	81	25	6.5	132	↑	↓	↑	↑/↓	↑	3+0
	Ford Taurus Limited (V6)	67	\$37,885	↓	↓	Opt.	NA/NA	72	21	7.2	135	↓	↑	↑	↑/↑	↓	4+2
	Chrysler 300 C (V8)	66	\$45,650	↓	↑	Opt.	Opt./Opt.	84	20	6.1	134	↑	↑	↑	↑/↑	↑	3+1
	Chrysler 300 Limited (V6)	65	\$38,335	↓	↑	Opt.	Opt./Opt.	83	22	7.4	137	↑	↑	↑	↑/↑	↑	3+1
	Dodge Charger R/T Plus (V8)	65	\$40,375	↓	↑	Opt.	Opt./Opt.	85	20	6.1	128	↑	↑	↑	↑/↑	↑	2+3
	Dodge Charger SXT (V6)	63	\$34,510	↓	↑	Opt.	Opt./Opt.	82	22	7.4	134	↑	↑	↑	↑/↑	↑	3+1
CARS: LUXURY ENTRY-LEVEL																	
✓	Audi A3 Premium	72	\$31,495	↓	↓	Std.	Std./Opt.	77	27	8.3	124	↑	↓	↓	↑/↓	↓	2+1
	Volkswagen Jetta GLI	63	\$27,740	↓	↓	Opt.	Opt./Opt.	74	27	7.2	132	↑	↓	↓	↑/↑	↑	3+2
	Mercedes-Benz CLA250	56	\$36,500	↓	↓	Opt.	Std./Std.	64	28	6.6	124	↑	↓	↓	↑/↓	↓	2+2
	Acura ILX Premium	44	\$30,820	↓	↓	Opt.	Opt./Opt.	61	28	7.5	132	↓	↓	↓	↑/↓	↓	2+2

Luxury compact and luxury midsized cars

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results									
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls

CARS: LUXURY COMPACT

✓	Audi A4 Premium Plus	85	\$48,890	↑	↑	Std.	Std./Opt.	88	27	6.3	135	↑	↑	↑	↑/↓	↓	2+2
✓	BMW 328d xDrive	79	\$50,475	↑	↓	Opt.	Opt./NA	86	35	8.5	132	↑	↑	↑	↑/↓	↓	2+1
✓	BMW 330i xDrive	78	\$51,745	↑	↓	Opt.	Opt./NA	86	26	6.9	129	↑	↑	↑	↑/↓	↓	2+2
	Volvo S60 T5	68	\$39,925	↓	↓	Opt.	Std./Opt.	80	25	7.9	128	↑	↓	↑	↑/↓	↑	3+0
	Infiniti Q50 3.0t Luxe (AWD)	67	\$48,775	↓	↓	Opt.	Opt./Opt.	85	22	5.7	126	↑	↑	↑	↑/↓	↓	2+1
	Lexus IS 300 (AWD)	67	\$48,149	↑	↓	Std.	Std./Std.	56	20	6.5	139	↑	↓	↑	↑/↓	↓	2+1
	Mercedes-Benz C300 (4MATIC)	66	\$47,560	↓	↓	Opt.	Std./Std.	85	26	6.8	136	↑	↑	↑	↑/↓	↓	2+1
	Acura TLX 2.4L	61	\$35,920	↓	↓	Std.	Std./Std.	79	27	7.4	129	↑	↑	↑	↑/↓	↓	2+2
	Cadillac ATS Luxury (2.0T)	60	\$43,295	↓	↓	Opt.	Opt./Opt.	79	23	6.5	125	↑	↑	↑	↑/↓	↓	2+1
	Acura TLX SH-AWD	59	\$42,345	↓	↓	Std.	Std./Std.	75	25	6.5	129	↑	↑	↑	↑/↓	↓	2+2
	Jaguar XE Premium (25t AWD)	50	\$47,378	↓	↑	Opt.	Opt./Opt.	69	25	7.7	133	↑	↑	↑	↓/↓	↓	1+2
	Alfa Romeo Giulia Ti (AWD)	48	\$48,890	↓	↑	Opt.	Opt./Opt.	70	27	6.7	136	↑	↑	↑	↑/↓	↓	1+2

CARS: LUXURY MIDSIZED

✓	Infiniti Q70 (V6)	88	\$53,825	↑	↓	Opt.	Opt./Opt.	90	21	5.8	128	↑	↑	↑	↑/↑	↑	3+2
✓	Lexus GS 350	86	\$58,858	↑	↑	Std.	Std./Std.	83	21	6.2	137	↑	↑	↑	↑/↑	↓	3+1
✓	Lexus ES 350	84	\$43,702	↑	↑	Std.	Std./Std.	78	25	6.7	139	↓	↑	↑	↑/↑	↓	3+2
✓	Mercedes-Benz E300 (4MATIC)	84	\$69,585	↑	↓	Std.	Std./Std.	85	24	7.1	128	↑	↑	↑	↑/↓	↓	2+2
✓	Lexus ES 300h	83	\$44,017	↑	↑	Std.	Std./Std.	77	36	8.2	140	↓	↑	↑	↑/↑	↓	3+1
✓	Infiniti Q70 Hybrid	83	\$58,655	↑	↓	Opt.	Opt./Opt.	83	25	5.6	131	↑	↑	↑	↑/↑	↑	2+1
✓	BMW 530i xDrive	82	\$65,210	↑	↑	Opt.	Opt./Opt.	94	26	7.2	130	↑	↑	↑	↑/↑	↓	3+1
✓	Genesis G80 3.8 (AWD)	81	\$52,450	↓	↑	Std.	Std./Std.	89	20	7.2	129	↑	↑	↑	↑/↑	↑	3+1
✓	Audi A6 3.0 Premium Plus Quattro	80	\$56,295	↓	↑	Opt.	Opt./Opt.	90	22	5.7	132	↑	↑	↑	↑/↑	↓	3+1
✓	Lincoln MKZ 2.0T	79	\$41,990	↓	↑	Opt.	Opt./Opt.	88	23	7.4	124	↑	↑	↑	↑/↓	↑	3+2
✓	Lincoln MKZ Hybrid	79	\$41,990	↓	↑	Opt.	Opt./Opt.	88	34	9.2	129	↑	↑	↑	↑/↓	↑	2+2
	Cadillac CT6 Luxury (3.6, AWD)	75	\$64,485	↓	↑	Opt.	Opt./Opt.	95	22	6.5	125	↑	↑	↑	↑/↑	↓	3+2
	Lincoln Continental Select (2.7T, AWD)	67	\$55,590	↓	↑	Opt.	Opt./Opt.	83	20	6.6	127	↑	↑	↑	↓/↑	↓	2+2
	Cadillac CTS Luxury (V6, AWD)	64	\$58,780	↓	↓	Opt.	Opt./Opt.	83	22	6.5	127	↑	↑	↑	↑/↓	↓	2+2
	Acura RLX Tech	64	\$55,345	↓	↓	Std.	Std./Std.	75	23	6.5	128	↓	↓	↑	↑/↑	↓	2+3
	Cadillac XTS Premium	63	\$57,200	↓	↓	Opt.	Opt./Opt.	82	22	7.2	128	↑	↑	↑	↑/↑	↓	4+1
	Volvo S90 T6 Momentum (AWD)	62	\$61,855	↓	↑	Std.	Std./Std.	73	23	7.2	130	↑	↓	↑	↑/↑	↓	2+2
	Buick LaCrosse Essence	59	\$43,225	↓	↓	Opt.	Opt./Opt.	85	24	6.3	127	↓	↑	↑	↑/↑	↑	3+2
	Jaguar XF Prestige (V6, AWD)	58	\$66,586	↓	↑	Opt.	Opt./Opt.	83	21	5.8	128	↑	↑	↑	↑/↑	↓	2+1
	Maserati Ghibli S Q4	46	\$89,010	↓	↓	Opt.	Opt./Opt.	71	19	5.4	115	↑	↓	↓	↑/↓	↓	2+2

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results											
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Acceleration, 0-60 mph, sec.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls	Luggage, suitcases + duffels
CARS: ULTRA-LUXURY																			
✓	Tesla Model S P85D	94	\$127,820	↑	↑	Std.	Std./Std.	100	87	3.5	118	↑	↑	↑	↑	↑	↓	↓	4+3
✓	BMW 750i xDrive	86	\$110,645	↑	↓	Opt.	Opt./Opt.	99	21	5.3	131	↑	↑	↑	↑	↑	↓	↓	2+4
✓	Genesis G90 Premium (3.3T, AWD)	81	\$71,550	↓	↑	Std.	Std./Std.	89	18	6.0	130	↑	↑	↑	↑	↑	↑	↑	3+0
✓	Mercedes-Benz S550 (4MATIC)	78	\$114,475	↓	↑	Opt.	Std./Std.	96	18	5.1	128	↑	↑	↑	↑	↑	↓	↓	2+3
✓	Audi A8 4.0T	77	\$91,275	↓	↑	Opt.	Opt./Opt.	91	21	5.5	126	↑	↑	↑	↑	↑	↓	↓	3+1
	Jaguar XJL Portfolio	58	\$81,575	↓	↑	Opt.	Opt./Opt.	82	19	5.5	138	↑	↑	↑	↑	↑	↓	↓	2+1

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results											
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Dry braking, 60-0 mph, ft.	Acceleration, 0-60 mph, sec.	Acceleration quarter-mile, sec.	Routine handling	Ride	Noise	Driving position	Controls	
SPORTS/SPORTY CARS OVER \$40,000 Equipped with manual transmission																			
✓	BMW M240i	92	\$50,400	↑	↑	Opt.	Opt./NA	98	25	115	5.2	13.8	↑	↓	↑	↑	↑	↑	↑
✓	Porsche 911 Carrera S	87	\$110,630	↑	↑	Opt.	NA/NA	95	23	108	4.1	12.4	↑	↓	↓	↑	↑	↓	↓
✓	Porsche 718 Boxster (base, AT)	83	\$69,790	↓	↑	Opt.	NA/NA	95	26	108	4.4	13.0	↑	↓	↓	↑	↑	↓	↓
✓	Audi TT 2.0T	79	\$50,600	↑	↑	NA	NA/NA	84	26	113	6.3	14.8	↑	↓	↓	↑	↑	↓	↓
	Ford Mustang GT Premium (V8)	66	\$43,295	↓	↑	Opt.	Opt./Opt.	84	19	121	4.9	13.4	↑	↓	↓	↑	↑	↑	↑
	Chevrolet Corvette Stingray 3LT	64	\$73,260	↓	↑	NA	NA/NA	92	20	107	4.3	12.6	↑	↓	↓	↑	↑	↑	↑
	Chevrolet Camaro 2SS (V8)	59	\$47,020	↓	↑	NA	NA/NA	85	20	112	4.4	12.7	↑	↓	↓	↓	↓	↓	↑
	Dodge Challenger R/T Plus (V8)	51	\$40,860	↓	↑	Opt.	NA/NA	70	20	119	5.5	13.9	↑	↓	↓	↓	↓	↓	↑

SPORTS/SPORTY CARS UNDER \$40,000 Equipped with manual transmission																			
✓	Subaru BRZ Premium	82	\$27,117	↑	↑	NA	NA/NA	79	30	126	7.2	15.6	↑	↓	↓	↑	↑	↑	↑
✓	Toyota 86	81	\$25,025	↑	↑	NA	NA/NA	78	30	126	7.2	15.5	↑	↓	↓	↑	↑	↑	↑
✓	Nissan 370Z Touring (coupe)	73	\$38,565	↓	↓	NA	NA/NA	81	23	120	5.3	13.9	↑	↓	↓	↓	↓	↓	↑
	Honda Civic Si	66	\$24,775	↓	↓	Opt.	Opt./Opt.	74	34	131	7.3	15.4	↑	↓	↓	↑	↑	↓	↓
	Volkswagen GTI Autobahn	65	\$31,730	↓	↑	Opt.	Opt./NA	82	29	132	6.6	15.2	↑	↓	↑	↑	↑	↑	↑
	Subaru WRX Premium	65	\$29,742	↓	↑	Opt.	Opt./Opt.	75	26	120	6.0	14.5	↑	↓	↓	↑	↑	↑	↑
	Mazda MX-5 Miata Club	64	\$29,905	↓	↑	NA	NA/NA	80	34	124	6.7	15.1	↑	↓	↓	↓	↓	↓	↓
	Mini Cooper S	63	\$29,945	↓	↑	Opt.	Opt./NA	81	30	130	7.2	15.5	↑	↓	↓	↑	↑	↑	↑
	Ford Mustang Premium (2.3T; AT)	61	\$33,080	↓	↑	Opt.	Opt./Opt.	76	25	125	6.4	14.9	↑	↓	↓	↑	↑	↑	↑
	Buick Cascada Premium	58	\$37,385	↑	↑	Opt.	NA/NA	53	22	134	8.9	17.0	↑	↓	↓	↓	↓	↓	↓
	Fiat 124 Spider Lusso	52	\$29,985	↓	↑	NA	NA/NA	76	31	121	7.1	15.4	↑	↓	↓	↓	↓	↓	↓
	Ford Focus ST	50	\$28,270	↓	↓	NA	NA/NA	74	26	122	6.6	15.1	↑	↓	↓	↓	↓	↓	↑
	Ford Fiesta ST	48	\$24,985	↓	↓	NA	NA/NA	74	29	118	7.3	15.6	↑	↓	↓	↓	↓	↓	↓
	Fiat 500 Abarth	45	\$26,050	↓	↓	NA	NA/NA	66	28	125	8.0	16.1	↑	↓	↓	↓	↓	↓	↓

Wagons, minivans, subcompact and compact SUVs

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results									
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls
WAGONS (ALL-WHEEL DRIVE)																	
✓	Volkswagen Golf Alltrack SE	80	\$32,515	↓	↓	Opt.	Opt./Opt.	89	25	8.5	124	↑	↑	↑	↑/↑	↑	30.5
✓	Subaru Outback 3.6R Limited	78	\$36,835	↓	↑	Opt.	Opt./Opt.	85	22	7.4	134	↓	↑	↑	↑/↑	↑	34.0
✓	Subaru Outback 2.5i Premium	76	\$28,852	↓	↑	Opt.	Opt./Opt.	82	24	10.5	133	↓	↑	↑	↑/↑	↑	34.0
	Volvo V60 Cross Country	66	\$46,475	↓	↓	Opt.	Std./Opt.	73	21	8.1	127	↑	↓	↑	↑/↓	↓	26.0
MINIVANS																	
✓	Toyota Sienna XLE (FWD)	79	\$38,424	↑	↑	Std.	Std./Std.	79	21	7.7	137	↓	↑	↑	↑/↑	↑	70.5
✓	Honda Odyssey EX-L	76	\$40,300	↓	↑	Opt.	Opt./Opt.	82	22	8.1	136	↓	↑	↑	↑/↑	↓	71.5
✓	Chrysler Pacifica Hybrid Platinum	76	\$48,380	↓	↑	Opt.	Opt./Opt.	88	84 ^① / 27 ^②	8.3	145	↓	↑	↑	↑/↑	↑	66.0
✓	Chrysler Pacifica Touring L	74	\$38,245	↓	↑	Opt.	Opt./Opt.	85	21	8.0	136	↓	↑	↑	↑/↑	↑	66.0
	Kia Sedona EX	72	\$34,795	↑	↓	Opt.	Opt./Opt.	70	20	8.0	133	↓	↓	↑	↑/↑	↑	46.0
	Ford Transit Connect XLT (2.5L)	72	\$28,015	↑	↓	NA	NA/NA	76	21	10.9	132	↑	↓	↓	↓/↑	↑	61.0
	Dodge Grand Caravan GT	59	\$37,295	↓	↓	NA	NA/NA	72	17	8.1	141	↓	↑	↑	↑/↑	↓	61.5
SUVs: SUBCOMPACT																	
✓	Subaru Crosstrek Premium	80	\$25,905	↓	↑	Opt.	Opt./Opt.	87	29	10.2	125	↑	↑	↑	↓/↑	↑	27.5
✓	Honda HR-V LX	67	\$22,045	↑	↓	NA	NA/NA	66	29	10.5	132	↑	↓	↓	↓/↑	↑	32.0
✓	Nissan Rogue Sport SV	67	\$25,655	↓	↓	Opt.	Opt./Opt.	72	26	10.3	134	↑	↑	↑	↑/↓	↑	24.5
✓	Mazda CX-3 Touring	65	\$25,800	↑	↓	Std.	Std./Opt.	64	28	9.6	135	↑	↓	↓	↓/↓	↓	18.0
	Chevrolet Trax LT	56	\$25,560	↑	↓	Opt.	NA/NA	55	25	10.8	130	↓	↓	↓	↓/↓	↓	26.0
	Jeep Renegade Latitude	44	\$27,525	↓	↓	Opt.	Opt./Opt.	56	24	9.9	130	↓	↓	↓	↓/↓	↑	30.5
	Fiat 500X Easy	35	\$26,600	↓	↓	Opt.	Opt./Opt.	50	23	9.8	130	↓	↓	↓	↓/↓	↑	19.5
SUVs: COMPACT																	
✓	Subaru Forester 2.5i Premium	84	\$27,145	↑	↑	Opt.	Opt./Opt.	85	26	8.7	127	↑	↓	↓	↑/↑	↑	35.5
✓	Honda CR-V LX (2.4L)	83	\$26,245	↑	↑	Opt.	Opt./Opt.	83	27	8.6	133	↑	↓	↑	↑/↑	↑	36.0
✓	Honda CR-V EX (1.5T)	83	\$28,935	↑	↑	Opt.	Opt./Opt.	82	28	8.2	137	↑	↓	↑	↑/↑	↑	36.0
✓	Toyota RAV4 XLE	81	\$29,014	↑	↑	Std.	Std./Std.	75	24	9.3	135	↑	↑	↑	↓/↑	↑	37.0
✓	Toyota RAV4 Hybrid XLE	81	\$29,753	↑	↑	Std.	Std./Std.	74	31	8.7	136	↑	↑	↑	↓/↑	↑	30.0
✓	Nissan Rogue SV	73	\$29,920	↑	↓	Std.	Std./Std.	74	24	9.5	134	↓	↑	↓	↓/↑	↑	31.5
✓	Mazda CX-5 Touring	72	\$29,530	↓	↑	Std.	Std./Opt.	80	24	8.6	133	↑	↑	↑	↑/↑	↑	30.5
✓	Kia Sportage LX (2.4L)	71	\$26,720	↓	↑	Opt.	Opt./Opt.	78	23	9.6	128	↑	↓	↓	↑/↑	↑	29.5
✓	Ford Escape SE (1.5T)	69	\$29,630	↓	↓	Opt.	NA/NA	75	23	10.1	132	↑	↑	↑	↓/↓	↑	34.0
	Volkswagen Tiguan SE	65	\$31,645	↓	↑	Opt.	Opt./Opt.	84	25	10.3	131	↑	↑	↑	↑/↑	↑	33.0
	Chevrolet Equinox LT (1.5T)	65	\$33,730	↓	↓	Opt.	Opt./NA	78	25	9.6	132	↑	↑	↑	↑/↑	↑	32.0
	Jeep Cherokee Limited (V6)	64	\$37,525	↓	↓	Opt.	Opt./Opt.	71	21	7.7	133	↓	↓	↑	↑/↑	↑	31.0
	Mitsubishi Outlander SEL (4-cyl.)	63	\$28,405	↑	↓	Opt.	Opt./NA	59	24	10.0	132	↓	↓	↓	↓/↑	↑	32.5



① Miles-per-gallon equivalent (MPGe). ② Miles per gallon while running on gas engine.

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results									
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls
SUVs: COMPACT <i>Continued</i>																	
	Hyundai Tucson Value (1.6T)	57	\$28,670	⬇️	⬇️	Opt.	Opt./Opt.	79	26	8.4	128	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	29.5
	Hyundai Tucson SE (2.0L)	56	\$25,920	⬇️	⬇️	Opt.	Opt./Opt.	76	24	11.0	129	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	29.5
	GMC Terrain SLE (2.0T)	55	\$36,950	⬇️	⬇️	Opt.	Opt./NA	65	22	7.2	128	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	24.0
	Jeep Cherokee Latitude (4-cyl.)	55	\$27,490	⬇️	⬇️	Opt.	Opt./Opt.	58	22	10.9	138	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	31.0
	Jeep Compass Latitude	50	\$30,870	⬇️	⬇️	Opt.	Opt./Opt.	56	24	9.8	137	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	27.5
SUVs: MIDSIZED																	
✓	Toyota Highlander Hybrid Limited	87	\$50,875	⬆️	⬆️	Std.	Std./Std.	85	25	8.3	138	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	40.5
✓	Toyota Highlander XLE (V6)	85	\$41,169	⬆️	⬆️	Std.	Std./Std.	82	22	7.4	134	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	40.5
✓	Kia Sorento EX (V6)	78	\$37,915	⬆️	⬆️	Opt.	Opt./Opt.	84	21	7.4	131	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	37.5
✓	Hyundai Santa Fe SE (V6)	75	\$36,290	⬆️	⬆️	Opt.	Opt./Opt.	81	20	7.6	133	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	40.5
✓	Honda Pilot EX-L	74	\$39,585	⬆️	⬆️	Opt.	Opt./Opt.	80	20	7.5	136	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	48.0
✓	Hyundai Santa Fe Sport (4-cyl.)	73	\$28,370	⬆️	⬆️	Opt.	Opt./Opt.	73	23	9.7	132	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	35.5
✓	Nissan Murano SL	72	\$42,065	⬆️	⬆️	Std.	Std./Std.	77	21	7.7	131	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	33.5
✓	Ford Edge SEL (2.0T)	71	\$39,755	⬆️	⬆️	Opt.	NA/NA	84	21	8.8	132	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	39.0
	Nissan Pathfinder SL	69	\$40,470	⬆️	⬆️	Std.	Std./Std.	72	18	7.7	137	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	39.5
	Volkswagen Atlas SEL (V6)	65	\$44,165	⬆️	⬆️	Opt.	Opt./NA	84	20	8.7	135	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	50.5
	Toyota 4Runner SR5 (V6)	62	\$37,425	⬆️	⬆️	NA	NA/NA	55	18	7.7	131	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	44.5
	Jeep Grand Cherokee Limited (diesel)	62	\$49,780	⬆️	⬆️	Opt.	Opt./Opt.	84	24	8.6	132	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	36.5
	Mazda CX-9 Touring	60	\$40,470	⬆️	⬆️	Std.	Std./Opt.	80	22	7.9	139	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	34.0
	Jeep Grand Cherokee Limited (V6)	59	\$41,375	⬆️	⬆️	Opt.	Opt./Opt.	80	18	8.0	134	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	36.5
	Ford Explorer XLT (V6)	59	\$39,275	⬆️	⬆️	Opt.	NA/NA	71	18	7.9	135	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	42.0
	Dodge Journey GT (V6)	41	\$36,975	⬆️	⬆️	NA	NA/NA	64	16	8.1	139	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	37.0
	Jeep Wrangler JK Unlimited Sahara	26	\$36,340	⬆️	⬆️	NA	NA/NA	20	17	8.9	151	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	34.5
SUVs: LARGE																	
✓	Toyota Sequoia Limited	69	\$54,005	⬆️	⬆️	Std.	Std./Std.	60	15	7.1	146	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	61.0
	Chevrolet Traverse Premier (V6)	67	\$49,945	⬆️	⬆️	Opt.	Opt./Opt.	95	20	7.3	130	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	54.5
	Dodge Durango GT (V6)	65	\$43,525	⬆️	⬆️	Opt.	Opt./Opt.	83	18	8.3	134	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	44.0
	Ford Flex SEL	65	\$42,155	⬆️	⬆️	Opt.	NA/NA	73	18	8.5	141	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	47.5
	Nissan Armada Platinum	55	\$63,020	⬆️	⬆️	Opt.	Opt./Opt.	69	14	6.7	133	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	46.5
	Chevrolet Suburban Premier	53	\$69,790	⬆️	⬆️	Opt.	Opt./Opt.	74	16	7.9	139	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	62.5
	Chevrolet Tahoe LT	53	\$60,100	⬆️	⬆️	Opt.	Opt./Opt.	67	16	7.7	136	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	47.5
	GMC Yukon SLT	53	\$62,125	⬆️	⬆️	Opt.	Opt./Opt.	67	16	7.7	136	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	47.5
	GMC Yukon XL SLT	49	\$67,370	⬆️	⬆️	Opt.	Opt./Opt.	67	16	7.9	139	⬆️	⬆️	⬆️	⬆️/⬆️	⬆️	62.5

Luxury entry-level, compact, and midsized SUVs

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results									
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls
SUVs: LUXURY ENTRY-LEVEL																	
✓	Audi Q3 Premium Plus	80	\$40,125	↑	↑	NA	NA/NA	77	22	8.4	132	↑	↑	↑	↑/↑	↓	24.5
✓	Buick Encore Preferred II	73	\$30,555	↑	↓	Opt.	NA/NA	69	23	11.0	127	↓	↑	↑	↑/↓	↑	26.0
✓	BMW X1 xDrive28i	70	\$44,745	↓	↓	Opt.	Opt./NA	74	26	7.9	134	↑	↓	↓	↓/↓	↑	27.0
	Infiniti QX30 Premium	64	\$43,745	↓	↓	Opt.	Opt./Opt.	71	25	7.1	122	↑	↓	↓	↑/↓	↓	21.5
	Mini Cooper Countryman S	63	\$39,535	↓	↑	Opt.	Opt./NA	82	25	8.3	120	↑	↓	↓	↑/↑	↓	23.5
	Mercedes-Benz GLA250	63	\$42,210	↓	↓	Opt.	Std./Std.	70	26	6.9	128	↑	↓	↓	↑/↓	↓	23.0
SUVs: LUXURY COMPACT																	
✓	BMW X3 xDrive30i	81	\$53,745	↑	↑	Opt.	Opt./Opt.	92	24	7.7	128	↑	↑	↑	↑/↑	↓	32.0
✓	Porsche Macan S	80	\$63,290	↑	↑	Opt.	NA/NA	85	19	6.4	130	↑	↓	↑	↑/↑	↓	29.0
✓	Lexus NX 300	78	\$43,284	↑	↓	Std.	Std./Std.	74	24	7.5	132	↑	↓	↑	↑/↑	↓	28.5
✓	Audi Q5 Premium Plus	78	\$51,570	↑	↑	Std.	Std./Opt.	83	24	6.8	130	↑	↑	↑	↑/↑	↓	27.0
✓	Lexus NX 300h	76	\$51,224	↑	↓	Std.	Std./Std.	71	29	8.9	136	↑	↓	↓	↑/↑	↓	28.5
✓	Acura RDX	73	\$38,990	↑	↓	Opt.	Opt./Opt.	75	22	6.6	132	↓	↓	↑	↑/↑	↓	31.5
	Buick Envision Premium	67	\$45,380	↑	↓	Opt.	Opt./Opt.	67	21	7.9	128	↓	↓	↓	↓/↑	↑	32.5
	Volvo XC60 T5 Momentum	66	\$50,040	↓	↑	Std.	Std./Std.	79	23	8.0	124	↑	↓	↑	↑/↑	↓	34.0
	Cadillac XT5 Luxury	59	\$51,025	↓	↓	Opt.	Opt./Opt.	76	20	7.1	132	↑	↓	↑	↑/↑	↓	33.0
	Lincoln MKC Reserve	56	\$46,485	↓	↓	Opt.	NA/NA	72	19	7.8	125	↓	↓	↑	↑/↓	↓	30.5
	Mercedes-Benz GLC300	54	\$49,105	↓	↑	Opt.	Std./Std.	81	22	6.8	132	↑	↑	↑	↑/↑	↓	28.0
	Land Rover Range Rover Velar S	51	\$59,503	↓	↑	Opt.	Std./Opt.	76	21	8.4	130	↑	↓	↑	↑/↑	↓	29.0
	Alfa Romeo Stelvio Ti	51	\$52,040	↓	↑	Opt.	Opt./Opt.	74	24	7.0	132	↑	↑	↑	↓/↓	↓	26.5
	Jaguar F-Pace Prestige	47	\$53,895	↓	↑	Opt.	Opt./Opt.	72	20	6.0	129	↑	↓	↓	↑/↑	↓	28.5
	Land Rover Discovery Sport HSE	39	\$49,895	↓	↓	Opt.	Opt./NA	58	21	8.6	136	↓	↓	↓	↑/↑	↓	33.0
SUVs: LUXURY MIDSIZED																	
✓	Audi Q7 Premium Plus	90	\$68,695	↑	↑	Std.	Std./Opt.	96	20	6.7	127	↑	↑	↑	↑/↑	↓	35.5
✓	Lexus RX 450h	82	\$57,565	↑	↑	Std.	Std./Std.	80	29	7.5	138	↓	↑	↑	↑/↑	↓	30.0
✓	Lexus RX 350	79	\$51,630	↑	↑	Std.	Std./Std.	77	22	7.5	139	↓	↑	↑	↑/↑	↓	30.0
✓	BMW X5 xDrive35i	76	\$70,050	↑	↑	Opt.	Opt./Opt.	84	21	7.4	137	↑	↑	↑	↑/↑	↓	34.5
	Mercedes-Benz GLE350	67	\$56,960	↓	↑	Opt.	Std./Std.	75	18	6.8	138	↑	↑	↑	↑/↑	↓	37.5
	Acura MDX Tech	66	\$51,410	↓	↓	Std.	Std./Std.	79	21	6.8	135	↓	↑	↑	↑/↑	↓	34.0
	Lexus GX 460	65	\$58,428	↓	↑	Opt.	Opt./Opt.	70	17	7.5	136	↓	↓	↑	↑/↑	↑	36.5
	Infiniti QX60	64	\$51,920	↓	↓	Opt.	Opt./Opt.	79	19	8.3	137	↓	↑	↑	↑/↓	↑	39.0
	Lincoln MKX (2.7T)	61	\$54,945	↓	↑	Opt.	Opt./Opt.	87	18	7.2	128	↑	↑	↑	↑/↑	↑	32.5
	Volvo XC90 T6 Momentum	58	\$56,805	↓	↑	Std.	Std./Std.	84	20	7.7	126	↓	↓	↑	↑/↑	↓	35.0
	GMC Acadia Denali	57	\$51,585	↓	↓	Opt.	Opt./Opt.	83	19	6.8	130	↑	↑	↑	↑/↑	↑	40.5
	Porsche Cayenne (V6)	56	\$63,805	↓	↑	Opt.	NA/NA	78	19	7.8	134	↑	↑	↑	↑/↑	↓	33.0
	Tesla Model X 90D	53	\$110,700	↓	↑	Std.	Std./Std.	77	92	4.9	127	↑	↑	↑	↑/↓	↓	2+2
	Land Rover Range Rover Sport HSE (3.0L)	51	\$74,040	↓	↓	Opt.	Std./Opt.	74	18	6.5	137	↑	↓	↑	↑/↑	↓	31.5
	Land Rover Discovery HSE	47	\$69,260	↓	↓	Opt.	Opt./Opt.	71	17	7.3	138	↓	↑	↑	↑/↓	↓	42.5



1 Miles-per-gallon equivalent (MPGE).

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results										
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls	Cargo volume, cu. ft.
SUVs: LUXURY LARGE																		
✓	Toyota Land Cruiser	75	\$84,820	↑	↑	Std.	Std./Std.	68	14	7.3	140	↓	↑	↑	↑	↑/↑	↑	43.0
	Buick Enclave Premium	63	\$55,680	↓	↑	Opt.	Opt./Opt.	87	18	7.4	130	↑	↑	↑	↑	↑/↑	↓	48.5
	Infiniti QX80	57	\$63,395	↓	↓	Opt.	Opt./Opt.	68	15	6.9	139	↓	↑	↑	↑	↑/↑	↑	49.5
	Land Rover Range Rover HSE (3.0L)	54	\$88,545	↓	↑	Std.	Std./Opt.	80	17	6.7	137	↓	↑	↑	↑	↑/↑	↓	34.5
	Cadillac Escalade Premium	40	\$87,360	↓	↓	Opt.	Opt./Opt.	61	16	6.1	142	↓	↓	↑	↑	↑/↑	↓	48.0

Recommended	Make, Model & Trim	Overall Score	Price	Survey Results		Safety		Road-Test Results										
				As tested	Predicted reliability	Owner satisfaction	Forward-collision warning	Automatic emergency braking, city/highway	Road-test score	Overall mpg	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	Routine handling	Ride	Noise	Seat comfort, front/rear	Controls	Driving position
PICKUP TRUCKS: COMPACT																		
✓	Honda Ridgeline RTL	70	\$36,480	↓	↑	Opt.	Opt./Opt.	80	20	7.3	134	↓	↑	↑	↑	↑/↓	↑	↑
	Chevrolet Colorado LT (V6)	53	\$34,300	↓	↓	Opt.	NA/NA	69	18	7.5	132	↓	↓	↓	↓	↓/↓	↑	↓
	GMC Canyon SLE (V6)	53	\$35,835	↓	↓	Opt.	NA/NA	69	18	7.5	132	↓	↓	↓	↓	↓/↓	↑	↓
	Chevrolet Colorado LT (diesel)	51	\$39,295	↓	↓	Opt.	NA/NA	67	24	10.3	134	↓	↓	↓	↓	↓/↓	↑	↓
	GMC Canyon SLE (diesel)	51	\$40,895	↓	↓	Opt.	NA/NA	67	24	10.3	134	↓	↓	↓	↓	↓/↓	↑	↓
	Toyota Tacoma SR5 (V6)	42	\$34,364	↓	↓	Std.	Std./Std.	46	19	8.2	146	↓	↓	↓	↓	↓/↓	↑	↓

PICKUP TRUCKS: FULL-SIZED																		
✓	Ford F-150 XLT (2.7T V6)	72	\$52,535	↓	↑	Opt.	Opt./Opt.	81	19	6.8	145	↓	↓	↑	↑	↑/↑	↑	↑
✓	Toyota Tundra SR5 (5.7L V8)	71	\$38,715	↑	↑	Std.	Std./Std.	63	15	6.7	153	↓	↓	↑	↑	↑/↓	↑	↓
✓	Ram 1500 Big Horn (V6, diesel)	69	\$49,155	↓	↑	NA	NA/NA	82	20	9.5	143	↓	↑	↑	↑	↑/↑	↑	↓
✓	Ram 1500 Big Horn (5.7L V8)	69	\$42,810	↓	↑	NA	NA/NA	81	15	7.1	141	↓	↑	↑	↑	↑/↑	↑	↓
	Nissan Titan SV (V8)	62	\$44,370	↓	↑	NA	NA/NA	79	16	6.7	131	↓	↓	↑	↑	↑/↑	↑	↓
	Chevrolet Silverado 1500 LT (5.3L V8)	57	\$42,070	↓	↓	Opt.	Opt./NA	80	16	7.5	138	↓	↓	↑	↑	↑/↑	↑	↓
	GMC Sierra 1500 SLT (5.3L V8)	57	\$43,200	↓	↓	Opt.	Opt./NA	80	16	7.5	138	↓	↓	↑	↑	↑/↑	↑	↓
	Chevrolet Silverado 2500HD LTZ (diesel)	52	\$62,995	↓	↑	Opt.	NA/NA	53	14	8.2	157	↓	↓	↓	↑	↑/↓	↑	↓
	GMC Sierra 2500HD SLE (diesel)	52	\$62,995	↓	↑	Opt.	NA/NA	53	14	8.2	157	↓	↓	↓	↑	↑/↓	↑	↓
	Ford F-250 Lariat (diesel)	50	\$67,130	↓	↑	Opt.	NA/NA	60	15	8.1	155	↓	↓	↓	↑	↑/↑	↑	↓
	Nissan Titan XD SV (V8, diesel)	46	\$51,075	↓	↑	NA	NA/NA	55	15	10.6	147	↓	↓	↓	↑	↑/↓	↑	↓
	Ram 2500 Laramie (diesel)	46	\$66,485	↓	↑	NA	NA/NA	60	14	8.9	152	↓	↓	↓	↑	↑/↑	↑	↓

Detailed reviews from CR's auto experts give a straight-from-the-driver's-seat perspective on 260 SUVs, cars, trucks, and minivans. We've combined them with our exclusive test results and reliability and owner-satisfaction survey data so that you can choose with confidence.

by Jonathan Linkov

↑ New Car Satisfaction

PHOTO: GETTY IMAGES

GUIDE TO THE VEHICLE PROFILES

✔ **Recommended vehicles**, identified by the check mark, have performed well in our testing, must have average or better predicted reliability, and must have performed at least adequately if included in government or insurance-industry crash tests.

76 **Overall Score** is a composite score that incorporates road-test performance, predicted reliability, owner satisfaction, and safety results. If a range of numbers is given, that signifies that multiple versions of the vehicle or its powertrain were tested.

Price is the manufacturer's suggested retail price for the vehicle, not including any options or destination charges. An "E" indicates an estimated price.

Road-test score sums up how the vehicle performed in our more than 50 objective and subjective tests. A range means we tested multiple powertrains or versions of the vehicle.

Reliability is our forecast of how well a model is likely to hold up, based on our Annual Auto Reliability Survey. Detailed reliability history charts start on page 85.

Owner satisfaction is based on our Annual Auto Satisfaction Survey; we ask subscribers whether they would definitely buy or lease their current vehicle again. The top score of 80 indicates that 80 percent or more would do so. The lowest score of 50 means less than 50 percent would.

MPG represents CR's assessment of a recently tested model's overall fuel or energy consumption, based on both city and highway driving. A range of numbers for this score signifies that we tested multiple powertrains or versions.

Models that have not been tested will have an "NA" for Overall Score, road-test score, and fuel-consumption data.

Autonomous driving: Though you still cannot buy any vehicle that can drive itself, several automakers offer systems that can control a vehicle's speed, following distance, and steering. While these systems offer convenience for drivers, they have not been proved to have any safety benefits, and may promote distraction. Drivers need to remain engaged with the driving experience at all times.

To keep up with the latest models as we test them and to see free videos and summaries of more than 300 vehicles, check out our New Cars: A to Z page, at CR.org/carsatoz.

Acura ILX

44
OVERALL SCORE

Acura's entry-level compact sedan doesn't offer the luxury features and refinement to compete with its peers. The sole powertrain is a 2.4-liter, four-cylinder engine and an eight-speed automated manual transmission. Acura failed to address the stiff, jumpy ride, and handling is more mundane than sporty but ultimately secure. Road noise is incessant, and the transmission makes the car hesitate when starting up from a stop. Once underway, the gearbox feels reluctant to downshift, and the engine hesitates when you need power. The lack of lumbar support for the driver's seat is another drawback, and the infotainment system is not very intuitive. Available safety features include automatic emergency braking, blind-spot monitoring, and lane-keep assist.



PRICE **\$28,100–\$35,100**
RELIABILITY ⬇️ SATISFACTION ⬇️
ROAD-TEST SCORE **61** MPG **28**

Acura MDX

66
OVERALL SCORE

This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 engine is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic transmission is not always smooth or responsive and its push-button shifter is unintuitive to use. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. The 2017 freshening brought a hybrid version, as well as standard AcuraWatch, which includes safety features such as automatic emergency braking and lane-departure warning.



PRICE **\$44,200–\$58,650**
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **79** MPG **21**

Acura RDX

73
OVERALL SCORE

Derived from the previous-generation Honda CR-V, the RDX has a more premium feel to compete among compact luxury SUVs. The very smooth and refined V6 engine gets 22 mpg overall. Handling is not especially agile, and the ride is a little stiff. We also found that the front wheels can easily spin on wet pavement before the AWD system transfers power to the rear wheels. Despite recent updates, the interior is rather forgettable for an upscale SUV, lacking certain luxury features usually found on competitors. Acura's convoluted dual-screen control system is unintuitive to use. A redesigned RDX (above) goes on sale this summer with a 2.0-liter, turbocharged four-cylinder engine mated to a 10-speed automatic transmission. The AcuraWatch safety package will be standard on all trims.



✔ PRICE **\$35,800–\$44,000**
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **75** MPG **22**

Acura RLX

64
OVERALL SCORE

Acura's flagship has been freshened for 2018, gaining a new 10-speed automatic and styling updates. Still, it falls well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the smooth, responsive 310-hp V6 engine. Our tested front-wheel-drive model averaged 23 mpg overall with the old six-speed automatic transmission. The pricey all-wheel-drive hybrid gets an EPA-rated 28 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic alert are optional, and the AcuraWatch safety suite is standard.



PRICE **\$54,900–\$61,900**
RELIABILITY ⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE **75** MPG **23**

Acura TLX

59
61

OVERALL
SCORE

The TLX has potential but lacks panache, ultimately falling short of the best luxury compact sedans. It's available with either a four- or a six-cylinder engine, but AWD is available only with the V6. The 2.4-liter uses an eight-speed automated manual transmission that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but it's paired with a nine-speed automatic that shifts roughly. We found the ride quite comfortable and handling to be responsive although not sporty. The cabin is quiet, but the infotainment system is awkward to use and distracting. For 2018 the TLX got an update, which includes an exterior freshening, making the AcuraWatch suite of safety equipment standard, adding luxury features to the interior, and making tweaks to the suspension and steering.



PRICE **\$33,000–\$45,750**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **75–79** MPG **25–27**

Alfa Romeo 4C

NA

OVERALL
SCORE

Alfa's 4C is a superlight two-seat, midengine sports car for people who live more for the track than for their commute. Though short on creature comforts, the Alfa's high points are its style and agility. The 4C is powered by a 1.7-liter, turbo four-cylinder engine that cranks out 237 hp and uses a dual-clutch, six-speed automated manual transmission that can also be shifted manually via paddles behind the steering wheel. With its featherlike 2,500-pound weight, low center of gravity, and race carlike weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling and a thrilling exhaust note. However, the non-power assist steering requires a high effort at low speeds, visibility is challenging, and the 4C is hard to get in and out of. A Spider version is available with a removable fabric roof panel.



PRICE **\$55,900–\$65,900**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Alfa Romeo Giulia

48

OVERALL
SCORE

Alfa's compact luxury-sport sedan corners and steers like a sports car, which makes it fun to drive. Still, it's filled with everyday annoyances. The 280-hp, 2.0-liter turbo four-cylinder engine is mated to an eight-speed automatic transmission and provides punchy acceleration even in the all-wheel-drive version. The firm ride absorbs most bumps, but it's less plush than many competitors. Fuel economy at 27 mpg overall is among the best in the class. The attractive interior has matte wood and nicely textured surfaces, but some switchgear is cheap. The convoluted infotainment system is distracting to use. Seat comfort is compromised by a short cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort.



PRICE **\$37,995–\$73,500**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **70** MPG **27**

Alfa Romeo Stelvio

51

OVERALL
SCORE

The Stelvio is based on Alfa's Giulia sedan and, like it, delivers fantastic handling and is fun to drive. That, however, doesn't mean it's fun to live with on a daily basis. Positioned to compete with high-end and sporty SUVs such as the Audi Q5, BMW X3, and Porsche Macan, the Stelvio falls a bit short on the refinement and luxury quotients. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that gets 24 mpg overall on premium. The ride is a bit jittery, but the suspension absorbs bumps rather well. Among constant annoyances are a driving position with a limited range of seat adjustments and controls that are not user-friendly enough. Like the Giulia, the parking sensors are too sensitive, going off constantly in an urban environment. Rear and side visibility are wanting, and the cargo hold is modest.



PRICE **\$41,995–\$65,000E**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **74** MPG **24**

Audi A3

72

OVERALL
SCORE

Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price, and the interior, although well-made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat, however, is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves to be logical. It's easy to hit \$40,000 with just a few options. A sporty S3 with a 292-hp, 2.0-liter turbo; a convertible; and a hatchback plug-in hybrid are available.



PRICE **\$31,950–\$43,650**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **77** MPG **27**

Audi A4

85

OVERALL
SCORE

The A4 is our highest-ranking luxury compact sports sedan, thanks in part to its driving experience. Power comes from a smooth and punchy 2.0-liter, turbocharged four-cylinder engine, mated to a slick seven-speed dual-clutch automatic transmission. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The fully digital instrument panel shows pertinent information in front of the driver in a clear, comprehensive way, and the center screen is compatible with Android Auto and Apple CarPlay. Interior fit and finish is excellent, and the front seats are comfortable, although the rear seat is tight. The A4 has good crash-test results and has standard forward-collision warning and low-speed automatic emergency braking.



PRICE **\$36,000–\$55,800**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **88** MPG **27**

Audi A5

NA

OVERALL
SCORE

The new 2018 A5 is based on the A4. In addition to the coupe and convertible versions, the A5 is available as a four-door hatchback called the Sportback. The A5 gets a 252-hp, 2.0-liter turbo four-cylinder engine matched to a seven-speed dual-clutch automatic transmission. More powerful S5 versions are powered by a 354-hp, 3.0-liter turbo V6 mated to an eight-speed automatic. All-wheel drive is standard. Standard safety equipment includes forward-collision warning with automatic braking. We found that the A4 drives well, with nimble handling and a firm yet supple ride, and we expect the A5 to behave similarly. The convertible's soft top can be operated up to 30 mph. Based on our experience with the A4, the controls require a learning curve but prove logical with familiarity. The gear selector, however, is not intuitive to use.



PRICE **\$42,800–\$66,700**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Audi A6

80

OVERALL
SCORE

Audi's A6 has a comfortable ride and agile handling, strong performance, very supportive seats, and excellent fit and finish. It's one of our most highly rated sedans and is a perfect long-distance cruiser with a whisper-quiet, roomy cabin. The 2.0-liter, turbo four-cylinder engine works well but has a raspy, less-than-luxurious engine sound. The 3.0-liter, supercharged V6 we tested is smooth and punchy, and returned a commendable 22 mpg overall. The front seats are comfortable and supportive, and the rear seat is roomy for three adults. An added plus is the large trunk. Although the infotainment system's center controller and screen take some getting used to, the system ultimately proves logical.



PRICE **\$49,700–\$74,400**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **90** MPG **22**

Audi A7

NA
OVERALL SCORE

This hatchback version of the A6 is an impressive car, although it is a bit of a challenge to get in and out of, and sacrifices some rear-seat room and visibility in exchange for sportiness and styling. Its rear hatch and generous interior give it practicality and comfort. Handling is responsive and secure, and the ride is steady though firm, particularly on the optional 20-inch tires. The interior is very luxurious, and the infotainment system proves logical after a bit of familiarization. A midcycle freshening brought tweaks to almost every engine. The smooth, punchy 3.0-liter supercharged V6 engine is plenty powerful, and an even stronger 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp. A redesign is due for the 2019 model year.



PRICE **\$69,700–\$130,700**
RELIABILITY **I** SATISFACTION **+**
ROAD-TEST SCORE **NA** MPG **NA**

Audi A8

77
OVERALL SCORE

Audi's top-level sedan delivers smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch, and the cabin is quiet. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. The rear seat is worthy of a limo, but the trunk is a bit small. The infotainment system takes some getting used to but proves logical. The base supercharged V6 has ample power, but the 4.0-liter V8 turbo is a powerhouse worthy of such a flagship. A 2019 redesign (above) goes on sale in North America later this year.



PRICE **\$82,500–\$115,900**
RELIABILITY **I** SATISFACTION **+**
ROAD-TEST SCORE **91** MPG **21**

Audi Q3

80
OVERALL SCORE

A tidy, compact crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall, it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch-shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder engine is mated to a conventional six-speed automatic transmission and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic-looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. The controls are complicated at first, but they prove logical with some familiarity. Front- and all-wheel drive are available.



PRICE **\$32,900–\$37,900**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **77** MPG **22**

Audi Q5

78
OVERALL SCORE

The second generation Q5 is one of the best choices among compact luxury SUVs. It has nimble and secure handling. The ride is compliant and controlled, and the cabin is quiet. The smooth 252-hp, 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. Power is ample, yet this combination also returned a good 24 mpg overall in our tests. The available Audi Virtual Cockpit lets you switch between a traditional gauge cluster and a larger display that can focus on audio, phone, or navigation information. Fit and finish is impressive, and the seats are comfortable and supportive. Forward-collision warning and low-speed automatic emergency braking are standard. Other available advanced safety features include blind-spot warning, rear cross-traffic warning, and lane-keeping assist.



PRICE **\$41,500–\$58,500**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **83** MPG **24**

Audi Q7

90
OVERALL SCORE

Audi's luxury three-row SUV is an impressive vehicle, and is among the best we've ever tested. It employs a supercharged, 3.0-liter V6 engine that is mated to a very smooth eight-speed automatic transmission. This results in effortless acceleration and fuel economy of 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless you splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove logical with familiarity. Standard advanced safety systems include forward-collision warning and low-speed automatic emergency braking.



PRICE **\$49,900–\$65,400**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **96** MPG **20**

Audi TT

79
OVERALL SCORE

The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder engine, while the TTS features a 292-hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heat controls are incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance. For 2018, a new 400-hp, 2.5-liter five-cylinder turbo RS performance version joins the TT line.



PRICE **\$43,950–\$64,900**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **84** MPG **26**

BMW 2 Series

92
OVERALL SCORE

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 230i is the base version and comes with a 248-hp, 2.0-liter four-cylinder engine; the uplevel M240i has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 365-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rears are very cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available.



PRICE **\$34,950–\$57,400**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **98** MPG **25**

BMW 3 Series

78
79
OVERALL SCORE

The 3 Series is among our most highly rated luxury compact sports sedans. We got a frugal 26 mpg overall from the 2.0-liter, turbo four-cylinder engine in the all-wheel-drive 330i that we tested. The engine and eight-speed automatic combine to make a slick powertrain. Handling is sharp, and the 3 Series is engaging to drive. The firm ride can get choppy on rough surfaces, but it effectively absorbs most impacts. The seats are supportive, and the cabin is impeccably furnished. The 328d diesel gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range, but there is some engine noise to contend with. You can also opt for a wagon or a less powerful but more affordable 320i. The M3 can give ultra-high-performance cars a run for their money. The plug-in hybrid version can cover 14 miles on electric power.



PRICE **\$34,900–\$66,500**
RELIABILITY **+** SATISFACTION **I**
ROAD-TEST SCORE **86** MPG **26–35**

BMW 4 Series

NA

OVERALL SCORE

The 4 Series coupe, convertible, and four-door Gran Coupe hatchback versions are based on the 3 Series. They each pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sports car. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder engine is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.



PRICE \$43,300-\$77,200

RELIABILITY ! SATISFACTION +

ROAD-TEST SCORE NA MPG NA

BMW 5 Series

82

OVERALL SCORE

The 5 Series is a remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super-quiet, finely crafted inside, and frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine had ample power and, paired with a smooth eight-speed automatic transmission, delivered an impressive 26 mpg overall. The 540i uses a punchy 335-hp, 3.0-liter turbo six-cylinder that effortlessly delivers power. AWD is available, and standard on the V8-powered M550i. The 530e plug-in hybrid costs about the same as the 530i. It can go about 14 miles on electric power alone and takes 2 hours to charge on a 240-volt charger. Optional active safety systems include forward-collision warning and lane-keeping assist.



PRICE \$52,650-\$102,600

RELIABILITY + SATISFACTION +

ROAD-TEST SCORE 94 MPG 26

BMW 6 Series

NA

OVERALL SCORE

This sleek grand tourer comes as a four-door Gran Coupe, a stylish hatchback, or a convertible. Power comes from a 3.0-liter, turbocharged six-cylinder or a 4.4-liter V8 engine, mated to either an eight-speed automatic transmission or a seven-speed automated manual in the high-performance version. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is sharp, and the ride is compliant and controlled. The cabin is quiet. Controls take some getting used to but ultimately prove logical, except for the gear selector for the automated manual (DCT) on M versions. The M6 is a more performance-oriented, track-ready version. It's quick, capable, and enjoyable to drive.



PRICE \$69,700-\$124,300

RELIABILITY ! SATISFACTION +

ROAD-TEST SCORE NA MPG NA

BMW 7 Series

86

OVERALL SCORE

Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, a silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter, turbo six-cylinder engine. Our 750i, with the polished and punchy 445-hp, 4.4-liter turbocharged V8 and all-wheel drive, rang in at \$110,645. Although the controls have a steep learning curve, they prove logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



PRICE \$83,100-\$156,700

RELIABILITY + SATISFACTION !

ROAD-TEST SCORE 99 MPG 21

BMW i3

66

OVERALL SCORE

BMW's electric car is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The interior is striking in its simplicity and style, which is reminiscent of Scandinavian furniture. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance, the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal.



PRICE \$44,500-\$50,100

RELIABILITY ! SATISFACTION !

ROAD-TEST SCORE 79 MPGe 139

BMW X1

70

OVERALL SCORE

The X1 relies on a platform shared with the Mini Clubman and Countryman, and available in both front- and all-wheel-drive versions. In our tests of the AWD X1, the responsive 228-hp, 2.0-liter turbocharged four-cylinder engine returned 26 mpg overall. With the X1's relatively low ride height, it feels almost like driving a sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is constructed with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. Prices start at an inviting \$34,000, but a typically equipped X1 easily breaks the \$40,000 mark.



PRICE \$33,900-\$35,900

RELIABILITY ! SATISFACTION !

ROAD-TEST SCORE 74 MPG 26

BMW X2

NA

OVERALL SCORE

The BMW X2 is designed to appeal to style-conscious customers who want a sporty-looking SUV but don't mind sacrificing interior space. Based on the X1, the X2 measures 3.2 inches shorter and 2.8 inches lower than its mechanical twin. This makes the X2 BMW's smallest entry in the luxury SUV market. Powering comes from a 228-hp, turbocharged four-cylinder engine that's mated to an eight-speed automatic transmission and standard all-wheel drive. Inside, you'll find the same layout found in the rest of BMW's business classlike cabins. BMW's available Driver Assistance Package includes safety features such as forward-collision warning, city-speed automatic emergency braking, and lane-departure warning.



PRICE \$38,400-\$43,050

RELIABILITY ! SATISFACTION +

ROAD-TEST SCORE NA MPG NA

BMW X3

81

OVERALL SCORE

BMW's redesigned, third-generation X3 brings more upscale cabin amenities, technology, and safety features. It is among CR's most highly rated models in this category of modestly sized luxury SUVs. The majority of X3s are the 30i version, which uses a 248-hp, 2.0-liter turbo four-cylinder engine delivering ample go. The top-trim M40i gets a muscular 355-hp, turbo six-cylinder. The eight-speed automatic transmission is supersmooth, and the cabin is impressively quiet. Impeccable fit and finish gives the cabin an elegant ambience. Handling is quite responsive, and the ride is taut yet absorbent. The latest iDrive infotainment system is easy enough to use. Unfortunately, auto emergency braking is not standard.



PRICE \$42,650-\$54,300

RELIABILITY + SATISFACTION +

ROAD-TEST SCORE 92 MPG 24

BMW X4

NA
OVERALL SCORE

Emphasizing sport over utility, the X4 is a coupelike version of the previous-generation X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Seating is a bit lower than in the X3, which instills a more sporty experience. Cargo and rear-seat space under the sloping roofline are considerably smaller than in the X3, making the X4 a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a particularly smooth and powerful 355-hp, 3.0-liter turbo six-cylinder on the high-performance M40i version. An eight-speed automatic transmission and all-wheel drive are standard. In our brief time with the X4, we found that the optional 19-inch tires make the ride a bit too jiggly.



PRICE **\$47,600–\$59,250**
RELIABILITY **I** SATISFACTION **I**
ROAD-TEST SCORE **NA** MPG **NA**

BMW X5

76
OVERALL SCORE

The X5 delivers refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter, turbo six-cylinder engine, paired to a silky-smooth eight-speed automatic transmission, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for kids. BMW's iDrive infotainment system has become more intuitive and, with familiarity, proves logical. Optional safety systems, such as automatic emergency braking, are comprehensive. A 4.4-liter V8 and a diesel are available. The X5 plug-in hybrid uses a 2.0-liter, twin-turbo four-cylinder and can drive on electric power for short distances. A high-performance M version is also available.



PRICE **\$57,200–\$101,700**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **84** MPG **21**

BMW X6

NA
OVERALL SCORE

This coupelike sporty SUV is a derivative of the capable X5, which is a good place to start. Unlike its sibling, the X6's styling severely hampers rear visibility, cabin access, and cargo room. More than just a different body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder engine, which returned 21 mpg overall in our tested X5. A 4.4-liter, turbocharged V8 is also offered. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. A rear-wheel-drive version is available, as is a high-performance M version that commands a six-figure price.



PRICE **\$62,950–\$105,100**
RELIABILITY **I** SATISFACTION **+**
ROAD-TEST SCORE **NA** MPG **NA**

Buick Cascada

58
OVERALL SCORE

The Cascada is a well-thought-out, four-seat, soft-top convertible. Handling is responsive, and the ride is steady but a bit stiff because of the standard 20-inch tires. The 1.6-liter, four-cylinder engine has modest power and returned just 22 mpg overall. The leather seats are supportive, but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated, fully insulated fabric roof takes a quick 17 seconds to open and can be operated at speeds up to 31 mph. Fortunately, wind buffeting is kept to a minimum during top-down driving. Rear-seat access is made easier by front seats that power-slide forward. Opting for the Premium or Sport Touring trims brings advanced safety equipment, including forward-collision warning and lane-departure warning.



PRICE **\$33,065–\$37,065**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **53** MPG **22**

Buick Enclave

63
OVERALL SCORE

The large, three-row Buick Enclave underwent a full redesign for 2018. It provides improved fuel economy, more space, and a variety of safety and connectivity features. Power comes from a lively 3.6-liter V6 teamed with a smooth, responsive nine-speed automatic. We got 18 mpg overall in our tests. Towing capacity is 5,000 pounds. The roomy cabin is very quiet and the ride is comfortable, befitting a Buick flagship. The third-row seat is relatively roomy for the class. The infotainment system is easy to use, but the unintuitive shifter is a nuisance in parking maneuvers. A manual sunshade for the sunroof and only a two-way lumbar adjustment for the seat are odd, given the price. Low-speed automatic emergency braking and forward-collision warning are standard, though only on top versions costing more than \$50,000.



PRICE **\$39,995–\$55,800**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **87** MPG **18**

Buick Encore

73
OVERALL SCORE

Derived from the small Chevrolet Sonic subcompact sedan, this subcompact SUV has a veneer of luxury. It does have a well-finished, quiet cabin and a ride that's better than a number of larger SUVs. On the downside, the Encore's little 1.4-liter, turbocharged four-cylinder engine and six-speed automatic transmission combine to deliver plodding acceleration and just fair fuel economy. We got just 23 mpg overall in our tests. In addition, the Encore is expensive, making it a questionable value. The Encore's tidy size makes it easy to maneuver, and its handling is sound but unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view out of the back. A more powerful Sport Touring version is also available.



PRICE **\$22,990–\$32,100**
RELIABILITY **+** SATISFACTION **I**
ROAD-TEST SCORE **69** MPG **23**

Buick Envision

67
OVERALL SCORE

Buick's entry into the luxury compact SUV segment sits between the tiny Encore and giant Enclave. The China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder engine mated to a six-speed automatic transmission. Handling is clumsy and the brakes are mushy, but ultimately the car is secure when pushed to its limits. The ride is a mixed bag, both soft and unsettled at the same time. Wind noise is pronounced. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes forward-collision warning and lane-departure mitigation systems, as well as automatic braking. A less-expensive 2.5-liter four-cylinder and front-wheel-drive versions are available.



PRICE **\$33,995–\$44,960**
RELIABILITY **+** SATISFACTION **+**
ROAD-TEST SCORE **67** MPG **21**

Buick LaCrosse

59
OVERALL SCORE

Buick's large sedan features a well-trimmed and quiet cabin with a spacious rear seat. The smooth 3.6-liter V6 engine supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few large sedans that is available with all-wheel drive. Handling is responsive but not sporty. The ride is cushy and absorbent, but we would skip the optional 20-inch tires, which make the ride overly firm. The car's low stance compromises cabin access and visibility. Most controls are easy to use, including the touch-screen infotainment system, but the unintuitive shifter proves maddening. Advanced safety features are available only on high-end trims. Updates for 2018 include a new 2.5-liter, four-cylinder mild hybrid as the standard engine, and the V6 is paired with a new nine-speed automatic.



PRICE **\$29,565–\$43,425**
RELIABILITY **+** SATISFACTION **I**
ROAD-TEST SCORE **85** MPG **24**

Buick Regal

NA

OVERALL SCORE

The Buick Regal takes on a striking profile with its redesign. In the Sport-back version, it adopts coupelike styling that masks its hatchback configuration. The TourX is a raised wagon, similar in concept to a Subaru Outback. Most versions use an energetic 2.0-liter, turbo four-cylinder engine; the sporty GS gets a 3.6-liter V6. Front- and all-wheel-drive versions are available. The Regal has a comfortable ride, and road, wind, and engine noise are well-muted. Handling is responsive, but it's less sporty than the previous generation. We found the seats to be comfortable and the cabin well-constructed, although a bit plain. Android Auto and Apple CarPlay compatibility is standard. Most advanced safety features are optional, with the notable exception of a pedestrian-protecting active hood.



PRICE \$25,915–\$39,990

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE NA MPG NA

Cadillac ATS

60

OVERALL SCORE

Offered in rear- or all-wheel drive and coupe or sedan body styles, the ATS has nimble, capable handling and sharp steering that make it a treat to drive. The 2.0-liter, turbocharged four-cylinder engine is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the old six-speed automatic transmission, which has been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp, twin-turbo V6.



PRICE \$35,495–\$63,795

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 79 MPG 23

Cadillac CT6

75

OVERALL SCORE

Cadillac's flagship large sedan possesses some athletic chops and is lively to drive. While the ride is firm, the CT6 is steady and controlled, and the interior is very quiet. The base engine is a turbo-four, but most buyers will opt for the midlevel nonturbo V6; the top trim carries a 404-hp, twin-turbocharged V6. All-wheel drive is standard on versions with V6 engines. The interior is plush and roomy, but in-cabin storage is practically nonexistent. Front-seat comfort is superb, but the rear seat is a bit short on thigh support. Despite updates, the Cue infotainment system remains unintuitive and highly distracting to use. A plug-in hybrid version with an estimated 30 miles of EV range is also available. The CT6 offers GM's Super Cruise driver-assistance system, which operates on freeways and monitors the driver to make sure he or she is paying attention.



PRICE \$54,095–\$88,295

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 95 MPG 22

Cadillac CTS

64

OVERALL SCORE

The CTS is a mid-sized luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating, partly because of the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is relatively snug, and the trunk is a bit small. Neither the four-cylinder turbo nor the 3.6-liter V6 engines are as refined as the best in class. The high-end V-Sport is a treat to drive, with effortless thrust. The high-performance CTS-V gives any \$100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and its trackworthy handling and braking.



PRICE \$45,995–\$85,995

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 83 MPG 22

Cadillac Escalade

40

OVERALL SCORE

The Escalade falls down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version that provides more cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 engine and impressive tow capacity. Updates for 2018 include a new 10-speed automatic transmission, replacing the eight-speed unit. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.



PRICE \$73,395–\$98,195

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 61 MPG 16

Cadillac XT5

59

OVERALL SCORE

Cadillac's XT5 luxury crossover is powered by a 3.6-liter V6 engine paired with an eight-speed automatic transmission. Despite decent measured acceleration, it feels a bit lethargic in everyday driving, and the overall 20 mpg we measured is unimpressive. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rearview mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.



PRICE \$40,595–\$63,395

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 76 MPG 20

Cadillac XTS

63

OVERALL SCORE

This large sedan has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. It comes as either front-wheel drive or all-wheel drive. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The 3.6-liter V6 engine lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returned a respectable 22 mpg overall when we tested it with the six-speed automatic transmission. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view out the back. A V-Sport version with a twin-turbo, 3.6-liter engine gives the XTS V8-like power.



PRICE \$45,595–\$72,695

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 82 MPG 22

Chevrolet Bolt

77

OVERALL SCORE

The Bolt is the first relatively affordable EV to have a robust driving range. This small hatchback is built around a large 60-kWh battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector, but with a 250-mile range according to our measurement, you rarely have to fully charge the Bolt. The Bolt is very quiet, but the ride can get choppy. Controls take some getting used to, including the unintuitive shifter. The driver's seat is short on lower-back support, and interior quality is on the cheap side. Typically equipped vehicle pricing ranges from \$37,000 to \$45,000 before federal tax incentives of \$7,500.



PRICE \$36,620–\$40,905

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 76 MPGe 119

Chevrolet Camaro

59
OVERALL SCORE

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The easy-to-use MyLink infotainment system is a plus, but the low dash vents tend to freeze your hand when it's on the shifter. Visibility all around is atrocious, and rear-seat room is extremely tight. A performance ZL1 version is available, powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or an optional 10-speed automatic.



PRICE **\$26,305–\$69,135**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **85** MPG **20**

Chevrolet Colorado

51
53
OVERALL SCORE

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. We tested both the V6 engine, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. An eight-speed automatic transmission and an updated, more responsive V6 are available.



PRICE **\$20,000–\$41,625**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **67–69** MPG **18–24**

Chevrolet Corvette

64
OVERALL SCORE

The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 engine and an interior worthy of the price. A seven-speed manual transmission is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick and handling is pin-point. With its adjustable driving modes, the car can be a fairly refined cruiser or a track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires almost acrobatic skills to get in and out of; the vague manual shifter; and the omnipresent tire noise. The Grand Sport and ultra-high-performance ZR1 versions are also available.



PRICE **\$56,490–\$92,394**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **92** MPG **20**

Chevrolet Cruze

56
57
OVERALL SCORE

The Cruze possesses big-car qualities, such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter, turbo four-cylinder engine mated to a six-speed automatic transmission. A smooth start/stop feature reduces fuel use during idling; we got 30 mpg overall in our tests. The diesel model returned an impressive 41 mpg overall and an outstanding 60 mpg on the highway. The infotainment system features Android Auto and Apple CarPlay, which mirror some of your smartphone icons on the screen. The rear seat is relatively roomy for the class, but the front seats are short on lower-back support. A variety of advanced active safety features are available, but only on the top-trim Premier version.



PRICE **\$16,975–\$25,395**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **75–77** MPG **30–41**

Chevrolet Equinox

65
OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. Most versions use a 1.5-liter, turbo four-cylinder, but this engine doesn't make the Equinox particularly swift. The uplevel engine is a muscular 252-hp, turbo four-cylinder mated to a nine-speed automatic. A diesel engine is also available. We found that the Equinox does a good job of absorbing bumps and pavement imperfections, and it also has responsive and secure handling. The cabin is quiet and the controls are straightforward to use, including the MyLink infotainment system. Unfortunately, the interior has a lot of cheap-feeling hard plastic. However, the seats are quite comfortable. Forward-collision warning with low-speed automatic braking, blind-spot warning, and rear cross-traffic warning are available.



PRICE **\$23,580–\$37,230**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **78** MPG **25**

Chevrolet Impala

86
OVERALL SCORE

The Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 engine and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic transmission. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, and handling is secure and responsive. The full-featured cabin stays very quiet and has a sumptuous backseat. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced safety features, such as forward-collision warning and automatic emergency braking, are available. Recent updates include the addition of Apple CarPlay capability and wireless cell-phone charging.



PRICE **\$27,500–\$40,915**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **91** MPG **22**

Chevrolet Malibu

68
OVERALL SCORE

Swoopy styling and modern powertrains are highlights of Chevrolet's Malibu. The car is competitive among midsized sedans, with a quiet cabin and easy-to-use controls. In tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic—which got 29 mpg in our tests—and a more powerful and refined 2.0-liter backed by an eight-speed automatic. A hybrid, utilizing some of the Chevrolet Volt's technology, is also available. It got an impressive 41 mpg overall in our tests. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.



PRICE **\$21,680–\$30,975**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **79–80** MPG **29–41**

Chevrolet Silverado 1500

57
OVERALL SCORE

The Silverado and similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. It's easy to get into the cabin, the controls are simple, and its towing and payload capacities are generous. The 5.3-liter V8 engine in the crew cab we tested returned 16 mpg overall, but the truck feels sluggish. Other available engines are a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. More versions now get the eight-speed automatic, which should improve engine response. Other changes include available automatic emergency braking and the addition of Android Auto and Apple CarPlay.



PRICE **\$27,785–\$55,275**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **80** MPG **16**

Chevrolet Silverado 2500HD

52

OVERALL SCORE

The HD Silverado and its twin, the GMC Sierra HD, are designed for heavy towing and hauling. The 6.0-liter V8 and 6.6-liter turbodiesel engine are both mated to a six-speed automatic. The latter works well and employs a heavy-duty Allison-made transmission. A natural-gas version of the 6.0-liter V8 is also available. The LTZ trim has a luxurious cabin. If you don't plan to go off-road, the Z71 suspension is superfluous—it severely degrades ride comfort. These HD pickups are the better choice for commercial snow-plowing duties. Available safety features include forward-collision warning, lane-departure warning, and front and rear park assist. Android Auto and Apple CarPlay are compatible with the infotainment system.



PRICE \$33,610–\$58,210

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 53 MPG 14

Chevrolet Sonic

63

OVERALL SCORE

The Chevrolet Sonic hatchback and sedan possess a relatively comfortable ride and a quiet cabin for a subcompact. Fuel economy of 28 mpg overall is nothing to boast about. Handling is secure but a bit too responsive because of the overly quick steering. The sedan has a large trunk, but the hatchback version offers more utility. Creature comforts such as keyless entry and push-button start, and the optional heated seats and steering wheel, bring some maturity to this subcompact. A 7-inch touch screen is standard and works with Android Auto and Apple CarPlay. On the safety front, forward-collision warning and lane-departure warning are optional, and are welcome additions to the Sonic.



PRICE \$15,145–\$21,215

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 66 MPG 28

Chevrolet Spark

47

OVERALL SCORE

Urban dwellers will appreciate the Spark's small dimensions when looking for a parking space. But this rudimentary, bare-bones runabout doesn't offer much else. Power comes from a 98-hp, 1.4-liter four-cylinder engine that delivers leisurely acceleration along with plenty of engine drone. Yet the Spark isn't very frugal at just 33 mpg overall. Handling is very responsive, but the overly sensitive steering makes the Spark a bit too responsive at high-way speeds, and the ride is unyieldingly stiff. Inside, the driver has a commanding view out. But the rear seat is very tight and is best for just two occupants. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other available features include forward-collision warning and lane-departure warning.



PRICE \$13,000–\$17,425

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 47 MPG 33

Chevrolet Suburban

53

OVERALL SCORE

If you need space for seven or more people, all their stuff, and towing capacity to boot, few SUVs other than the Suburban will do. This behemoth has a sumptuous and quiet interior, power-folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 engine mated to a six-speed automatic transmission and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on the Premier trim improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay.



PRICE \$50,150–\$67,830

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 74 MPG 16

Chevrolet Tahoe

53

OVERALL SCORE

The Tahoe has a luxurious and quiet interior, but the ride is too stiff and the third-row seat is tight. In addition, the 5.3-liter V8 engine and six-speed automatic transmission combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The Magnetic Ride Control suspension on the Premier trim improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't your main concern, car-based SUVs drive better and are roomier. Lane-keeping assist is now available, joining the already-available blind-spot monitoring and cross-traffic alert systems. A 6.2-liter V8, paired with a 10-speed automatic transmission, is available on the new RST version.



PRICE \$47,500–\$70,580

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 67 MPG 16

Chevrolet Traverse

67

OVERALL SCORE

Chevrolet's redesigned Traverse has a quiet interior, a very comfortable ride, and responsive handling, making it a viable alternative to full-sized SUVs such as the Suburban. It's also a competent challenger to established three-row SUVs. The 3.6-liter V6 engine supplies ample power and quick acceleration, and gets 20 mpg overall. Front and second-row captain's seats are comfortable, and the third row is roomy. An eight-passenger configuration is available. The infotainment system is intuitive. The manual sunroof shades are out of place in the \$50,000 Premier trim. Only the top trims have forward-collision warning and automatic emergency braking. Standard safety functions include a safety-focused teen driver feature and rear-seat reminder designed to prevent a small child from being left unattended in the Traverse.



PRICE \$29,930–\$52,050

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 95 MPG 20

Chevrolet Trax

56

OVERALL SCORE

This bite-sized crossover, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter, turbo four-cylinder engine and six-speed automatic transmission, a combination that didn't deliver either impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. The pronounced engine noise and stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At \$26,000-plus, our Trax LT AWD test car cost as much as larger, more substantial SUVs, such as the Subaru Forester.



PRICE \$21,000–\$27,600

RELIABILITY ⬆️ SATISFACTION ⬇️

ROAD-TEST SCORE 55 MPG 25

Chevrolet Volt

59

OVERALL SCORE

GM's second-generation electric car with a backup gas engine is much improved. It is quicker and quieter, rides more comfortably, and has easier-to-use controls. It can run on electricity for only 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240-volt connection. We got 38 mpg in gas mode. This 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Visibility remains limited, and the rear seat is cramped and awkward to get into. However, the infotainment system is among the best. The Volt's tepid heat makes the heated seats and steering wheel must-have features.



PRICE \$33,220–\$37,570

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 70 MPGe/MPG 105/38

Chrysler 300

65 / 66
OVERALL SCORE

Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which is plenty powerful and got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic transmission. All-wheel drive is optional. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car at thousands less than what luxury brands charge. The UConnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear.



PRICE **\$32,340–\$45,270**
RELIABILITY ▼ SATISFACTION ▲
ROAD-TEST SCORE **83–84** MPG **20–22**

Chrysler Pacifica

74 / 76
OVERALL SCORE

The Pacifica is much better than the Chrysler Town & Country minivan it replaced. The new van is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides ample power and gets an impressive 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with an electric range of about 30 miles. The latest version of the UConnect touch-screen system is intuitive and easy to master. High-end versions of the Pacifica feature individual screens, with built-in games, for the rear passengers.



PRICE **\$28,995–\$44,995**
RELIABILITY ! SATISFACTION ▲
ROAD-TEST SCORE **85–88** MPG **21–27**

Dodge Challenger

51
OVERALL SCORE

The look may be old school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. Its V8 sound is heart-warming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Performance packages include a 485-hp, 6.4-liter V8; a 707-hp, 6.2-liter supercharged V8 in the Hellcat; and a 808-hp, 6.2-liter V8 in the Demon. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot warning, rear cross-traffic warning, and forward-collision warning. A GT trim, with all-wheel drive and a V6 engine, is also available.



PRICE **\$26,995–\$83,295**
RELIABILITY ▼ SATISFACTION ▲
ROAD-TEST SCORE **70** MPG **20**

Dodge Charger

63 / 65
OVERALL SCORE

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp, supercharged V8. All-wheel drive is optional on mainstream versions. Automatic emergency braking and lane-keeping assist are available. The well-designed UConnect touch-screen infotainment system is optional.



PRICE **\$27,995–\$65,945**
RELIABILITY ▼ SATISFACTION ▲
ROAD-TEST SCORE **82–85** MPG **20–22**

Dodge Durango

65
OVERALL SCORE

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional UConnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors can tow. Limited visibility, particularly to the rear, is a downside. An SRT version with a 475-hp, 6.4-liter V8 is new for 2018.



PRICE **\$29,995–\$62,995**
RELIABILITY ▼ SATISFACTION ▲
ROAD-TEST SCORE **83** MPG **18**

Dodge Grand Caravan

59
OVERALL SCORE

The Dodge Grand Caravan continues on, as its corporate sibling Chrysler Town & Country has been replaced by the Pacifica. The Dodge offers a lower price, but there is no escaping the reality that this is an older design that falls short as a family road-trip machine. For instance, the low, thin second-row seats lack cushioning and support, and are uncomfortable to sit in for long trips. This is because they are designed to fold into the floor. Although the 283-hp V6 is powerful, its fuel economy is lousy at just 17 mpg overall—the worst among all minivans in our tests. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will probably be available on this minivan, already the cheapest one on the market.



PRICE **\$25,995–\$34,395**
RELIABILITY ! SATISFACTION ▼
ROAD-TEST SCORE **72** MPG **17**

Dodge Journey

41
OVERALL SCORE

On paper, the midsize Journey SUV may sound compelling, but in our tests we found that it has a confining interior and lacks agility, and the V6 delivers the worst fuel economy in its class. Added to that, it suffers from poor performance in the IIHS small-overlap frontal crash test. But the Journey rides well, the cabin is relatively quiet, and it offers a third-row seat, albeit one that is snug and best for children. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere—even at the airport rental lot.



PRICE **\$21,195–\$33,895**
RELIABILITY ▼ SATISFACTION ▼
ROAD-TEST SCORE **64** MPG **16**

Fiat 124

52
OVERALL SCORE

The Fiat 124 Spider is essentially a rebadged Mazda Miata, but it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata. Different suspension tuning lets the 124 corner with slightly less body lean. But the ride is jumpy over some uneven surfaces and the cabin is very noisy, even with the top up. It takes some time to get used to the Mazda-sourced controls. The sportier Abarth version features more-responsive handling. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight.



PRICE **\$24,995–\$28,195**
RELIABILITY ▼ SATISFACTION ▲
ROAD-TEST SCORE **76** MPG **31**

Fiat 500

32
45

OVERALL
SCORE

The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. For 2018 the only engine is the 135-hp, 1.4-liter turbo four-cylinder, which provides decent performance. On all versions the ride is choppy and the cabin is noisy. Headroom up front is good, but some will find the narrow cockpit and driving position awkward: The steering wheel doesn't adjust for reach, so it is often too far away, forcing drivers to sit uncomfortably close. The tight rear seats are difficult to access, and the cargo area is minuscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips the road well, and the electric 500e is enjoyable for its silence and efficiency. The 500 scored a Poor in the IIHS small-overlap crash test.



PRICE **\$14,995–\$32,995**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **52–66** MPG **28–34**

Fiat 500L

30

OVERALL
SCORE

This Italian confection feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an upright driving position, similar to sitting in an office chair. The 500L also scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and provides impressive interior space for its size, along with good visibility, super-easy cabin access, and a commendable 27 mpg overall from the 1.4-liter turbo engine. Fortunately, Fiat has dropped the dual-clutch transmission we tested and now equips the 500L with a conventional six-speed automatic. Alas, the 500L is too undeveloped, and its several significant flaws result in it having among the lowest overall and road-test scores in our ratings.



PRICE **\$20,995–\$23,695**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **50** MPG **27**

Fiat 500X

35

OVERALL
SCORE

With its adorable styling you almost want to hug the 500X. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unresponsive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: a 160-hp, 1.4-liter turbo and a 180-hp 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair, and there are a number of available features, such as automatic emergency braking, blind-spot warning, and heated seats.



PRICE **\$19,995–\$27,050**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **50** MPG **23**

Ford C-Max

75

OVERALL
SCORE

Based on the compact Focus sedan, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. The regenerative braking system recharges the battery when slowing the car, helping with fuel economy. But the system makes the brake pedal feel very grabby. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall with the standard hybrid. Ford's easy-to-use Sync 3 infotainment system is available. The Energi plug-in version was dropped for 2018.



PRICE **\$24,175–\$30,120**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **77** MPG **37**

Ford EcoSport

NA

OVERALL
SCORE

The new Ford Fiesta-based EcoSport jumps into the subcompact crossover market, featuring a tall stance and a side-hinged rear hatch door. The EcoSport offers a choice of two engines: a 1.0-liter, turbocharged three-cylinder paired with front-wheel drive and a 2.0-liter four-cylinder with all-wheel drive. A six-speed automatic transmission is standard. Fuel economy is assisted by automatic start/stop on both engines. The EcoSport is available with Ford's Sync 3 infotainment system with an 8-inch screen atop the center dash. Opt for the Sync 3 infotainment system and you also get Android Auto and Apple CarPlay phone integration. Blind-spot warning with rear cross-traffic warning is offered on higher trims, but neither forward-collision warning nor automatic emergency braking is available.



PRICE **\$19,995–\$26,740**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Ford Edge

71

OVERALL
SCORE

The Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge delivers a steady, comfortable ride and confident handling, which make it fun to drive. The 2.0-liter, turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo, 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic transmission. Front- and all-wheel-drive versions are available. The quiet cabin wouldn't be out of place in a luxury car. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. Ford's Sync 3 infotainment system is comprehensive and easy to use. Safety options include blind-spot warning, rear cross-traffic warning, and front and rear cameras. A refreshed Edge with an eight-speed automatic transmission arrives soon.



PRICE **\$29,220–\$40,675**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **84** MPG **21**

Ford Escape

69

OVERALL
SCORE

The Ford Escape has 1.5- and 2.0-liter turbocharged engines with a start/stop system. Unfortunately, fuel economy isn't great with the 1.5-liter, at just 23 mpg overall. Plus, the A/C system weakens when the engine start/stop system engages at traffic lights. The fleet-footed Escape has impressive handling prowess, which makes it one of the sportiest models in the small-SUV class. It also has a taut, controlled ride and a quiet interior, but the rear seat is a bit low and the cushion is short. The impressive Sync 3 system is standard. One new feature is Sync Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Advanced safety features such as forward-collision warning are optional.



PRICE **\$23,850–\$33,395**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **75** MPG **23**

Ford Expedition

NA

OVERALL
SCORE

The redesigned 2018 Expedition full-sized SUV shaves more than 200 pounds off its predecessor's weight to bolster efficiency and performance, while piling on new comfort, convenience, and safety features. The 3.5-liter, turbocharged V6 engine is mated to a 10-speed automatic transmission and provides effortless motivation. Handling is rather ungainly, and the ride is a bit stiff. The modern cabin provides seating for eight, with a third-row seat that is truly suitable for adults. Both the second- and third-row seats can be folded flat with a button push. Available safety features use both camera and radar technology, and they include automatic braking, lane-keeping assist, active cruise control, and blind-spot monitors that can see all the way to a trailer's flanks. The extended-length version is now called MAX.



PRICE **\$51,695–\$78,545**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Ford Explorer

59
OVERALL SCORE

Though it's roomy and quiet, and has a livable third-row seat, the Explorer trails the competition. Handling is ungainly, the ride is not entirely settled, and the nonturbo V6 powertrain is unrefined. The Sport version gets a turbocharged V6 that is quieter and makes the Explorer quicker. Ford's three-row SUV offers a more fuel-efficient 2.3-liter, turbo four-cylinder engine. The top-shelf Platinum trim level is quite luxurious. The front and rear 180-degree cameras have a wash function to keep the lens clean. The Explorer offers a number of optional safety features, including forward-collision warning, blind-spot warning, and lane-keeping assist. The Sync 3 infotainment system is more user-friendly than the previous MyFord Touch.



PRICE	\$31,990-\$53,940	
RELIABILITY	1	SATISFACTION 1
ROAD-TEST SCORE	71	MPG 18

Ford Flex

65
OVERALL SCORE

The boxy Flex combines SUV-like versatility with almost carlike driving dynamics. The interior has plenty of storage bins and cubicles, and provides room for up to seven passengers in three rows. Plus, the Flex's shipping-container shape works well for carrying large cargo. Rear visibility is hampered by the large head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 gets just 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of only 1 mpg. The complicated and distracting MyFord Touch infotainment system has been replaced by the much better Sync 3 system.



PRICE	\$30,025-\$43,030	
RELIABILITY	1	SATISFACTION 2
ROAD-TEST SCORE	73	MPG 18

Ford F-150

72
OVERALL SCORE

Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over its steel-bodied predecessor. Engine choices include a new 3.3-liter V6, 2.7- and 3.5-liter turbo V6s, and a 5.0-liter V8. For 2018, the 2.7-liter and 3.5-liter turbo V6s and the V8 are teamed with a 10-speed automatic transmission. Both turbo V6s are quiet and effortless, lending themselves to towing. Fuel economy is commendable. In our tests the 2.7 got 19 mpg overall. The 2.7 is also surprisingly quick from 0 to 60 mph. The cabin is very quiet, but the ride is stiff and jittery. Handling is ponderous but ultimately secure. We recommend getting the optional Sync 3 infotainment system. The 2018 truck also gets pre-collision assist with pedestrian detection and adaptive cruise control. Diesel and hybrid versions are on the horizon.



PRICE	\$27,380-\$63,945	
RELIABILITY	1	SATISFACTION 2
ROAD-TEST SCORE	81	MPG 19

Ford Focus

43
51
OVERALL SCORE

Available as a sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by a jerky dual-clutch transmission at low speeds. The car is fun to drive, thanks to its agile handling and a controlled ride, with a suspension that does a good job of absorbing impacts from rough surfaces. The cabin is quiet, with good-quality materials for the class. But the driving position is narrow compared with newer competitors. A 123-hp, 1.0-liter three-cylinder turbo is available, but it makes the Focus slow and returns the same 29 mpg overall as the 2.0-liter. We got 107 MPGe in our tested Focus Electric. The user-friendly Sync 3 infotainment system is available. The sporty ST version is quick and fun, and sounds thrilling, and the high-performance AWD RS comes with a 350-hp, turbo four-cylinder.



PRICE	\$17,860-\$41,120	
RELIABILITY	2	SATISFACTION 2
ROAD-TEST SCORE	62-76	MPG 26-107

Ford F-250

50
OVERALL SCORE

The F-250 Super Duty's body is now made of aluminum, which contributes to a relatively light weight, aiding acceleration and fuel economy. The crew cab's interior is roomy, with a generous rear seat and several handy features, such as a collapsible cargo box under the rear seat. The F-250 is a very tall vehicle with a high step-in, which makes it awkward to climb into the cabin. The Sync 3 infotainment system is easy to use, and the instruments let you view pertinent information about the engine or towing status. The powerful and relatively quiet 6.7-liter diesel engine is a natural choice. The ride is stiff but not overly punishing. Handling is very clumsy but ultimately secure. A maximum towing capacity of 17,600 pounds and the ability to attach a snow plow make it a dedicated work vehicle.



PRICE	\$32,535-\$62,510	
RELIABILITY	2	SATISFACTION 2
ROAD-TEST SCORE	60	MPG 15

Ford Fusion

77
79
OVERALL SCORE

The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A new high-end version, the Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter V6. It is quick, comfortable, and quiet, but it costs more than \$40,000. The Hybrid and Energi plug-in hybrid were updated with more-efficient electric motors. A rotary shift dial and Ford's improved Sync 3 infotainment system highlight the updates to the interior.



PRICE	\$22,120-\$39,050	
RELIABILITY	2	SATISFACTION 1
ROAD-TEST SCORE	80-83	MPG 22-39

Ford Fiesta

42
48
OVERALL SCORE

This subcompact has agile handling that makes it fun to drive, and a controlled ride, thanks to a suspension that soaks up most bumps and ruts. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. The sporty Fiesta ST version is truly a treat to drive ... if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system.



PRICE	\$14,115-\$21,195	
RELIABILITY	2	SATISFACTION 2
ROAD-TEST SCORE	64-74	MPG 29-33

Ford Mustang

61
66
OVERALL SCORE

The Mustang is significantly updated for 2018 with revisions and updates to the styling, interior, and powertrains, along with new high-tech options. The V6 has been retired, leaving the turbocharged, 2.3-liter four-cylinder and 5.0-liter V8, each available with a new 10-speed automatic transmission. The V8 engine has been reworked to create more power and aid fuel economy. The rear suspension design has been revised, and the Mustang is available with active damping to dynamically adjust shock absorber performance. An increased emphasis on personalization enables drivers to set suspension, steering, exhaust sound, and other preferences with a memory setting. A suite of advanced safety features is offered, including forward-collision warning with pedestrian detection, lane-departure warning, and lane-keeping assist.



PRICE	\$25,585-\$64,645	
RELIABILITY	2	SATISFACTION 2
ROAD-TEST SCORE	76-84	MPG 19-25

Ford Taurus

67

OVERALL SCORE

Ford put styling ahead of interior comfort and driver visibility when it designed the Taurus. We tested it with the 3.5-liter V6, which returned 21 mpg overall. The six-speed automatic can be slow to shift and is not very smooth. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. Thankfully, Ford has replaced the MyFord Touch system with the superior Sync 3 infotainment system. The higher-performance SHO model has standard all-wheel drive, and its 365-hp, turbocharged V6 makes it quick, but it isn't an engaging car to drive.



PRICE **\$27,345–\$42,520**
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **72** MPG **21**

Ford Transit Connect

72

OVERALL SCORE

This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof, you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy supply of standard features. Unlike a minivan, it doesn't have power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter, turbocharged four-cylinder engine would be more frugal.



PRICE **\$23,010–\$30,325**
 RELIABILITY ⬆️ SATISFACTION ⬇️
 ROAD-TEST SCORE **76** MPG **21**

Genesis G70

NA

OVERALL SCORE

The all-new Genesis G70 sport sedan shares a platform with the new Kia Stinger, and represents Hyundai's attempt to take its premium brand into new sales territory. Powering the G70 is a choice of turbocharged four- or six-cylinder engines. The four-cylinder delivers 252 hp—or 255 hp when equipped with a sport package—and the V6 boasts an impressive 370 hp. An eight-speed automatic transmission is fitted to either engine, and buyers have a choice of standard rear- or optional all-wheel drive. Inside, an 8-inch infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. When the G70 goes on sale in spring 2018, forward-collision warning, automatic emergency braking, blind-spot warning, and lane-departure warning will be standard.



PRICE **\$35,000–\$50,000E**
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **NA** MPG **NA**

Genesis G80

81

OVERALL SCORE

The Genesis G80, previously known as the Hyundai Genesis, delivers just about every feature and luxury attribute a buyer could imagine for about \$10,000 less than its competitors. Offered with a smooth and refined V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though its agility can't quite match its German rivals. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward-collision warning with automatic emergency braking, and blind-spot warning. A Sport version with a turbocharged, 3.3-liter V6 is new for 2018.



PRICE **\$41,750–\$59,500**
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **89** MPG **20**

Genesis G90

81

OVERALL SCORE

The flagship sedan from Hyundai's luxury brand, Genesis, is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6, the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive, addressing a shortcoming of the rear-drive-only Hyundai Equus predecessor. The spacious cabin is decked out in soft materials and trimmed in wood and chrome, but it comes up short on wow factor. The ride is cushy and cossetting; the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. It has massaging seats, and controls in the rear armrest manage audio and climate settings. A complete suite of advanced safety features is standard.



PRICE **\$68,350–\$74,350**
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **89** MPG **18**

GMC Acadia

57

OVERALL SCORE

The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The most appropriate engine is the smooth 3.6-liter V6 that returned 19 mpg in our tests, which isn't a standout. A less powerful but still capable 2.5-liter four-cylinder is standard. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. But many luxury features, such as four-way adjustable lumbar, a power sunroof shade, and auto-up windows, are missing even on our high-end Denali version. Available safety features include forward-collision warning with automatic braking, and blind-spot warning.



PRICE **\$29,070–\$47,070**
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **83** MPG **19**

GMC Canyon

51

53

OVERALL SCORE

GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. The V6 is now more powerful, and an eight-speed automatic is available.



PRICE **\$20,885–\$43,270**
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **67–69** MPG **18–24**

GMC Sierra 1500

57

OVERALL SCORE

The Sierra and similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and a powerful 6.2-liter V8. Its few shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. Lane-keeping assist is offered, and Android Auto and Apple CarPlay compatibility is available.



PRICE **\$28,405–\$55,955**
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **80** MPG **16**

GMC Sierra 2500HD

52
OVERALL SCORE

The Sierra HD and its twin, the Chevrolet Silverado HD, are designed for heavy towing and hauling. The 6.0-liter V8 and 6.6-liter turbo-diesel are both mated to a six-speed automatic. The latter employs a heavy-duty transmission made by Allison. A natural gas version of the 6.0-liter V8 is also available. The optional off-road suspension package makes the ride stiffer. Other options include a snow-plow preparation kit and a frame-mounted hitch for fifth-wheel towing. The cab offers a lot of storage space and can easily serve as a mobile office. The top-trim Denali has a luxurious interior. Android Auto and Apple CarPlay capabilities are now part of the easy-to-use infotainment system.



PRICE **\$34,190–\$58,795**
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **53** MPG **14**

GMC Terrain

55
OVERALL SCORE

The Terrain is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff riding, with severely hampered visibility. The base engine is a lackluster 170-hp 1.5-liter, and the uplevel choice is a significantly stronger 252-hp 2.0-liter. The 2.0-liter turbo is mated to a nine-speed automatic that's not the swiftest or the smoothest. Unfortunately, the Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. The infotainment system is one of the easier ones to use and comes with Android Auto and Apple CarPlay compatibility. Forward-collision warning, low-speed automatic emergency braking, lane-keeping assist with lane-departure warning, and blind-spot warning are available.



PRICE **\$24,995–\$39,270**
RELIABILITY **4** SATISFACTION **1**
ROAD-TEST SCORE **65** MPG **22**

GMC Yukon

53
OVERALL SCORE

This near-twin version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind-spot warning, and lane-keeping assist are optional.



PRICE **\$49,080–\$69,165**
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **67** MPG **16**

GMC Yukon XL

49
OVERALL SCORE

This truck-based SUV is a twin of the Chevrolet Suburban. The third-row seat in the XL is a bit roomier than the one in the shorter GMC Yukon, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and feels slightly sluggish. It's too bad that you have to opt for the expensive Denali version to get the Magnetic Ride Control suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane-keeping assist and Apple CarPlay capability are available.



PRICE **\$51,780–\$71,865**
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **67** MPG **16**

Honda Accord

84
OVERALL SCORE

The Accord has a coupe-like silhouette and a lower stance. Two turbo-charged, four-cylinder engines are available. The base version is a 1.5-liter that's shared with the Honda CR-V SUV and the Civic compact car. The new 192-hp engine is mated to a CVT, a combination that is mostly unobtrusive and delivers adequate power. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission but features an unintuitive push-button gear selector. A hybrid version is also available. The new infotainment system is a big improvement, and includes knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard safety equipment includes forward-collision warning, automatic emergency braking, lane-departure warning, and lane-keeping assist.



PRICE **\$23,570–\$35,800**
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **89** MPG **31**

Honda Civic

66
67
OVERALL SCORE

The Civic is a substantial and capable compact car. The base 2.0-liter engine and optional 1.5-liter turbo both deliver good fuel economy, with the turbo bringing more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, the car's low stance means occupants must do the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort. We found Honda's infotainment system to be unintuitive on most trims. The Sport version is a four-door hatchback that adds practicality, while the Si version presents a performance bargain. The 306-hp Type-R is a track-ready, high-performance version.



PRICE **\$18,840–\$34,100**
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **74–76** MPG **31–34**

Honda Clarity

NA
OVERALL SCORE

The new Clarity comes in three versions: a fully electric, a plug-in hybrid, and a hydrogen fuel-cell called FCV, which has a claimed driving range beyond 300 miles. It takes 3 to 5 minutes to fully fuel it with hydrogen. There is also a Clarity Electric version, which has a short EPA-rated range of 89 miles and is leased for \$199 per month. The Plug-In Hybrid is the most viable of the three versions. It delivers a 40-mile all-electric range before the gas engine kicks in. It takes 2.5 hours to recharge with a 240-volt charger. The Clarity has a comfortable ride and competent handling. The cabin is roomy enough for adults. All versions come standard with forward-collision warning and automatic emergency braking, along with Honda's unintuitive push-button gear selector.



PRICE **\$33,400–\$58,490**
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **NA** MPG **NA**

Honda CR-V

83
OVERALL SCORE

The CR-V is one of the better models among small SUVs, thanks to its roomy cabin, good fuel economy, and competent handling. The base engine is a 184-hp, 2.4-liter four-cylinder, and EX and above trims sport a 190-hp, 1.5-liter turbo. Both are mated to a continuously variable transmission that works well. Fuel economy is impressive at 28 mpg overall for the EX. Handling is nimble and surefooted, and the firm ride is steady. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very comfortable and roomy, particularly the rear seat, although the seats in the base LX are less supportive. EX and above trims get a standard 7-inch touch-screen infotainment system with Android Auto and Apple CarPlay compatibility, as well as standard automatic emergency braking and blind-spot warning.



PRICE **\$24,150–\$34,050**
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **82–83** MPG **27–28**

Honda Fit

64

OVERALL SCORE

The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multiconfigurability seating, the Fit delivers versatility similar to that of a small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. For 2018 the Fit gets a freshening and offers the Honda Sensing suite of advanced safety features.



PRICE \$16,190–\$21,520

RELIABILITY ! SATISFACTION !

ROAD-TEST SCORE 67 MPG 33

Honda HR-V

67

OVERALL SCORE

Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. The front seat is short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry. We prefer the LX trim over the EX for its simpler audio controls.



PRICE \$19,570–\$26,340

RELIABILITY + SATISFACTION !

ROAD-TEST SCORE 66 MPG 29

Honda Odyssey

76

OVERALL SCORE

The Odyssey packs in refinement, quietness, fuel economy, and a relatively intuitive infotainment system. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. Several connectivity and storage features keep the entire family happy. The 280-hp, 3.5-liter V6 engine supplies ample power and is teamed with a fairly unobtrusive nine-speed automatic transmission. The top trims, Touring and Elite, get a slicker 10-speed transmission. The engine is smooth, punchy, and hushed, but there is no all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector is a nuisance to use when parking. The optional 8-inch infotainment touch screen is easier to use than the previous offering, but it can still be distracting.



PRICE \$29,990–\$46,670

RELIABILITY ! SATISFACTION +

ROAD-TEST SCORE 82 MPG 22

Honda Pilot

74

OVERALL SCORE

The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 that is rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but handling ungainly. The touch-screen infotainment system is frustrating to use. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes automatic emergency braking.



PRICE \$30,900–\$47,470

RELIABILITY ! SATISFACTION +

ROAD-TEST SCORE 80 MPG 20

Honda Ridgeline

70

OVERALL SCORE

Honda's smart pickup is built on the same platform as the Honda Pilot and looks more conventional than the previous generation. It retains the uni-body construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. We got 20 mpg overall in our tests, the best of any nondiesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes automatic emergency braking.



PRICE \$29,630–\$43,120

RELIABILITY ! SATISFACTION +

ROAD-TEST SCORE 80 MPG 20

Hyundai Accent

NA

OVERALL SCORE

With its all-new platform, the fourth-generation Accent sedan (the hatchback has been dropped) sits lower, wider, and slightly longer than before. The changes bring increased passenger space for both the front and rear seats. Cabin technology makes a step forward, with the top-level Limited trim benefiting from a 7-inch touch-screen infotainment system, along with voice recognition, and Android Auto and Apple CarPlay compatibility. The 1.6-liter, four-cylinder engine and six-speed automatic essentially carry over, although the engine is quieter. Despite the reworked suspension, the Accent still has a stiff ride. Handling is quite responsive.



PRICE \$14,995–\$18,895

RELIABILITY ! SATISFACTION !

ROAD-TEST SCORE NA MPG NA

Hyundai Elantra

70

OVERALL SCORE

The Elantra is relatively roomy, sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests but delivers leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive but comes at a \$3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is mostly unobjectionable, but sharp bumps tend to come through noticeably. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features and a Sport version with a 1.6-liter, turbo four-cylinder are available. New for 2018 is a GT hatchback version with taut, nimble handling.



PRICE \$16,950–\$22,900

RELIABILITY + SATISFACTION !

ROAD-TEST SCORE 66 MPG 33

Hyundai Ioniq

68

OVERALL SCORE

The Ioniq is the first direct challenger to the Toyota Prius. Evoking the Prius silhouette and hatchback configuration, the Ioniq hybrid matches it as a fuel sipper with 52 mpg overall. Power comes from a 1.6-liter, four-cylinder engine which, paired with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch transmission isn't the smoothest, and there's some delay off the line. Like other hybrids, it can drive on electric power at low speeds. Handling lacks agility, and the ride is a bit unsettled but unobjectionable. The SEL comes with a power seat for an affordable price. A number of safety features, including automatic emergency braking and blind-spot warning, are available. Android Auto and Apple CarPlay compatibility is standard. There are also plug-in and fully electric versions.



PRICE \$22,200–\$32,500

RELIABILITY + SATISFACTION !

ROAD-TEST SCORE 67 MPG 52

Hyundai Kona

NA
OVERALL SCORE

The 2018 Hyundai Kona joins in the rapidly expanding field of sub-compact SUVs. It is more than 11 inches shorter than Hyundai's Tucson compact SUV, and competes with the Honda HR-V and Mazda CX-3. The base engine is a 147-hp, 2.0-liter four-cylinder that comes with a six-speed automatic transmission. In our brief experience with the Kona, the engine feels more vigorous in the smaller Kona than in the heavier Tucson. A 175-hp, 1.6-liter turbocharged four-cylinder, mated to a seven-speed dual-clutch automatic, is optional. Available safety features include rear cross-traffic warning, high-beam assist, driver-attention warning, and forward-collision warning with automatic braking. Android Auto and Apple CarPlay compatibility is supported, as is wireless phone charging. The Kona goes on sale in March.



PRICE **\$19,500–\$28,700**
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **NA** MPG **NA**

Hyundai Santa Fe

75
OVERALL SCORE

The Santa Fe is available with advanced safety features such as a multi-view camera, automatic emergency braking with pedestrian detection, and lane-departure warning. This is still a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 engine is mated to a smooth, responsive six-speed automatic transmission, a combination that attained 20 mpg overall in our tests. Handling is sound and secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones.



PRICE **\$30,800–\$41,150**
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **81** MPG **20**

Hyundai Santa Fe Sport

73
OVERALL SCORE

Hyundai's five-passenger midsize SUV received a number of updates, including automatic emergency braking with pedestrian detection, and lane-departure warning. It also improved from Marginal to Good in the IIHS small-overlap crash test. This roomy SUV has a comfortable ride and a quiet interior. Power comes from a responsive 2.4-liter, four-cylinder engine mated to a smooth six-speed automatic transmission. We got a decent 23 mpg overall with this drivetrain. A more powerful 2.0-liter, turbo four-cylinder is also available. Handling is sound and secure but not exceptional. The well-finished cabin is packed with a lot of standard features, but rear visibility is so-so.



PRICE **\$24,950–\$37,200**
RELIABILITY **4** SATISFACTION **1**
ROAD-TEST SCORE **73** MPG **23**

Hyundai Sonata

78
OVERALL SCORE

This competitive sedan was refreshed for 2018 and retains its excellent rear-seat room, easy cabin access, and user-friendly controls. Handling is taut and secure, but the ride is on the firm side and is no longer as comfortable as it used to be. The base 2.4-liter, four-cylinder engine is coupled to a smooth six-speed automatic that returns 28 mpg overall in our tests. A more powerful 2.0-liter turbo mated to an eight-speed automatic is optional. The Eco uses a 1.6-liter, turbo four-cylinder paired with a seven-speed automated manual. Outward visibility is a strong point. Blind-spot warning is standard, and forward-collision warning and automatic emergency braking are optional. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests. The generous interior makes for a very pleasant sedan.



PRICE **\$22,050–\$32,450**
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **85** MPG **28**

Hyundai Tucson

56
57
OVERALL SCORE

The Tucson could be one of the better small SUVs, but neither of its powertrains is ideal. The base SE trim gets a 164-hp, 2.0-liter four-cylinder engine, routing through a six-speed automatic. This version is rather slow and can feel strained. More expensive trims get a 1.6-liter, turbo four-cylinder that uses a seven-speed automated manual transmission. This more powerful setup returned 26 mpg overall, but it suffers from a vibration at very low speeds, such as in parking maneuvers. A 2.4-liter four-cylinder will be available this year. Ride comfort, handling agility, and noise suppression are commendable. The rear seat is roomy, and controls are easy to use. Advanced safety features, including automatic emergency braking and blind-spot warning, are optional.



PRICE **\$22,700–\$31,175**
RELIABILITY **4** SATISFACTION **1**
ROAD-TEST SCORE **76–79** MPG **24–26**

Infiniti Q50

67
OVERALL SCORE

After a recent freshening, the Q50 is now a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 engine at the price that most competitors charge for a turbocharged four-cylinder. The V6, combined with the standard seven-speed automatic transmission, makes the Q50 quick and punchy, but fuel economy falls short at 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and backseat are relatively roomy, but the trunk is small, even for this class. Infiniti's touch-screen infotainment system is cumbersome to use, requiring multiple screen taps for simple tasks. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.



PRICE **\$34,200–\$52,600**
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **85** MPG **22**

Infiniti Q60

NA
OVERALL SCORE

A coupe version of the updated Q50, the Q60 gets the same slick and punchy 300-hp, 3.0-liter V6 twin turbo. In fact, that engine is so good that the 400-hp version is almost an extravagance. A weaker 208-hp, 2.0-liter four-cylinder turbo engine is also available. All-wheel drive is optional. Engine and transmission responses can be customized with a new Drive Mode Selector to fit personal preferences, from high performance to cruising comfort. The Q50 is now a competitive sports sedan, and the coupe adds more style at the expense of four-door practicality. The infotainment-system touch screen and a few other controls are annoyingly complicated.



PRICE **\$38,950–\$53,300**
RELIABILITY **1** SATISFACTION **1**
ROAD-TEST SCORE **NA** MPG **NA**

Infiniti Q70

83
88
OVERALL SCORE

Although long in the tooth, the Q70 is still competitive. The lively 330-hp V6 and smooth seven-speed automatic combine to return 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. Handling is quite agile, and the steering gives good feedback to the driver. The ride is firm and absorbs bumps well, but some competitors have a softer, more luxurious ride. The Q70 is also behind the competition in terms of cabin quietness, partly because of the noticeable engine noise under high revs. Very good interior quality, a roomy rear seat, and easy-to-use controls are positives, although cabin ambience is austere. Blind-spot intervention is optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizzazz, but it is a less-expensive alternative to its competitors.



PRICE **\$50,300–\$67,400**
RELIABILITY **4** SATISFACTION **1**
ROAD-TEST SCORE **83–90** MPG **21–25**

Infiniti QX30

64

OVERALL SCORE

Infiniti's small luxury SUV is based on the Mercedes-Benz GLA. The QX30 uses the GLA's 2.0-liter, turbocharged

four-cylinder and seven-speed dual-clutch automatic. The SUV is quick, but power delivery is uneven. It feels lethargic at low engine speeds, then the power comes on abruptly.

Handling is agile and very secure, but the ride is stiff and choppy. Road noise is pronounced. The cabin is nicely finished and incorporates some Mercedes switches, buttons, and knobs, and uses Infiniti's infotainment system, which is accessed via a small touch screen or a central rotary controller. The rear seat is cramped, and visibility is wanting, particularly to the rear. Available safety features include automatic emergency braking and blind-spot warning.



PRICE \$29,950-\$38,500

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 71 MPG 25

Infiniti QX50

NA

OVERALL SCORE

Based on an all-new platform, the 2019 Infiniti QX50 SUV is wider and taller than the outgoing version, which should

translate into more space for up to five passengers. The QX50 is outfitted with a second-row seat that can slide forward or backward to increase rear-seat legroom or cargo room. This new version moves to a front-wheel-drive platform powered by a 268-hp, 2.0-liter turbocharged four-cylinder mated to a continuously variable transmission. All-wheel drive is also available. The QX50 will be available with the ProPilot Assist driver-assistance technology. Safety features include forward-collision warning, blind-spot warning, and lane-keeping assist. It will go on sale in spring.



PRICE \$36,550-\$45,150

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE NA MPG NA

Infiniti QX60

64

OVERALL SCORE

The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized

SUV. The QX60 is based on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather soft and hesitant when taking corners. The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned a so-so 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. As part of a recent freshening, the V6 gained 30 more hp and towing capacity was raised to 5,000 pounds.



PRICE \$43,300-\$45,100

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 79 MPG 19

Infiniti QX80

57

OVERALL SCORE

Freshened for 2018, the QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found

this big barge to be ungainly, with cumbersome handling in everyday driving, although it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include blind-spot warning and rear automatic emergency braking. The Nissan Armada is essentially the same vehicle but costs less.



PRICE \$64,750-\$67,850

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 68 MPG 15

Jaguar E-Pace

NA

OVERALL SCORE

Following the success of Jaguar's first sport-utility, the F-Pace, the smaller E-Pace will compete in the

increasingly popular luxury compact SUV segment. The E-Pace shares its platform with its corporate cousins, the Land Rover Evoque and Discovery Sport, and offers two turbocharged four-cylinder engines: a base engine with 246-hp, or a 296-hp one in the R-Dynamic version. All versions get a nine-speed automatic transmission and all-wheel drive. You can adjust the driving characteristics of the E-Pace using the available Jaguar Drive Control system. There is a 10-inch touch-screen cruise control, blind-spot warning, and lane-departure warning, are available.



PRICE \$38,600-\$53,500

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE NA MPG NA

Jaguar F-Pace

47

OVERALL SCORE

Jaguar's first SUV is based on a rear-wheel-drive platform shared with the XE and XF. The F-Pace is quick, thanks

to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine. A 2.0-liter turbo is now the base engine, and a diesel is also available. All versions come with a smooth eight-speed automatic and all-wheel drive. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn't always up to the task. Active safety features are available if you opt for the vision package.



PRICE \$42,065-\$63,200

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 72 MPG 20

Jaguar F-Type

NA

OVERALL SCORE

Jaguar's two-seat F-Type coupe and convertible are quick, sporty, and capable, with a distinct exhaust

bark emanating from the V8. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. Rear-drive V6 models are available with a stiff-shifting six-speed manual transmission. A smooth eight-speed automatic is standard and is the only gearbox available with the V8. All-wheel drive is optional, and electric power steering has replaced the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The touch screen is rather slow to respond, and the automatic transmission's gear selector is unintuitive. A turbocharged four-cylinder model is new for 2018.



PRICE \$59,900-\$125,000

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE NA MPG NA

Jaguar XE

50

OVERALL SCORE

The XE is an athletic compact luxury sports sedan that's fun to drive, thanks to its quick, communicative steering

and tight body control. The 2.0-liter, four-cylinder, 247-hp turbo engine is responsive but a bit raspy sounding, and gets 25 mpg when coupled with AWD; it's also available in rear-wheel drive. A diesel engine is available, but it's the 380-hp supercharged V6 that provides real punch. The eight-speed automatic transmission shifts smoothly. The ride is steady yet comfortable. Interior quality, however, is not befitting the class or price, with some cheap touches and sharp edges. The rear seat is extremely tight, and the infotainment system is rather distracting. A host of advanced active safety and driver-assistance features are available.



PRICE \$35,725-\$59,410

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 69 MPG 25

Jaguar XF

58
OVERALL SCORE

The XF is the sportiest midsize luxury sedan. It's taut and agile, with lively steering, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy but may have too much of a growling sound for a luxury car. A more powerful 380-hp version is also available. We got 21 mpg overall with our all-wheel-drive XF. The front and rear seats are very comfortable, and the trunk is large. But interior ambience is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The air-conditioning system is rather wimpy. The 2018 model year brings a new 2.0-liter, turbocharged four-cylinder engine, and a wagon version called Sportbrake with a 380-hp V6 supercharged engine and all-wheel drive.



PRICE **\$47,775–\$71,025**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **83** MPG **21**

Jaguar XJ

58
OVERALL SCORE

The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 engine makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But certain controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes headroom and access, and the trunk is small. A new XJR performance version, along with safety features such as automatic emergency braking and lane-keeping assist, has been added to the 2018 model.



PRICE **\$75,400–\$122,400**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **82** MPG **19**

Jeep Cherokee

55
64
OVERALL SCORE

The Cherokee is too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 engine in the Limited trim. The 2.4-liter, four-cylinder engine is slow, and its 22 mpg overall is lousy for the class. The nine-speed automatic is not very responsive or refined. Handling is competent but short on agility, and the ride is jittery. The rear seat is roomy, and controls are intuitive with the 8.4-inch Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is capable off-road, and the V6's 4,500-pound towing capacity is impressive. Recent updates include the integration of blind-spot warning in higher trims. A refreshed 2019 Jeep Cherokee, with a new 2.0-liter, turbocharged four-cylinder engine and front-end styling updates, goes on sale soon.



PRICE **\$23,695–\$37,695**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **58–71** MPG **21–22**

Jeep Compass

50
OVERALL SCORE

The Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder, an engine we found to be unrefined and sluggish. Most versions have the nine-speed automatic, which is neither smooth nor responsive. Handling isn't agile, although the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward-collision warning, lane-departure warning, and blind-spot warning. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.



PRICE **\$19,940–\$28,995**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **56** MPG **24**

Jeep Grand Cherokee

59
62
OVERALL SCORE

The Grand Cherokee has a solid, upscale interior; comfortable seats; and a mostly compliant and controlled ride, all of which endow it with a premium, substantial feel. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel powertrain, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Trackhawk version has a 707-hp, 6.2-liter supercharged V8 engine. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates included engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever.



PRICE **\$30,595–\$85,900**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **80–84** MPG **18–24**

Jeep Renegade

44
OVERALL SCORE

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter engine was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Wrangler-like open-air driving is possible with the optional removable sunroof panels. Optional safety features include forward-collision warning, lane-departure warning, blind-spot warning, and rear cross-traffic warning. Chrysler's Uconnect infotainment system is available.



PRICE **\$17,995–\$27,195**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **56** MPG **24**

Jeep Wrangler

26
OVERALL SCORE

The redesigned 2018 Jeep Wrangler JL represents a big improvement to the off-roading icon while remaining true to its heritage. The essential Wrangler hallmarks remain, with a body-on-frame construction and a solid rear axle. It is available in two-door and extended-length four-door configurations, and a multitude of options can quickly drive up the price. The eight-speed automatic transmission improves drivability and acceleration. While handling has been improved, the ride is stiff and jiggly, and wind noise is still abundant at highway speeds. Jeep offers some advanced safety features such as blind-spot warning and rear cross-traffic warning. A 2.0-liter turbo engine arrives this summer, and a diesel engine will come in 2019. The previous model is still sold as the Wrangler JK.



PRICE **\$23,995–\$42,495**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **20** MPG **17**

Kia Cadenza

85
OVERALL SCORE

The Cadenza is a competent large sedan that flies under the radar. It is considerably bigger than the Optima and competes with the Chevrolet Impala and Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, but the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. We got 24 mpg overall. Higher-end Limited versions include additional soft surfaces and more-luxurious leather seats. Automatic emergency braking and lane-departure warning are available, but only in upper trim versions that cross the \$40,000 mark.



PRICE **\$31,990–\$44,390**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **91** MPG **24**

Kia Forte

78

OVERALL SCORE

Kia's Forte provides generous interior room and a wide assortment of amenities. Our base LX sedan got 33 mpg overall from its 2.0-liter four-cylinder and six-speed automatic. Though the ride soaks up most impacts, it tends to feel a bit too jarring when encountering sharp bumps. Handling is very secure but not particularly agile. The SX hatchback uses a 1.6-liter turbo mated to a seven-speed dual-clutch automated manual gearbox. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available comfort and convenience options include front and rear heated and ventilated seats, and advanced safety features. High-end versions offer leather seats, power-folding mirrors, and other upscale items. A redesigned Forte goes on sale this year.



✓ PRICE **\$16,600–\$26,000**
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **80** MPG **33**

Kia K900

NA

OVERALL SCORE

Kia's flagship is the brand's first rear-drive model and a cousin of the old Hyundai Equus. It is offered with a smooth and punchy 420-hp V8 or a slick 3.8-liter V6, both mated to an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable floating along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include forward-collision warning, blind-spot monitoring, and rear cross-traffic alert.



PRICE **\$49,900–\$61,900**
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **NA** MPG **NA**

Kia Niro

73

OVERALL SCORE

Kia's five-passenger Niro marries good fuel economy with cargo versatility. This front-wheel-drive hybrid uses a 1.6-liter, four-cylinder engine, which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. Having the lithium-ion battery located under the rear seat creates a flat cargo floor when the rear seats are folded. We got 43 mpg overall, which is good but not as impressive as the Hyundai Ioniq or Toyota Prius. The handling lacks agility, and the ride is a bit choppy. The optional power driver seat provides better support than the standard seats. A suite of advanced safety features is available, including automatic emergency braking, blind-spot warning, and rear cross-traffic warning, but that tends to push the price to above \$30,000.



✓ PRICE **\$23,240–\$34,500**
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **65** MPG **43**

Kia Optima

81

OVERALL SCORE

Kia's midsize sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant and returned 28 mpg overall in our tests; the uplevel 2.0-liter turbo-four packs more punch. A 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission is also available. Both hybrid and plug-in hybrid versions are available. The EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use, but the low-mounted dash vents tend to blow more air on your hands. Blind-spot warning and rear cross-traffic warning are standard. But forward-collision warning and automatic emergency braking are optional and only on top trims.



✓ PRICE **\$22,500–\$36,090**
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **86** MPG **28**

Kia Rio

NA

OVERALL SCORE

With its all-new platform, the fourth-generation Rio sedan and hatchback sit lower, wider, and slightly longer than before. The changes bring increased passenger space for both the front and rear seats. The top-level EX trim brings a 7-inch touch-screen infotainment system, along with voice recognition, and Android Auto and Apple CarPlay compatibility. The 1.6-liter, four-cylinder engine essentially carries over. This engine does the job, but acceleration feels leisurely and the engine grows unpleasantly. The ride is very stiff and among the worst we've recently experienced. Road noise is pronounced. Transmission choices remain a six-speed manual or automatic. Automatic emergency braking for city/urban speeds is available only on the top trim level.



PRICE **\$13,900–\$18,700**
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **NA** MPG **NA**

Kia Sedona

72

OVERALL SCORE

The Sedona is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. The Sedona is not enjoyable to drive. Its handling is rather ungainly, though ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward-collision warning and blind-spot and cross-traffic alert systems.



PRICE **\$26,900–\$41,900**
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **70** MPG **20**

Kia Sorento

78

OVERALL SCORE

The Sorento is functional and refined, and its wide price range makes it an alternative to small and midsize SUVs. Three engines are available: the base 185-hp, 2.4-liter four-cylinder; a 240-hp, 2.0-liter turbo-four; and the smooth and quiet 290-hp, 3.3-liter V6. For 2018 the six-speed automatic has been updated, and a new eight-speed automatic will arrive in early 2018. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus.



✓ PRICE **\$25,800–\$46,200**
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **84** MPG **21**

Kia Soul

74

OVERALL SCORE

There is more to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can function as an SUV alternative. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. A more powerful 201-hp, 1.6-liter turbo four-cylinder is available, as is a fully electric Soul. An extensive options list includes heated seats and touch-screen navigation. Available safety gear includes automatic emergency braking, forward-collision warning, and lane-departure warning, but only on select trims.



✓ PRICE **\$16,100–\$35,950**
 RELIABILITY SATISFACTION
 ROAD-TEST SCORE **74** MPG **26**

Kia Sportage

71

OVERALL SCORE

The Sportage is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, and the top-trim SX version boasts a more powerful 2.0-liter turbocharged four-cylinder. Both engines are mated to a smooth six-speed automatic transmission.

Though a touch firm, the ride is composed and handling is responsive. Unlike the similar Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. While the controls are easy to use, visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy and has an almost flat floor. The Sportage scored a Good in the IIHS small-overlap crash test.



PRICE **\$23,200–\$34,200**
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **78** MPG **23**

Kia Stinger

NA

OVERALL SCORE

Yes, the car brand known for practical transportation and value has boldly stretched into sports sedan territory with the Stinger, a slick four-door with a rear hatch. Two engines are offered: a standard 255-hp, 2.0-liter turbo four-cylinder; and a punchy 365-hp, 3.3-liter twin-turbo V6. The Stinger is a rear-drive car, and all-wheel drive is optional. It has nimble handling, but the ride is rather stiff and a bit unsettled. The interior is roomy though a bit low for easy access. Most controls are fairly easy to use, except for the shifter and hard-to-reach touch screen. It offers a full complement of advanced safety systems, including forward-collision warning with automatic emergency braking, blind-spot warning, lane-keeping assist, and rear cross-traffic warning.



PRICE **\$31,900–\$51,400**
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **NA** MPG **NA**

Land Rover Discovery

47

OVERALL SCORE

The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess.

We found that the 340-hp, 3.0-liter supercharged V6 engine provides ample power and that the eight-speed automatic transmission shifts smoothly, but this combo returned a mere 17 mpg overall in our tests. A 254-hp, 3.0-liter turbodiesel V6 is also available. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. While the optional air suspension makes the ride mostly steady, the Disco is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. A special off-road version, the SVX, has a 5.0-liter supercharged V8 engine and will arrive in early 2018.



PRICE **\$52,090–\$73,950**
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **71** MPG **17**

Land Rover Discovery Sport

39

OVERALL SCORE

For a vehicle coming from the storied Land Rover brand, one would expect a more regal entry into the hot luxury-compact-SUV market segment.

Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill. But the on-road ride is stiff, and handling is far from sporty. The austere cabin is rather plain for this luxury brand, and the infotainment system is slow to respond. To its credit, the Disco Sport has a roomy rear seat. A stronger 286-hp engine is new for 2018.



PRICE **\$37,795–\$52,895**
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **58** MPG **21**

Land Rover Range Rover

54

OVERALL SCORE

Owners of any ultraluxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is secure but not sporty and with noticeable body lean. We averaged 17 mpg overall, which isn't great but is better than certain rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, as well as the ability to lower the body for easier cabin access. Interior furnishings and seats are first-rate, but the sleek-looking dual-screen control system is distracting, and simple tasks require extra, unneeded steps. The 254-hp turbodiesel V6 is well-mannered and provides ample power. A plug-in hybrid is coming as a 2019 model.



PRICE **\$87,350–\$207,900**
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **80** MPG **17**

Land Rover Range Rover Evoque

NA

OVERALL SCORE

Overall, the Evoque is more about style than function. We tested a four-door Evoque with the old six-speed automatic and got 21 mpg overall. The now-standard nine-speed automatic was neither smooth nor responsive in the similar Discovery Sport we tested.

The Evoque's ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability. Updates include optional lane-keeping assist, the addition of the InControl infotainment system, and new seats, and a more powerful, 286-hp engine is new for 2018.



PRICE **\$41,800–\$65,600**
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **NA** MPG **NA**

Land Rover Range Rover Sport

51

OVERALL SCORE

Though the Sport has a level of interior plushness similar to that of the stately Range Rover it is based on, it focuses more on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. Power comes from a strong supercharged V6 or V8 engine mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and a stronger SVR V8 are available. A P400e Plug-in Hybrid is coming soon as a 2019 model.



PRICE **\$66,750–\$113,600**
 RELIABILITY ⬇️ SATISFACTION ⬇️
 ROAD-TEST SCORE **74** MPG **18**

Land Rover Range Rover Velar

51

OVERALL SCORE

The new Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover's traditional off-road prowess.

Three powertrains are offered, including a 2.0-liter four-cylinder diesel, a supercharged 3.0-liter gas V6, and a 2.0-liter turbocharged four-cylinder that delivers ample power. Handling is taut and agile, but the ride is rather stiff. Dominating the dash in the quiet cabin is an infotainment system with two touch screens. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. Plus, the system requires too many extra steps to accomplish simple tasks. Automatic emergency braking with pedestrian detection is standard.



PRICE **\$49,900–\$89,300**
 RELIABILITY ⬇️ SATISFACTION ⬆️
 ROAD-TEST SCORE **76** MPG **21**

Lexus ES

83
84OVERALL
SCORE

The Lexus ES has sound handling but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. It feels more like a family sedan than a luxury car. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But we find the hybrid more appealing, thanks to its combination of size and fuel economy, returning a class-leading 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin makes a good first impression, but it has some cheap touches. The mouselike infotainment interface is distracting and convoluted. Most drivers will have a decent fit behind the wheel, but the interior falls short of being truly spacious. Automatic emergency braking and lane-departure warning are standard.



PRICE **\$38,900–\$41,820**

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE **77–78** MPG **25–36**

Lexus GS

86

OVERALL
SCORE

The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut yet supple ride fare well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Base models, named GS 300, use a less exciting 241-hp turbo four-cylinder. Rear-drive versions get an eight-speed automatic, and AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment system. A high-performance GS F with a 467-hp V8 is also available. The Lexus Safety System+ is standard, and it includes automatic emergency braking and blind-spot monitoring.



PRICE **\$46,310–\$83,940**

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE **83** MPG **21**

Lexus GX

65

OVERALL
SCORE

Like its Toyota 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a 6,500-pound tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good driving position. There's plenty of space all around and a commanding view out. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times.



PRICE **\$51,680–\$63,380**

RELIABILITY ⚠ SATISFACTION ▲

ROAD-TEST SCORE **70** MPG **17**

Lexus IS

67

OVERALL
SCORE

In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied-down nor plush. Even the punchy IS 350 is underwhelming to drive. A 260-hp V6 powers the IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Plus, the interior is extremely cramped, and getting in and out is an ungraceful chore. The IS interior is generally well-finished, but it has room for improvement, especially the tight driver's cockpit. All-wheel-drive versions have a pronounced hump by the driver's right leg. The mouselike infotainment controller is distracting to use. Two adults will fit in the snug rear seat, but there isn't much head- or legroom to spare. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive.



PRICE **\$38,210–\$46,360**

RELIABILITY ▲ SATISFACTION ⚠

ROAD-TEST SCORE **56** MPG **20**

Lexus LC

NA

OVERALL
SCORE

The Lexus LC 500, a 2+2 coupe, is the luxury brand's halo car. The 5.0-liter V8 engine is borrowed from the high-performance GS F sedan and RC F coupe, generating 471 hp. Power is sent to the rear wheels through a 10-speed automatic transmission, enabling a claimed 0-60 mph sprint of less than 4.5 seconds. This version of the LC has enjoyable levels of performance, driving engagement, and engine/exhaust sounds. A 3.5-liter V6 hybrid version is also available and it has several driving modes that range from a docile electric drive to a more spirited demeanor. Unlike other Toyota hybrids, the transmission mimics gear changes. Handling is agile, and the ride isn't too taxing. The controls are very unintuitive. A convertible version may follow.



PRICE **\$92,000–\$96,510**

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE **NA** MPG **NA**

Lexus LS

NA

OVERALL
SCORE

The 2018 Lexus LS brings high standards of luxury, technology, and sophistication. The new LS is longer and lower, and it's still offered with rear- and all-wheel drive. The standard drivetrain is an all-new twin-turbo 416-hp, 3.5-liter V6 hooked up to a 10-speed automatic transmission, which delivers power smoothly. A hybrid is also available. Handling is responsive, with less body roll and quicker steering than in past generations. But the ride is also less plush, particularly on the low-profile tires. An air suspension is optional. The cabin is nicely trimmed and luxurious front and rear, but the controls are extremely convoluted. Lexus has gone gadget crazy, compromising its former elegant simplicity to shift the LS away from a relaxing, first-class motoring experience and become a technological tour de force.



PRICE **\$75,000–\$82,730**

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE **NA** MPG **NA**

Lexus LX

NA

OVERALL
SCORE

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 shared with the Tundra pickup. This engine got only 14 mpg overall in the Land Cruiser we tested. The LX has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure, and the LX is very capable off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. The Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard. A five-passenger version is new for 2018.



PRICE **\$85,380–\$90,380**

RELIABILITY ▲ SATISFACTION ⚠

ROAD-TEST SCORE **NA** MPG **NA**

Lexus NX

76
78OVERALL
SCORE

The compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is rather firm and cabin noise isn't particularly hushed. The NX 300's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but a number of cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad used for most controls is frustrating and distracting to use. The Lexus Safety System+ is standard and includes automatic emergency braking and lane-departure warning with lane-keeping assist. Blind-spot monitoring is optional.



PRICE **\$35,985–\$39,775**

RELIABILITY ▲ SATISFACTION ⚠

ROAD-TEST SCORE **71–74** MPG **24–29**

Lexus RC

NA
OVERALL SCORE

This aggressively styled coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions come with a 467-hp, 5.0-liter V8. That prodigious output is routed to the rear wheels. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. The Lexus Safety System+ is standard and includes automatic emergency braking and lane-departure warning with lane-keeping assist. Blind-spot monitoring is optional.



PRICE **\$40,640–\$64,650**
RELIABILITY **⬆️** SATISFACTION **⬆️**
ROAD-TEST SCORE **NA** MPG **NA**

Lexus RX

79
82
OVERALL SCORE

The RX has avant-garde exterior styling and lots of advanced safety features. Its 3.5-liter V6 is linked to an eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush, whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. The mouselike controller and distracting interface require a steep learning curve. Rear passengers get lots of legroom and knee room. The Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard. A three-row model, called the RX L, is new for 2018.



PRICE **\$43,270–\$66,645**
RELIABILITY **⬆️** SATISFACTION **⬆️**
ROAD-TEST SCORE **77–80** MPG **22–29**

Lincoln Continental

67
OVERALL SCORE

Lincoln's high-tech flagship sedan is based on the accomplished MKZ. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level trims get a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, but the car is intended to be a relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look unusual and compromise support. We're no fans of the push-button gear selector and the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsize sedans.



PRICE **\$45,160–\$75,820**
RELIABILITY **⬆️** SATISFACTION **⬆️**
ROAD-TEST SCORE **83** MPG **20**

Lincoln MKC

56
OVERALL SCORE

The MKC includes luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but that engine returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure but trails the MKC's German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room are welcome touches, but rear visibility is limited. Sync 3 has replaced the convoluted MyLincoln Touch infotainment system.



PRICE **\$33,355–\$49,520**
RELIABILITY **⬆️** SATISFACTION **⬆️**
ROAD-TEST SCORE **72** MPG **19**

Lincoln MKT

NA
OVERALL SCORE

This three-row SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lackluster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.



PRICE **\$43,530–\$49,025**
RELIABILITY **⬆️** SATISFACTION **⬆️**
ROAD-TEST SCORE **NA** MPG **NA**

Lincoln MKX

61
OVERALL SCORE

The Lincoln MKX is a quiet, refined, and high-tech vehicle that is based on the very capable Ford Edge. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, so we suggest getting the optional 335-hp, 2.7-liter turbo V6, which is smooth and delivers effortless thrust. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall. Handling is athletic, making the MKX fun to drive. The ride is comfortable and composed. The push-button shifter is a long reach away and fussy to use. The very quiet cabin feels first-class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include automatic emergency braking, lane-keeping assist, and cross-traffic warning. Lincoln is changing the MKX's name to Nautilus and dropping the 3.7-liter engine.



PRICE **\$39,035–\$58,725**
RELIABILITY **⬆️** SATISFACTION **⬆️**
ROAD-TEST SCORE **87** MPG **18**

Lincoln MKZ

79
OVERALL SCORE

Based on the engaging Ford Fusion, the upscale Lincoln MKZ received some recent updates, including new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive, and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. The cabin is quiet and luxurious, with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Available automatic emergency braking and pedestrian detection bolster the Lincoln's safety credentials.



PRICE **\$35,170–\$49,720**
RELIABILITY **⬆️** SATISFACTION **⬆️**
ROAD-TEST SCORE **88** MPG **23–34**

Lincoln Navigator

NA
OVERALL SCORE

Redesigned for 2018, the Navigator one-ups its Ford Expedition sibling, featuring more luxury and showmanship. The cabin of the new Navigator is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The twin-turbo V6 generates 450 hp and is paired with a 10-speed automatic transmission. This combination easily moves the Navigator down the road and is capable of towing 8,300 pounds. The front cabin is roomy and comfortable, and rear passengers are pampered with heated seats and a variety of connectivity features. The power running boards help passengers climb in. Rear-wheel drive is standard, with four-wheel drive optional.



PRICE **\$72,055–\$96,905**
RELIABILITY **⬆️** SATISFACTION **⬆️**
ROAD-TEST SCORE **NA** MPG **NA**

Maserati Ghibli

46

OVERALL SCORE

Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own muscular character. The Ferrari-developed V6 turbo is mated to an eight-speed automatic. We tested the S Q4 all-wheel-drive version, which had a 404-hp V6. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive shifter. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins. The V6 turbo engines gain 20 hp for 2018.



PRICE \$73,050-\$79,050

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 71 MPG 19

Maserati Levante

NA

OVERALL SCORE

Derived from the Ghibli and Quattroporte sedans, the Levante is Maserati's first-ever SUV. It is offered with a choice of two engines, a 345-hp and 424-hp turbo V6. Each is mated to a quick-and-smooth eight-speed automatic. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. But the shifter is unintuitive to use. Safety gear includes forward-collision warning with brake assist and lane-departure warning.



PRICE \$74,050-\$90,750

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE NA MPG NA

Mazda3

76

77

OVERALL SCORE

Whether as a sedan or a hatchback, the Mazda3 is fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. At 33 mpg, the Mazda3 is one of the most fuel-efficient vehicles in the compact class. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features such as a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. The 2018 model year added standard forward-collision warning and low-speed automatic emergency braking.



PRICE \$18,095-\$24,945

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 72-73 MPG 32-33

Mazda6

79

OVERALL SCORE

Sporty yet sparing with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, making it among the most fuel-efficient conventional midsize sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be responsive and capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, despite some recent tweaks Mazda has made to address this. The car received a recent mild freshening that includes a new dash and a center display screen that is operated via a central knob on the console, which takes practice to master. A head-up display is optional. For 2018, forward-collision warning and city-speed automatic emergency braking are standard, and a 2.5-liter turbo engine is optional.



PRICE \$21,945-\$30,695

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 79 MPG 32

Mazda CX-3

65

OVERALL SCORE

Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing engine but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. Blind-spot monitoring and adaptive cruise control are available. Forward-collision warning with city-speed automatic emergency braking is standard for 2018.



PRICE \$20,110-\$26,415

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 64 MPG 28

Mazda CX-5

72

OVERALL SCORE

It may look like the original CX-5, but the latest version is thoroughly redesigned and much improved. The 2.5-liter, four-cylinder engine and six-speed automatic transmission make for a responsive, docile, and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the steady ride is among the best in this class. The cabin is quiet, and interior quality now feels substantial and looks attractive. Soft dash and door panels, some detailed stitching, and touches of chrome trim add class. Both the front and rear seats are comfortable. But there is a learning curve to mastering the infotainment system. Forward-collision warning with city-speed automatic emergency braking is standard for 2018.



PRICE \$24,150-\$30,945

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 80 MPG 24

Mazda CX-9

60

OVERALL SCORE

Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. We got 22 mpg overall. Mazda's flagship SUV has nimble handling that makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and the snug cockpit features comfortable seats. While second-row seating is generous, the third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master. For 2018, forward-collision warning with low-speed automatic emergency braking is standard.



PRICE \$32,130-\$44,315

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 80 MPG 22

Mazda MX-5 Miata

64

OVERALL SCORE

The fourth-generation Miata remains true to Mazda's original formula of a lightweight rear-wheel-drive roadster. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze.



PRICE \$24,915-\$34,925

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 80 MPG 34

Mercedes-Benz C-Class

66
OVERALL SCORE

This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Semi-autonomous highway steering is optional, and automatic emergency braking is standard. The rip-roaring C63 AMG gets a 469-hp twin-turbo V8 in standard form or a 503-hp in the S version. Additional variants include a C350e plug-in hybrid and the C43 AMG with a 3.0-liter turbo V6.



PRICE	\$40,250–\$81,500
RELIABILITY	⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE	85 MPG 26

Mercedes-Benz GLA

63
OVERALL SCORE

Essentially a raised hatchback version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is uneven. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Available safety features include forward-collision warning, automatic emergency braking, and blind-spot warning. A front-wheel-drive version and a high-performance 375-hp GLA45 are available. The infotainment system is complicated and takes time to master but now features compatibility with Android Auto and Apple CarPlay.



PRICE	\$33,400–\$50,600
RELIABILITY	⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE	70 MPG 26

Mercedes-Benz CLA

56
OVERALL SCORE

Don't let the three-pointed star confuse you. Most mainstream sedans, let alone a typical Mercedes-Benz, deliver a better experience than the CLA. The engine and transmission lack refinement. At first the powertrain feels unresponsive, then the power comes on abruptly. The ride is punishingly stiff, and the CLA is loud inside. Cabin access is difficult, and the well-appointed interior is cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Prices can crest the \$50,000 range for the 375-hp AMG CLA45 version, which sounds more exciting on paper than it feels behind the wheel. The CLA's best attributes are its handling agility and the 28 mpg overall we got from the 2.0-liter, turbo four-cylinder engine.



PRICE	\$32,700–\$50,400
RELIABILITY	⬆️ SATISFACTION ⬇️
ROAD-TEST SCORE	64 MPG 28

Mercedes-Benz GLC

54
OVERALL SCORE

Based on the C-Class, the GLC is one of the best compact-luxury SUVs on the market. Plush furnishings inside the quiet cabin prove to be appealing, although it also has Mercedes' complex infotainment system. The front seats are very comfortable and supportive, but the rear is a bit snug. The 2.0-liter turbo four-cylinder delivers ample power and is matched to a nine-speed automatic that works well. The GLC rides comfortably and handles with athleticism. Automatic braking is standard, but other safety systems—such as blind-spot warning and rear cross-traffic warning—come in confusing option packages. A turbo V6 AMG GL43 and a coupelike SUV, the GLC Coupe, are also available. The GLC's Overall Score is dragged down by the SUV's much-worse-than-average reliability rating.



PRICE	\$40,050–\$56,200
RELIABILITY	⬇️ SATISFACTION ⬆️
ROAD-TEST SCORE	81 MPG 22

Mercedes-Benz CLS

NA
OVERALL SCORE

Mercedes-Benz pioneered the modern four-door-coupe segment with the original CLS nearly a dozen years ago. Now, the redesigned third-generation CLS continues to rely on the same recipe: a sleek, low-slung sport sedan with some compromised visibility and cabin access. Fit and finish is excellent, but the controls are complicated. For the first time the CLS will be able to seat five people. The base engine is a 362-hp turbocharged six-cylinder engine, marking Mercedes-Benz's return to a straight, inline six-cylinder. Basic driver-assist technology will be standard, including active braking and a driver-attention monitor. Consumers will have to pay for the optional driver-assistance package that includes active steering, blind-spot warning, and adaptive cruise control.



PRICE	\$75,000–\$90,000E
RELIABILITY	⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE	NA MPG NA

Mercedes-Benz GLE

67
OVERALL SCORE

Renamed from the M-Class, the GLE is a capable and luxurious midsize SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing capacity. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback. The first-rate interior finish and the well-padded, supportive seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A plug-in hybrid version is said to deliver 18 miles of all-electric driving.



PRICE	\$52,200–\$109,700
RELIABILITY	⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE	75 MPG 18

Mercedes-Benz E-Class

84
OVERALL SCORE

The E-Class delivers good fuel economy and is more nimble than the previous generation, but it dials back on ride comfort, interior room, and user-friendliness. The E300's 241-hp, 2.0-liter turbo four-cylinder engine is linked to a nine-speed automatic transmission. We got a commendable 24 mpg overall. The car is quiet and handles with agility. Though the ride is mostly comfortable, it isn't as plush as in the last generation and the suspension struggles to smother impacts from some potholes. The controls have grown more complicated. Even adjusting the seat's lumbar support is done through the central controller and screen. New technology gives the E-Class the ability to follow the road and steer itself temporarily as a driver-assist feature. A coupe and convertible are new for 2018.



PRICE	\$52,950–\$104,400
RELIABILITY	⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE	85 MPG 24

Mercedes-Benz GLS

NA
OVERALL SCORE

Mercedes' seven-passenger SUV, the GLS, was recently refreshed, gaining revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current—and more complex—Mercedes-Benz infotainment system. Our last tested version was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved to be very clumsy when pushed to its handling limits. Engines include a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes rear cross-traffic warning, blind-spot warning, and lane-keeping assist.



PRICE	\$69,500–\$125,300
RELIABILITY	⬆️ SATISFACTION ⬆️
ROAD-TEST SCORE	NA MPG NA

Mercedes-Benz S-Class

78

OVERALL SCORE

The S-Class is brimming with features and qualities that make it stand out among luxury cars.

A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S-Class brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady—the best we've ever tested—and the cabin is ultrashushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though the S-Class is large and posh, handling agility is commendable. Many controls are overly complicated, however. A coupe version is available, as is a plug-in hybrid. This year brought new engines that Mercedes-Benz claims are more fuel-efficient.



PRICE **\$96,600–\$247,900**
 RELIABILITY **I** SATISFACTION **✓**
 ROAD-TEST SCORE **96** MPG **18**

Mercedes-Benz SL

NA

OVERALL SCORE

The SL is a high-performance grand-touring roadster with a retractable hardtop. The entry-level SL450's

twin-turbo 3.0-liter V6 engine gets a boost to 362 hp and is mated to a new nine-speed automatic. The next step up the SL ladder, the SL550, is powered by a twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models—SL63 and SL65—make do with 577-hp, twin-turbo 5.5-liter V8 and 621-hp, twin-turbo 6.0-liter V12 engines, respectively. The luxurious SL is comfortable and quiet, making it a delightful commuter or road-trip vehicle. One slick feature is a roof panel that offers varying degrees of opacity. Safety features include automatic emergency braking, blind-spot warning, and lane-keeping assist.



PRICE **\$88,200–\$222,000**
 RELIABILITY **I** SATISFACTION **✓**
 ROAD-TEST SCORE **NA** MPG **NA**

Mercedes-Benz SLC

NA

OVERALL SCORE

The SLC features a retractable hardtop that does a great job at keeping the interior quiet. The SLC300 is

powered by a 241-hp, 2.0-liter four-cylinder engine coupled to a nine-speed automatic transmission. There is also a more powerful V6 SLC43 version, which gets a turbocharged V6. This drop-top has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.



PRICE **\$48,400–\$61,350**
 RELIABILITY **I** SATISFACTION **✓**
 ROAD-TEST SCORE **NA** MPG **NA**

Mini Cooper

54

63

OVERALL SCORE

Minis are quirky and fun to drive, whether you have the classic two-door or the more practical four-door version.

Base Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty no matter the version. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past \$30,000. A high-performance John Cooper Works bumps the power to 228 hp and gets firmer suspension.



PRICE **\$21,600–\$36,600**
 RELIABILITY **✓** SATISFACTION **✓**
 ROAD-TEST SCORE **68–81** MPG **30–31**

Mini Cooper Clubman

54

OVERALL SCORE

The Clubman is a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. Engine

choices include a slightly wheezy-sounding three-cylinder turbo in the base car and a quicker and more enjoyable-sounding four-cylinder turbo in the S. The base Clubman we tested posted a very good 28 mpg overall. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options the Clubman is priced in the low-\$30,000s and the S can easily get to the high-\$30,000s. An all-wheel-drive version is available with the S.



PRICE **\$24,800–\$35,900**
 RELIABILITY **✓** SATISFACTION **✓**
 ROAD-TEST SCORE **67** MPG **28**

Mini Cooper Countryman

63

OVERALL SCORE

The SUV-like Countryman is based on the Clubman. It offers two engines: a so-so 1.5-liter turbo three-cylinder

and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. An AWD plug-in hybrid version is also available. This Countryman is the roomiest Mini ever and features a surprisingly comfortable backseat. Handling remains agile, making the Countryman fun to drive. The ride is on the firm side, and the cabin can get loud. The Mini Driving Assistant system, which includes forward-collision warning and low-speed automatic emergency braking, requires buying numerous option packages. The BMW-like iDrive system has a learning curve but ultimately proves to be logical.



PRICE **\$26,600–\$37,800**
 RELIABILITY **✓** SATISFACTION **✓**
 ROAD-TEST SCORE **82** MPG **25**

Mitsubishi Eclipse Cross

NA

OVERALL SCORE

Mitsubishi's all-new Eclipse Cross small SUV goes on sale in March. Based on the same platform as the

Outlander and Outlander Sport, the Eclipse Cross slots between the two Outlander variants but adopts more coupelike styling. In our brief experience with a press car, we found the Eclipse Cross to be quite nimble, but it had a stiff ride. Power comes from a lackluster 1.5-liter, turbocharged four-cylinder engine mated to a CVT. Only the base model is available with front-wheel drive; the rest of the trim lines have standard all-wheel drive. A center console touchpad handles infotainment functions, but it's very cumbersome and distracting to use. The rear seat is adjustable fore and aft, and can recline.



PRICE **\$23,295–\$30,395**
 RELIABILITY **I** SATISFACTION **✓**
 ROAD-TEST SCORE **NA** MPG **NA**

Mitsubishi Mirage

37

OVERALL SCORE

Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an

inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Recent minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the money, there are many much better used cars for the same price.



PRICE **\$13,395–\$17,095**
 RELIABILITY **✓** SATISFACTION **✓**
 ROAD-TEST SCORE **29** MPG **37**

Mitsubishi Outlander

63
OVERALL SCORE

Outdated and out-classed, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, a rarity in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision warning and lane-departure warning are available on some trims. The plug-in hybrid can do a claimed 22 miles on electric power before switching to hybrid mode.



PRICE	\$23,795–\$40,295
RELIABILITY	SATISFACTION
ROAD-TEST SCORE	MPG
59	24

Mitsubishi Outlander Sport

NA
OVERALL SCORE

This shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter, four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Recent updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.



PRICE	\$20,295–\$25,895
RELIABILITY	SATISFACTION
ROAD-TEST SCORE	MPG
NA	NA

Nissan Altima

72 / 77
OVERALL SCORE

This rather generic though roomy sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience in more demanding situations. In our tests we got a decent 29 mpg overall with the 2.5-liter four-cylinder, and the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly light steering, though it is ultimately secure. The ride is superficially soft, but over sharp bumps the suspension loses its absorbency. Controls are easy to use, but the infotainment system is fussy and limits phone interaction to voice commands. Blind-spot and lane-departure warning systems are available. For 2018, forward-collision warning with automatic emergency braking is standard.



PRICE	\$23,140–\$33,510
RELIABILITY	SATISFACTION
ROAD-TEST SCORE	MPG
71–80	24–29

Nissan Armada

55
OVERALL SCORE

This less expensive version of the Infiniti QX80 is powered by a slick and robust 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power fold and unfold. Advanced safety systems such as forward-collision warning with automatic braking and blind-spot warning are part of the technology package. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500 pounds.



PRICE	\$45,600–\$61,590
RELIABILITY	SATISFACTION
ROAD-TEST SCORE	MPG
69	14

Nissan Frontier

NA
OVERALL SCORE

Dating back to 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the previous-generation full-sized Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. A redesign is in the pipeline.



PRICE	\$18,390–\$36,800
RELIABILITY	SATISFACTION
ROAD-TEST SCORE	MPG
NA	NA

Nissan Kicks

NA
OVERALL SCORE

Nissan is replacing the funky-looking Juke with the Kicks, an all-new entry in the growing segment of subcompact SUVs. Unlike the Juke, the Kicks won't offer a turbo engine or all-wheel drive. It's really a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa Note but are attracted to a more versatile and fashionable SUV. The Kicks comes with a modest 125-hp, 1.6-liter four-cylinder engine that is coupled to a CVT. On paper, this combination doesn't look so promising, but it might be sufficient for a small, front-wheel-drive wagon. The Kicks goes on sale in June. If you're fond of the Juke, some 2017s remain on dealer lots.



PRICE	\$19,000–\$25,000E
RELIABILITY	SATISFACTION
ROAD-TEST SCORE	MPG
NA	NA

Nissan Leaf

NA
OVERALL SCORE

The Nissan Leaf electric car has been redesigned for 2018, with a more powerful electric motor, a larger 40-kWh battery that is claimed to yield 150 miles of driving range, and new driver-assist features. It is priced slightly lower than the outgoing version. Some other EVs, notably the Chevrolet Bolt and Tesla Model 3, boast significantly longer driving ranges. An optional 60-kWh battery arrives for 2019, giving the car a claimed 200-mile range. The E-Pedal feature decelerates the Leaf when the driver eases off the accelerator. The new Leaf has firmer suspension for more responsive handling without compromising ride comfort too much. Nissan's optional Pro Pilot Assist can help keep the car in a lane and adjust its speed according to surrounding traffic. Forward-collision warning with automatic emergency braking is standard.



PRICE	\$29,990–\$36,200
RELIABILITY	SATISFACTION
ROAD-TEST SCORE	MPG
NA	NA

Nissan Maxima

71
OVERALL SCORE

The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan that costs \$40,000. The Maxima has a plush interior, and a number of high-tech safety and connectivity features, and it uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof. For 2018, forward-collision warning with automatic emergency braking is standard.



PRICE	\$33,020–\$40,690
RELIABILITY	SATISFACTION
ROAD-TEST SCORE	MPG
81	25

Nissan Murano

72

OVERALL SCORE

Nissan's midsize SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable

transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inch tires. Optional safety features include blind-spot and cross-traffic warnings. An available 8-inch color display houses the NissanConnect infotainment system. For 2018, forward-collision warning with automatic emergency braking is standard.



✓ PRICE \$30,550–\$43,580

RELIABILITY ⚠ SATISFACTION ⚠

ROAD-TEST SCORE 77 MPG 21

Nissan Pathfinder

69

OVERALL SCORE

The midsize Pathfinder has seating for up to seven, but the second-row seat is very low and the third-row seat is

tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. We found the ride to be comfortable enough, but handling lacks agility. The quiet cabin is spacious, and the controls are fairly easy to master. The passenger-side rear seat can be moved forward with a child seat installed. A recent freshening saw the V6 gain 24 hp and an increase in towing capacity to 6,000 pounds. Blind-spot warning and rear cross-traffic alert are available. For 2018, forward-collision warning with automatic emergency braking is standard. A new feature reminds parents to check for children in the rear seats before exiting the vehicle.



PRICE \$30,790–\$44,010

RELIABILITY ⚠ SATISFACTION ⚠

ROAD-TEST SCORE 72 MPG 18

Nissan Rogue

73

OVERALL SCORE

The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound,

with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless you tromp on the gas pedal. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The rear seat is very roomy. Available safety gear includes lane-departure warning and prevention. For 2018, forward-collision warning with automatic emergency braking is standard.



✓ PRICE \$24,680–\$32,410

RELIABILITY ⚠ SATISFACTION ⚠

ROAD-TEST SCORE 74 MPG 24

Nissan Rogue Sport

67

OVERALL SCORE

Measuring a foot shorter than the familiar Rogue, the new Rogue Sport gives Nissan a competitor in the subcompact-

SUV category. All trims use the same pleasant, though not overly powerful, 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests we got 26 mpg overall, which doesn't stand out in the class. The Sport handles responsively and rides in a refined manner, with cabin noise kept to reasonable levels. Connectivity features include the available NissanConnect navigation/app system with a 7.0-inch color touch screen and Siri Eyes Free. Plus, the Sport offers a 360-degree-view camera, which is helpful for negotiating tight parking spaces. Rogue Sports built after February 2018 have standard forward-collision warning with automatic emergency braking.



✓ PRICE \$21,420–\$27,420

RELIABILITY ⚠ SATISFACTION ⚠

ROAD-TEST SCORE 72 MPG 26

Nissan Sentra

51

OVERALL SCORE

Overall, the compact Sentra trails the class. A recent freshening resulted in a quieter

car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff and the driving experience is ho-hum and joyless. The tall stance makes getting in and out of the cabin easy, the elevated driving position helps visibility, and the rear seat is very roomy. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. Improvements to occupant crash protection resulted in better IIHS crash-test scores, and available safety features include blind-spot warning and rear cross-traffic alert. Sportier turbo and NISMO versions are available. For 2018, most versions of the Sentra get standard forward-collision warning and automatic emergency braking.



PRICE \$16,990–\$25,790

RELIABILITY ⚠ SATISFACTION ⚠

ROAD-TEST SCORE 62 MPG 31

Nissan Titan

62

OVERALL SCORE

The regular Titan is more pleasant to drive than the XD version, which is closer in ride and handling to a heavy-duty

version. The light-duty Titan comes with a smooth and punchy gas 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission. A V6 engine will follow later. The ride is more tolerable than the XD's, and handling is less clumsy. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped—a nice touch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. When properly equipped, the Titan can tow 9,390 pounds.



PRICE \$29,580–\$55,850

RELIABILITY ⚠ SATISFACTION ⚠

ROAD-TEST SCORE 79 MPG 16

Nissan Versa

52

OVERALL SCORE

Nissan's subcompact Versa sedan, with its cheap interior and noisy

cabin, even lags behind other unimpressive subcompacts. Overall, it feels like a bare-bones penalty box. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is stiff, with short quick pitches that make it feel jumpy. To its credit, the rear seat is relatively roomy, most controls are straightforward, and fuel economy is commendable at 32 mpg overall. The Versa Note is a much nicer car and a better choice. The Versa scored a Poor in the IIHS small-overlap crash test.



PRICE \$11,990–\$17,280

RELIABILITY ⚠ SATISFACTION ⚠

ROAD-TEST SCORE 56 MPG 32

Nissan Versa Note

62

OVERALL SCORE

This little subcompact offers amazing space and versatility. It's also quieter and more

relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Standard Bluetooth, available heated seats, and the surround-view camera system are helpful features.



PRICE \$15,480–\$18,710

RELIABILITY ⚠ SATISFACTION ⚠

ROAD-TEST SCORE 61 MPG 31

Nissan Z

73

OVERALL SCORE

Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance NISMO versions are available. A noise cancelation/enhancement system helps to quiet some of the interior racket.



PRICE **\$29,990–\$49,400**
 RELIABILITY **1** SATISFACTION **1**
 ROAD-TEST SCORE **81** MPG **23**

Porsche 718 Boxster

83

OVERALL SCORE

Porsche's roadster offers turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes. Most 718s come with a seven-speed automated manual, which impersonates a manually shifted gearbox quite well. A manual transmission is also available. Chopping off two cylinders brought more readily available power and a throaty thrum, but at the expense of Porsche's high-revving zing. Handling is superlative, with impressive grip and balance, which make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload takes getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus.



PRICE **\$56,000–\$68,400**
 RELIABILITY **1** SATISFACTION **2**
 ROAD-TEST SCORE **95** MPG **26**

Porsche 718 Cayman

NA

OVERALL SCORE

Porsche's coupe version of the 718 Boxster offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder powerplants. Both the base and S versions of the Cayman are offered with a choice of a six-speed manual or a seven-speed automated manual transmission. The switch resulted in a loss of the high-revving zing but added more readily available power. Handling remains superb, with immediate responses and almost no body lean, making it fun to drive. The very firm ride is not overly punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.



PRICE **\$53,900–\$66,300**
 RELIABILITY **1** SATISFACTION **2**
 ROAD-TEST SCORE **NA** MPG **NA**

Porsche 911

87

OVERALL SCORE

The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All the engines have been updated, with the base model getting a 370-hp six-cylinder engine and the Carrera S a 420-hp engine, both matched with a seven-speed manual. There are numerous higher-performance versions offered. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is almost as thrilling as the stick shift. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels, but the low-slung cabin makes getting in and out a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first.



PRICE **\$91,100–\$203,000**
 RELIABILITY **2** SATISFACTION **2**
 ROAD-TEST SCORE **95** MPG **23**

Porsche Cayenne

56

OVERALL SCORE

The midsize Cayenne is one of the sportiest, most responsive SUVs available. The V6 engine and very smooth eight-speed automatic work well together. V8 and hybrid engines are also available. The ride is steady and composed but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, with high-quality leather and brushed-aluminum trim, but the controls can be confusing at first. The touch screen for audio, navigation, and phone interaction is easy to reach and straightforward to use. A plug-in hybrid is available and has a 14-mile electric range. It takes 2.5 hours to charge with a 240-volt connector. A redesign arrives in spring 2018.



PRICE **\$59,600–\$159,600**
 RELIABILITY **2** SATISFACTION **2**
 ROAD-TEST SCORE **78** MPG **19**

Porsche Macan

80

OVERALL SCORE

Porsche's Macan combines much of the performance and feel of its sports cars with the functional package of a small SUV. Three 3.0-liter, V6 turbo engines are offered, ranging from 340 to 400 hp, in addition to a 2.0-liter turbo four-cylinder. Though based on the previous-generation Audi Q5, the power, handling, and engine note are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, controls, fit and finish, and attention to detail are all first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. While the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities.



PRICE **\$47,500–\$86,445**
 RELIABILITY **2** SATISFACTION **2**
 ROAD-TEST SCORE **85** MPG **19**

Porsche Panamera

NA

OVERALL SCORE

The second-generation Panamera preserves the original's sporty Porsche driving experience. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged engines provide plenty of motivation. An optional air suspension and advanced safety features are also available. The Panamera delivers performance and agility along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The new interior features a large touch screen to interface with audio, navigation, and various settings. Also new is a confusing electronic shifter, which is surrounded by a piano-black surface that houses many flush buttons.



PRICE **\$85,000–\$160,000**
 RELIABILITY **1** SATISFACTION **2**
 ROAD-TEST SCORE **NA** MPG **NA**

Ram 1500

69

OVERALL SCORE

This is the most comfortable-riding full-sized pickup on the market, yet the Ram is also plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. Rear-seat room is generous, and the Uconnect 8.4-inch touch-screen infotainment system is easy to use. The top trim Limited is lavishly furnished inside and benefits from air suspension that lends the Ram a comfortable ride. A redesigned Ram goes on sale soon.



PRICE **\$26,495–\$53,575**
 RELIABILITY **1** SATISFACTION **2**
 ROAD-TEST SCORE **81–82** MPG **15–20**

Ram 2500

46

OVERALL SCORE

The Ram 2500 mirrors the recent improvements that the Ram 1500 benefited from.

With a coil-spring rear suspension, it now has a ride that is more refined than the rides of competing heavy-duty trucks. Chrysler's powerful 383-hp, 5.7-liter V8 is the standard engine, but you can opt for the torque-rich 6.7-liter Cummins turbodiesel inline-six. This strong-pulling diesel isn't available on the Ram 1500. There is also a 6.4-liter V8. The truck lends itself easily to fifth-wheel towing, and it can be outfitted with a snow-plow preparation kit. The Ram 2500 has two rear cameras: one for backing up and another for monitoring what's in the bed. The crew cab's rear seat is very roomy, but access to the tall cab is awkward.



PRICE **\$32,145–\$59,075**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **60** MPG **14**

Smart ForTwo

NA

OVERALL SCORE

Although the second-generation Smart is improved, it's still not a smart choice unless easy parking is a priority. For

2018, only the electric-drive version is available. Tiny dimensions and a diminutive turning circle make it a breeze to park. We tested the discontinued turbocharged, three-cylinder, 89-hp engine. Handling is fairly responsive, but the ride is jittery and jumpy. Noise and vibration from the engine have been eliminated by the move to an electric drive system, but the driving range is short. Funky interior details and cheerful colors and textures abound, and the tall stance eases cabin access.



PRICE **\$23,900–\$29,100**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Subaru Ascent

NA

OVERALL SCORE

Subaru's new midsize three-row, seven-passenger SUV goes on sale in June, and will compete with the Honda Pilot

and Toyota Highlander. The Ascent will be powered by an all-new 2.4-liter turbocharged four-cylinder engine mated to a continuously variable transmission. Standard all-wheel drive is a given. Subaru's EyeSight suite of active safety features, including forward-collision warning and automatic emergency braking, will be standard. Over the years, Subaru has perfected the small SUV with the Forester, offering a fuel-efficient, spacious model that stands out in a crowded field. Hopefully the lessons learned there will translate to this larger, roomier model that is tasked with keeping Subaru families from outgrowing the brand's offerings.



PRICE **\$30,000–\$45,000E**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Subaru BRZ

82

OVERALL SCORE

Developed with Toyota, Subaru's rear-wheel-drive sports car features a 2.0-liter, four-cylinder engine with a choice of a

six-speed manual or automatic transmission. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than the similar Toyota 86 because the BRZ is less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the 86. The cabin is relatively plain, with well-bolstered sport seats. Everything needed for enthusiastic driving is in easy reach, with a perfectly placed steering wheel, pedals, and shifter. The cabin is snug, but there is good space for the driver. But the ride and elevated noise can be taxing.



PRICE **\$25,595–\$33,495**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **79** MPG **30**

Subaru Crosstrek

80

OVERALL SCORE

The Crosstrek is an appealing option for buyers who don't need the room of a compact SUV. It has better fuel

economy, improved ride comfort, and reduced cabin noise compared with the previous generation. The 2.0-liter, four-cylinder engine is mated to a continuously variable transmission.

This combination gets the job done, but it won't set your heart on fire. But its 29 mpg overall is quite frugal for an AWD vehicle. The Crosstrek has secure handling, though it isn't sporty to drive. The infotainment system is capable and user-friendly. Subaru's optional EyeSight driver-assist system includes automatic emergency braking and lane-departure warning with lane-keeping assist. Other available safety features include blind-spot warning and rear cross-traffic alert.



PRICE **\$21,795–\$26,295**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **87** MPG **29**

Subaru Forester

84

OVERALL SCORE

Hitting the sweet spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and

crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple, and handling is very secure. Engine noise is pronounced when merging or climbing hills, however. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Midtrim Foresters bring a lot of content for the money, but it's easy to crest \$30,000 with option packages. A feisty turbo comes with XT trim but compromises the value equation. The optional EyeSight system includes forward-collision warning and automatic emergency braking.



PRICE **\$23,710–\$37,005**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **85** MPG **26**

Subaru Impreza

66

OVERALL SCORE

The Impreza is a roomy compact that is available in sedan and five-door hatchback body styles. It has a

very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter, four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic transmission and is not overly intrusive. The Impreza is satisfying to drive. Steering is responsive, and the body remains sure-footed in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. We recommend buying Subaru's comprehensive EyeSight suite of advanced safety gear, which includes forward-collision warning and automatic emergency braking.



PRICE **\$18,395–\$24,595**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **85** MPG **30**

Subaru Legacy

81

OVERALL SCORE

The Legacy is one of the roomier, quieter, and more refined midsize sedans—attributes that help it remain as one of

our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter, and thirstier 3.6-liter six-cylinder transforms the car, giving it strong performance. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen with internet radio and Bluetooth. Advanced safety features, such as automatic emergency braking and blind-spot monitoring, are optional. For 2018 Subaru has made the car less jumpy when starting up from a stop, and Android Auto and Apple CarPlay compatibility are standard.



PRICE **\$22,195–\$31,945**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **89** MPG **26**

Subaru Outback

76
78
OVERALL SCORE

An SUV alternative, the Outback is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling and standard AWD. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. A stronger and thirstier 3.6-liter six-cylinder transforms the car, making it quicker and quieter. The controls are easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to an SUV's, with a lower loading height to boot. The optional EyeSight safety suite adds automatic emergency braking. For 2018 the Outback is less jumpy when accelerating from a stop, and Android Auto and Apple CarPlay compatibility are standard.



PRICE **\$25,895–\$38,690**
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **82–85** MPG **22–24**

Subaru WRX

65
OVERALL SCORE

With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional CVT has eight predetermined ratios that the driver controls via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 305-hp engine. Subaru's EyeSight safety system includes automatic emergency braking and lane-departure warning. Recent updates include enhanced suspension tuning, interior refinements, and some new features.



PRICE **\$26,995–\$40,895**
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **75** MPG **26**

Tesla Model 3

NA
OVERALL SCORE

The latest model to join Tesla's portfolio is the Model 3 sedan, positioned as the most affordable car in the line. With prices starting at \$35,000 before incentives, the Model 3 with the 60-kWh battery promises an EPA-rated 215-mile range, swift acceleration, and a full suite of standard advanced safety features. There is also a higher-performance 75-kWh version with dual motors. This all-wheel-drive version will approach \$60,000. All Model 3s come equipped with the Autopilot driver-assist hardware that can be enabled with an over-the-air software upgrade. Sized and priced to compete with the BMW 3 Series, the Model 3 seats five in its stark cabin. The dash is barren, with the exception of a massive, landscape-oriented touch screen.



PRICE **\$36,200–\$44,000**
RELIABILITY **1** SATISFACTION **4**
ROAD-TEST SCORE **NA** MPG **NA**

Tesla Model S

94
OVERALL SCORE

This sleek, fully electric four-door luxury car seats five, or seven with the optional rear-facing jump seats. With its standard 75-kWh battery, we found that the Tesla could cover 235 miles on a single charge. The car can be charged in about 6 hours on a dedicated Tesla connector. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride—particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge iPad-like center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations, especially in cold weather. All-wheel drive is now standard, and active safety features are available.



PRICE **\$74,500–\$135,000**
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **100** MPG **87**

Tesla Model X

53
OVERALL SCORE

The electric-powered Model X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to the second-row seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if you have the two captain's chairs, which compromises utility. Getting into the third-row is complicated by having to motor the middle seats forward, but at least the resulting entry path is decently sized. Like the S, the Model X is very quick and handles well. But ride comfort and noise isolation aren't as good as in the S. The 90-kWh version we tested had a realistic 230-mile range.



PRICE **\$79,500–\$140,000**
RELIABILITY **2** SATISFACTION **4**
ROAD-TEST SCORE **77** MPG **92**

Toyota 4Runner

62
OVERALL SCORE

Tough and ready to tackle off-roading adventures, the 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for tough off-road duty. Controls are simple, with big buttons and knobs, but the radio touch screen is relatively small. A third-row seat is optional, and the power-retractable rear window is handy. Modern electronic safety gear such as blind-spot monitoring and forward-collision warning is unavailable.



PRICE **\$34,210–\$44,560**
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **55** MPG **18**

Toyota 86

81
OVERALL SCORE

Jointly developed with Subaru, the rear-wheel-drive Toyota 86 features a 2.0-liter, four-cylinder engine, teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and balanced weight distribution help give it precise handling. In corners, the car turns in promptly, but it can be challenging to control at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling's. Braking performance is impressive, with very short stopping distances in wet and dry conditions. Inside, the cabin is relatively plain, with well-bolstered sport seats, but getting in and out requires a bit of ducking. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display. No advanced crash-prevention features are available.



PRICE **\$26,255–\$29,875**
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **78** MPG **30**

Toyota Avalon

83
OVERALL SCORE

Spacious, quick, and quiet, the Avalon is a traditional big sedan updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6 engine that delivers punchy performance and a commendable 24 mpg overall. The four-cylinder hybrid version delivers an outstanding 36 mpg overall. Easy-to-use controls include a straightforward touch-screen infotainment system. Interior noise is subdued. The ride is plush and comfortable, which makes the Avalon an excellent highway cruiser. Advanced safety features, including forward-collision warning and automatic emergency braking, are standard. A redesign, based on the new Toyota Camry, arrives in early summer.



PRICE **\$33,500–\$42,800**
RELIABILITY **4** SATISFACTION **4**
ROAD-TEST SCORE **80** MPG **24**

Toyota Camry

87
89

OVERALL SCORE

The redesigned Camry brings snazzier styling and slightly more nimble handling while retaining its comfortable, quiet demeanor. It again stands as one of the best midsized sedans. The lower stance makes access a bit more difficult, and the rear seat has lost some roominess. The standard 2.5-liter, four-cylinder engine provides ample power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both are paired to a new eight-speed automatic transmission that isn't supersmooth. A very frugal hybrid LE gets 47 mpg overall without any sacrifice in trunk space. The Entune infotainment system is capable but lacks Android Auto or Apple CarPlay compatibility. Standard safety equipment includes forward-collision warning and automatic emergency braking, but blind-spot warning is optional.



PRICE \$23,495–\$34,950

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE 86–89 MPG 32–47

Toyota C-HR

72

OVERALL SCORE

The wild-styled C-HR is nimble and enjoyable to drive, but it also has several notable deficiencies. Unlike other subcompact-SUV competitors, this genre-bending model has no all-wheel-drive option. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds in the 0-60 mph dash. At least it gets a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles give the impression of a two-door coupe, but they make it difficult for kids to open the doors. The XLE Premium trim has more comfortable seats. Although the rear seat is roomy, the small windows create a dark, cavelike cabin. Advanced safety features are standard.



PRICE \$22,500–\$24,350

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE 64 MPG 29

Toyota Corolla

78

OVERALL SCORE

The Corolla delivers a comfortable ride and has a quiet, spacious interior for a compact sedan. Handling is lackluster but very secure. A sportier SE version has a tauter suspension with marginally better handling. The continuously variable transmission is fine when loafing around but can elicit loud engine noise under higher revs. Fuel economy is excellent at 32 mpg overall, and the Corolla returns 43 mpg on the highway. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. Upscale features include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. The rear seat is one of the roomiest in the category. Forward-collision warning and automatic emergency braking are now standard.



PRICE \$18,550–\$22,730

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE 71 MPG 32

Toyota Corolla iM

71

OVERALL SCORE

The Corolla iM—originally sold as part of Toyota's now-shuttered Scion brand—is essentially a better-handling Corolla hatchback that is distinguished by its angular styling and sub-\$20,000 starting price. Sized like a Mazda3, the Corolla iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses taut handling and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. A sunroof is not available. Forward-collision warning and automatic emergency braking are standard.



PRICE \$18,850–\$19,590

RELIABILITY ▲ SATISFACTION ⚠

ROAD-TEST SCORE 64 MPG 31

Toyota Highlander

85
87

OVERALL SCORE

The Highlander ranks among the best midsized three-row SUVs, with a desirable balance of an absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—seven with optional second-row captain's chairs—and folds flat easily to increase cargo space. The punchy 3.5-liter V6 engine is now matched to an eight-speed automatic. While this new transmission isn't as smooth as the previous six-speed one, it helped improve fuel economy to 22 mpg overall. The hybrid version gets 25 mpg overall. It's a long reach to some controls, particularly the touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including automatic emergency braking, is standard.



PRICE \$30,630–\$47,880

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE 82–85 MPG 22–25

Toyota Land Cruiser

75

OVERALL SCORE

The Land Cruiser is luxurious, quick, quiet, comfortable, and refined. Toyota's flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. We tested it with the old six-speed transmission, and it proved to be thirsty for fuel, at 14 mpg overall; an eight-speed automatic transmission is now standard. The big Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by a crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Automatic emergency braking, blind-spot monitoring, lane-departure warning, and rear cross-traffic alert are standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.



PRICE \$84,775

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE 68 MPG 14

Toyota Mirai

65

OVERALL SCORE

The Mirai is the first hydrogen-powered fuel-cell vehicle available for consumers to own. It has a range of nearly 275 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas). It takes only a few minutes to fill the tank, as opposed to hours of charging an electric car. The Mirai is sold only in areas near existing or planned fueling stations on the U.S. coasts, but even so, these stations are few and far between. Acceleration from the 153-hp electric motor feels sluggish, but otherwise it is like driving any other electric car. It's about the size of a Camry and seats four people. Handling is rather clumsy but still feels secure; the ride is comfortable, and the cabin is quiet. Toyota is offering free fuel for three years, capped at \$15,000 in value.



PRICE \$57,500

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE 61 MPG 67

Toyota Prius

77

OVERALL SCORE

In our tests the Prius returned 52 mpg overall, a significant improvement over the previous generation's 44 mpg. Plus, the new car handles more responsively and rides more comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can drive solely on electric, usually up to about 25 mph, and the engine is now quieter when it kicks in. But the seats have mediocre support, tire noise is noticeable, and the car's lower stance makes it a challenge to get into and out of. Forward-collision warning and automatic braking are standard.



PRICE \$23,475–\$30,015

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE 75 MPG 52

Toyota Prius C

66
OVERALL SCORE

This smaller, less expensive alternative to the regular Prius feels like a spartan subcompact with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. But its 37 mpg in city driving makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Automatic emergency braking is standard. Note that 2018 is the final year for the Prius C.



PRICE **\$20,150–\$24,965**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **55** MPG **43**

Toyota Prius Prime

77
OVERALL SCORE

The Prime is a plug-in Prius that can usually drive about 23 miles on electricity only. But the gas engine tends to start up in cold weather and under full-throttle acceleration. It takes 2 hours to charge the Prime through a 240-volt connector and 5 hours on a regular 120-volt. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power, returning 50 mpg overall. With styling that's slightly different from that of the regular Prius, the Prime can hold only four passengers, and it loses the rear wiper. The infotainment system, with its large touch screen, is unintuitive to use. The compliant ride and responsive handling are quite similar to those of the regular Prius. Standard safety features include automatic emergency braking and lane-keep assist.



PRICE **\$27,100–\$33,100**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **74** MPG **69**

Toyota RAV4

81
OVERALL SCORE

For years, the RAV4 has consistently been among the top-ranked small SUVs. The cabin is reasonably quiet, and the ride is compliant and controlled. It has a suite of advanced safety features and offers a frugal hybrid version. The energetic 2.5-liter four-cylinder engine and smooth six-speed automatic transmission returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. Though the XLE comes with automatic climate control and a sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more comfortable faux-leather seats. Access is very easy, and the rear seat is roomy. Forward-collision warning and automatic emergency braking are standard.



PRICE **\$24,410–\$36,150**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **74–75** MPG **24–31**

Toyota Sequoia

69
OVERALL SCORE

The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system. Updates for 2018 brought an exterior freshening and comprehensive suite of advanced safety features, including forward-collision warning and automatic emergency braking.



PRICE **\$48,300–\$67,235**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **60** MPG **15**

Toyota Sienna

79
OVERALL SCORE

As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides comfortably and is quiet inside, but handling is lackluster. It has a lively 3.5-liter V6, but the new eight-speed automatic doesn't shift as smoothly as the previous six-speed one did. But the transmission helped improve fuel economy from 20 to 21 mpg. The all-wheel-drive version—the only such minivan on the market—sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. For some, the availability of all-wheel drive is an advantage over other minivans. The 2018 model year brings standard forward-collision warning, automatic emergency braking, lane-departure warning, and lane-keeping assist.



PRICE **\$30,750–\$48,615**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **79** MPG **21**

Toyota Tacoma

42
OVERALL SCORE

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. Forward-collision warning, automatic emergency braking, and lane-departure warning are standard for 2018, and blind-spot monitoring and rear cross-traffic alert are optional.



PRICE **\$25,200–\$42,960**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **46** MPG **19**

Toyota Tundra

71
OVERALL SCORE

Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra still feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride is jittery, especially with the TRD off-road package. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Updates for 2018 include standard forward-collision warning, automatic emergency braking, and lane-departure warning.



PRICE **\$31,120–\$50,130**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **63** MPG **15**

Toyota Yaris

58
OVERALL SCORE

The Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter, four-cylinder engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel-efficient and is likely to be a better choice. For the 2018 model year forward-collision warning and automatic emergency braking are standard.



PRICE **\$15,635–\$19,060**
RELIABILITY SATISFACTION
ROAD-TEST SCORE **47** MPG **32**

Toyota Yaris iA

68

OVERALL SCORE

Easy on the wallet, the Yaris iA offers a dash of fun and a measure of refinement. This small four-door sedan is built by Mazda and based on the Mazda2 (not sold in the U.S.). It is powered by a 106-hp, 1.5-liter four-cylinder engine coupled to either a six-speed manual or automatic transmission. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact, with nimble handling and semi-decent interior décor. It also comes with a standard low-speed automatic emergency braking system to help the driver avoid collisions. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to in order to master. A navigation system is a dealer-installed option.



✓ PRICE \$15,950–\$17,050

RELIABILITY ⬆️ SATISFACTION ⬇️

ROAD-TEST SCORE 60 MPG 35

Volkswagen Atlas

65

OVERALL SCORE

Volkswagen's Atlas is a formidable competitor among three-row SUVs, putting size, functionality, and competitive pricing front and center. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. Advanced safety features, including forward-collision warning and automatic emergency braking, are available.



PRICE \$30,500–\$48,490

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 84 MPG 20

Volkswagen Beetle

49

OVERALL SCORE

The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is compliant, it's a bit unsettled, moving around frequently. Handling is responsive but not sporty and gets sloppy when pushed to its limits despite the electronic stability control. The 1.8-liter turbocharged four-cylinder engine that we tested provided strong, effortless acceleration. It has been replaced by a 2.0-liter turbo engine for 2018. Wind noise is excessive, however, and rear visibility is severely hampered. Versions with the manual transmission have an awkward driving position because of the long clutch-pedal travel and wide center console. Recent updates include available blind-spot and rear cross-traffic warnings.



PRICE \$20,220–\$32,090

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 59 MPG 27

Volkswagen Golf

63

OVERALL SCORE

The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder engine feels effortless, and we got 28 mpg overall in our tests with the six-speed automatic transmission. It is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the quiet cabin contributes to the Golf's solid and upscale feel. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. Recent additions include blind-spot monitoring and rear cross-traffic alert.



PRICE \$20,910–\$40,885

RELIABILITY ⬆️ SATISFACTION ⬆️

ROAD-TEST SCORE 82 MPG 28

Volkswagen Golf Alltrack

80

OVERALL SCORE

Volkswagen turned the Golf wagon into the All-track small-SUV alternative by giving it standard all-wheel drive and slightly increased ground clearance. But despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The car feels substantial, thanks to a quiet cabin and a solid feel. The ride is a touch firm but compliant. Expect 25 mpg overall from the 1.8-liter turbo four-cylinder engine. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space, and desirable features such as automatic climate control and power seats come only on the top trim. Automatic emergency braking is optional.



✓ PRICE \$25,850–\$32,890

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 89 MPG 25

Volkswagen GTI

65

OVERALL SCORE

The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission test car, the 2.0-liter turbo engine is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. If a GTI is not sporty enough for you, the Golf R might be your ride. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system has an easy-to-use touch screen. Lane-keeping assist, blind-spot warning, and cross-traffic warning are now available.



PRICE \$26,415–\$36,170

RELIABILITY ⬇️ SATISFACTION ⬆️

ROAD-TEST SCORE 82 MPG 29

Volkswagen Jetta

63

66

OVERALL SCORE

A little bigger than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. Handling is responsive, and the ride is comfortable. The refined and energetic 1.4-liter, turbocharged four-cylinder engine delivers responsive acceleration, and it returned an excellent 32 mpg overall in our testing. The 1.8-liter, turbo four-cylinder engine is smooth and flexible, and returns a commendable 30 mpg. Opt for the GLI and you get a strong turbo 2.0-liter, a tauter suspension that delivers nimbler handling, better brakes, and a richer-looking interior. Rear-seat passengers will appreciate the spacious cabin, which is roomier than most competitors'. A redesigned 2019 Jetta goes on sale this spring.



PRICE \$18,645–\$29,545

RELIABILITY ⬇️ SATISFACTION ⬇️

ROAD-TEST SCORE 74–79 MPG 27–32

Volkswagen Passat

76

78

OVERALL SCORE

With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive mid-sized sedan. The primary powertrain is now a 2.0-liter, turbocharged four-cylinder engine that's mated to a six-speed automatic transmission. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo engine that we tested averaged a very good 28 mpg overall and 39 mpg on the highway but has been replaced by the 2.0-liter turbo. Front seats are very accommodating. Rear-seat occupants will appreciate the extra-spacious cabin, and the trunk is huge. Improved interior fit and finish is a plus. Active safety features such as automatic emergency braking are standard on all but the base trim for 2018.



✓ PRICE \$22,995–\$34,650

RELIABILITY ⬆️ SATISFACTION ⬇️

ROAD-TEST SCORE 79–82 MPG 23–28

Volkswagen Tiguan

65

OVERALL SCORE

The second-generation Tiguan is one of the largest models in the small-SUV segment.

That growth allows for an optional third-row seat (standard on FWD versions) and an enormous second-row seat. While the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is rather slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. A variety of advanced safety features, such as forward-collision warning, automatic emergency braking, and rear cross-traffic warning, are standard starting on the SE trim.



PRICE **\$25,345–\$37,550**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **84** MPG **25**

Volvo S60

68

OVERALL SCORE

The S60 offers fairly agile handling but an overly stiff ride. A refined turbo four-cylinder and an eight-speed automatic bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet and well-finished, with very comfortable front seats. Some controls for the audio system and other functions are unintuitive, the rear seat is tight, and the trunk is small. Rear and side visibility are limited. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The all-wheel-drive Cross Country sedan is raised for additional ground clearance. The Inscription model adds almost 3 inches of rear legroom.

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PRICE **\$34,100–\$60,000**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **80** MPG **25**

Volvo S90

62

OVERALL SCORE

Though plush and ornate, the S90 falls short of the refinement expected of a mid-sized luxury sedan because

of the stiff ride and gruff-sounding engine. The 316-hp supercharged and turbocharged T6 engine pulls strongly, but acceleration falls below class expectations. We measured a respectable 23 mpg overall in our tests. The base T5 version uses a 250-hp turbocharged four-cylinder. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the touch screen proves to be frustrating to use. Automatic emergency braking, including pedestrian and large-animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability. For 2018 a longer wheelbase makes for a roomier rear seat. The V90 is the wagon version.



PRICE **\$48,100–\$68,650**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **73** MPG **23**

Volvo V60

66

OVERALL SCORE

This wagon version of the S60 has fairly agile handling, but the ride is too stiff. The four-cylinder turbocharged engine we tested in the S60 provided lively acceleration and respectable fuel economy. The interior is quiet, but many controls, such as those for the radio and trip computer, are overly complicated. The front seats are very comfortable and supportive, but the two-way lumbar adjustment is cheap considering the V60's price, and the rear seat is tight. Cargo space is modest for a wagon. Safety features include automatic braking and a pedestrian detection system. The AWD Cross Country version has higher ground clearance.

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PRICE **\$38,250–\$61,600**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **73** MPG **21**

Volvo V90

NA

OVERALL SCORE

The V90 is the wagon version of the S90 sedan, which itself falls short of the refinement expected of a mid-sized luxury

car because of its stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured 23 mpg overall on the T6. The AWD Cross Country version has higher ground clearance. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the touch screen proves to be frustrating to use. Forward-collision warning with automatic emergency braking, including pedestrian detection, is standard, as is Volvo's Drive Assist system, which gives the V90 limited self-steering capability.



PRICE **\$49,950–\$60,500**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Volvo XC40

NA

OVERALL SCORE

The 2019 Volvo XC40 is the smallest model in the Volvo lineup and joins the growing niche of luxury compact SUVs.

It also comes with Volvo's City Safety package, with automatic emergency braking, along with sensors to detect other vehicles, bicyclists, and large animals in the vehicle's path. Optional safety items include run-off road protection and crash mitigation, rear cross-traffic alert with braking assist, 360-degree camera, and Volvo's Pilot Assist driver-assistance feature, which combines adaptive cruise control and lane-keep assist. Starting at \$35,200, the XC40 T5 is equipped with a 247-hp turbocharged four-cylinder and all-wheel drive. A front-wheel-drive T4 will be added down the road. Look for the XC40 in dealers starting in March.



PRICE **\$35,200–\$37,700**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Volvo XC60

66

OVERALL SCORE

Volvo's second-generation XC60 is a scaled-down version of the XC90, complete with an elegant, Scandinavian-themed interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbocharged four-cylinder engine is responsive enough, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A 316-hp version of that engine powers the uplevel T6, and a 400-hp plug-in hybrid is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's advanced safety system, City Safety, encompasses both low- and high-speed automatic emergency braking. Note that blind-spot warning is only optional.

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PRICE **\$41,500–\$56,700**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **79** MPG **23**

Volvo XC90

58

OVERALL SCORE

The XC90 is a competitive three-row SUV but suffers from a bumpy ride and baffling controls. Base models use a 2.0-liter, turbo four-cylinder engine offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. The eight-speed automatic transmission operates smoothly most of the time. Handling is commendable, but the ride is stiff; it is slightly better with the optional air suspension. The interior is quiet, plush, and modern, with super comfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system that is frustrating to use. Many safety features are available.

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PRICE **\$46,900–\$104,900**

RELIABILITY SATISFACTION

ROAD-TEST SCORE **84** MPG **20**

Used cars can offer a lot more bang for the buck than new ones. But buying used can feel like a gamble. To find a used model that's a great value, follow our buying advice and consult our lists of the most- and least-reliable used vehicles made over the past decade, based on the largest pool of reliability survey data anywhere.

Used Car Picks



PHOTO: GETTY IMAGES

The Truth About Certified Pre-Owned

Buying a used car can save you money and get you behind the wheel of a more luxurious model than you could afford to buy new. For those looking to lease a new car, buying a used model outright can provide cost savings and eliminate the mileage restrictions of a lease. But some people are afraid to purchase a car with a mysterious past, which is why automakers created the "Certified Pre-Owned" (CPO) designation.

"CPO vehicles are often cherry-picked, have lower miles, and are cleaner vehicles with a clean history," says Anil Goyal, senior vice president for Black Book, an auto-industry data aggregator. "They're also protected against defects and expensive repairs by an extended manufacturer's warranty." CPO cars may also pass a multipoint inspection to check for systems or components that may be in need of repair.

Manufacturers typically offer a handful of other perks, including free loaner cars, roadside assistance, free satellite radio (for a limited time) and discounted finance rates on loans.

Those can all be great benefits, but buyers will ultimately pay for them: CPO cars cost more than a regular used car, even one with similar mileage. "The average premium for a 3-year-old midsize car is about \$850," Goyal says. "For a luxury car, the average premium is about \$3,000."

Keep a Healthy Skepticism

Dealers tout CPO cars as the better choice because of their extended warranty, near-mint condition, and savings over buying new. But CR's auto experts say that a regular used car can be a better value.

"Buying a CPO car is basically purchasing a pricey

extended warranty for peace of mind against unexpected issues," says CR automotive analyst Mel Yu.

Instead of paying a premium for a certified used car, CR's auto experts say that consumers looking for the best value should save their money and buy a non-certified used car from our list of reliable models on the chart at right. They can then put aside the savings to cover any repairs that might crop up.

If a noncertified used vehicle is still covered by its original warranty, the buyer can purchase a factory-backed extended warranty at a negotiated price, but CR's auto experts say that in most cases this is not a smart investment.

Before buying *any* used car, always have it inspected by a trusted independent mechanic who can confirm that all of the systems and components are in order and detect any damage or hidden repairs. Be forewarned: CR has run across certified pre-owned cars that were not properly inspected or that turned out to have hidden damage.

Other precautions to take: Do an internet search of the full VIN (vehicle identification number) to see whether any revealing information pops up, enter the VIN at safecar.gov to check for open recalls, and purchase a vehicle history report from a provider such as AutoCheck or Carfax. (Though it can be a helpful tool, bear in mind that a clean history report is not a guarantee that the vehicle has never been in an accident.)

This do-it-yourself approach may be all the certification you need.

Searching for a used car? Try our online used-car marketplace to search by make, mileage, and other filters to help you zero in on models in your area. Go to CR.org/usedcarmarketplace.

CR Best Used Cars The 131 models in the chart below performed making them our top choices. Models highlighted in green are the

Make & Model	Prices					ESC ('08-17)	
	\$5,000-\$10,000	\$10,000-\$15,000	\$15,000-\$20,000	\$20,000-\$25,000	\$25,000-\$30,000	Optional in	Standard from
CARS: SUBCOMPACT							
Honda Fit	'09-12	'13	-	-	-	'09	'11
Hyundai Accent	'12	-	-	-	-	-	'12
Nissan Versa Hatchback	'11	-	-	-	-	'10	'12
Nissan Versa Note	-	'15	-	-	-	-	all
Scion iA	-	'16	-	-	-	-	all
Scion xD	'08	-	-	-	-	-	all
Toyota Prius C	-	'12-14	'15-16	-	-	-	all
Toyota Yaris	'10, '12	-	-	-	-	-	'10
CARS: COMPACT							
Ford C-Max	-	-	'15-16	-	-	-	all
Ford Focus	'09, '11	-	-	-	-	'09	'10
Honda Civic	'09-11	'12-13	'14-15	-	-	'09	'12
Hyundai Elantra	'08-09	'14, '16	'17	-	-	'08	'11
Kia Forte	'10-11, '13	'14-16	-	-	-	-	all
Kia Soul	'10-12	'13-15	'16	-	-	-	all
Mazda3	'09-12	'13-14	'15-17	-	-	'08	'11
Nissan Leaf	'11	'13-14	'15	'16	-	-	all
Pontiac Vibe	'08-10	-	-	-	-	'08	'09
Scion iM	-	-	'16	-	-	-	all
Scion xB	'08-12	-	'15	-	-	-	all
Subaru Impreza	-	-	'14-16	-	-	'08	'09
Toyota Corolla	'08-11	'12-15	'16-17	-	-	'08	'10
Toyota Matrix	'08-10	-	-	-	-	'08	'10
Toyota Prius	'08-09	'10-13	'14-15	'16	'17	'08	'10
CARS: MIDSIZED AND LARGE							
Chevrolet Impala	-	-	-	'15-17	-	'08	'10
Ford Fusion	'09-10	'12, '14	'15-16	-	-	'09	'10
Ford Taurus	'09	'10-13	'14	'16	-	'08	'09
Honda Accord	'08-09	'10-12	'13-15	'16-17	-	-	all
Hyundai Azera	-	'12	'13-15	'16	-	-	all
Hyundai Sonata	'08-09	'13	'15, '17	-	-	-	all

HOW WE EVALUATE USED CARS

Best used car choices: We selected the top models from the 2008 through 2017 model years, based on subscriber responses to our Annual Auto Survey, then eliminated any model without available electronic stability control (ESC)—a key safety feature that became standard in 2012.

These cars have above-average reliability for the years shown, and performed well in our road tests when evaluated as new cars. We've also highlighted in green our very top picks, models that have much-better-than-average reliability for most years. **Worst used cars:** Each of these 2008 to 2017 models has a track record of well-below-average reliability. We advise steering away from them.

well in our testing when new and have above-average reliability and key safety features, best of the best, consistently demonstrating much-better-than-average reliability.

Make & Model	Prices					ESC ('08-17)	
	\$5,000- \$10,000	\$10,000- \$15,000	\$15,000- \$20,000	\$20,000- \$25,000	\$25,000- \$30,000	Optional in	Standard from

CARS: MIDSIZED AND LARGE *Continued*

Kia Cadenza	-	-	'14	'15	-	-	all
Kia Optima	'09	-	'14-15	'17	-	-	all
Mazda6	'09-11	'12-13	'14-15	'16-17	-	'08	'09
Mercury Milan	'09-10	-	-	-	-	'09	'10
Nissan Altima	'10-11	'12	-	'16-17	-	'08	'10
Nissan Maxima	-	'10, '12	-	-	-	'08	'09
Subaru Legacy	'10	'11-13	'14, '16	-	-	'08	'09
Toyota Avalon	-	'08-11	'12-13	'14-15	'16-17	'08	'09
Toyota Camry	'08-09	'10-13	'14-15	'16-17	-	'08	'10
Volkswagen Passat	-	-	'16	'17	-	-	all

CARS: LUXURY

Acura ILX	-	-	'13-14	-	-	-	all
Acura TL	-	'08-10	'13	-	-	-	all
Acura TSX	-	'08-11	'12-14	-	-	-	all
Audi A4	-	-	'13	-	-	-	all
Audi A6	-	-	-	'13	'15	-	all
BMW 3 Series	-	-	-	-	'15-16	-	all
BMW 5 Series	-	-	-	-	'14	-	all
Buick LaCrosse	-	'13	'14	'15-16	-	-	all
Buick Regal	-	-	'15-16	-	-	-	all
Buick Verano	-	'12	'14	-	-	-	all
Hyundai Genesis	-	'09	'13-14	-	-	-	all
Infiniti G	-	'08-10	'11, '13	-	-	-	all
Infiniti Q40	-	-	-	'15	-	-	all
Infiniti M	-	'08	'11	'13	-	-	all
Lexus CT 200h	-	'11	'12-13	'14-15	'16	-	all
Lexus ES	-	'08-10	'11-12	'13-14	'15	-	all
Lexus GS	-	'08	'10-11	-	'13-14	-	all
Lexus HS	-	'10, '12	-	-	-	-	all
Lexus IS	-	'08-09	'10-12	'13	'14-15	-	all
Lexus LS	-	-	'08	'09-11	'12	-	all
Lincoln MKS	-	'09, '11	'13	-	-	-	all
Lincoln MKZ	'08-10	'12	-	'15	-	-	all
Mercedes-Benz C-Class	-	'08, '11	-	'14	-	-	all
Mercedes-Benz E-Class	-	-	'10-11	'12-13	-	-	all
Volvo S60	'08	-	'13	-	'16	-	all

SPORTS CARS/CONVERTIBLES

Audi A5	-	-	-	'13	'14	-	all
BMW 2 Series	-	-	-	-	'15-16	-	all
Chevrolet Camaro	-	-	'11-12	'15	-	-	'10
Chevrolet Corvette	-	-	-	'08	'09	-	all
Ford Mustang	-	'08-09	-	-	-	-	all
Mazda MX-5 Miata	'08	'10-13	'14	-	-	'08	'12
Scion FR-S	-	-	'14-15	'16	-	-	all

Make & Model	Prices					ESC ('08-17)	
	\$5,000- \$10,000	\$10,000- \$15,000	\$15,000- \$20,000	\$20,000- \$25,000	\$25,000- \$30,000	Optional in	Standard from

SPORTS CARS/CONVERTIBLES *Continued*

Subaru BRZ	-	-	'14	'15-16	-	-	all
Subaru WRX/STi	-	-	-	-	'16-17	-	all
Toyota Camry Solara	'08	-	-	-	-	-	all

WAGONS AND MINIVANS

Audi Allroad	-	-	-	-	'13	-	all
Honda Accord Crosstour	-	'10-11	-	-	-	-	all
Honda Crosstour	-	'12	'13-14	'15	-	-	all
Honda Odyssey	-	'09	-	-	'15	-	all
Kia Rondo	'08-09	-	-	-	-	-	all
Kia Sedona	-	-	-	'15-16	-	-	all
Mazda5	-	'13	'15	-	-	-	'10
Nissan Quest	-	-	-	'13	-	-	all
Subaru Outback	-	'10-12	'14	-	'17	'08	'09
Toyota Prius V	-	'12	'13-14	'15-16	'17	-	all
Toyota Sienna	-	'09-10	'11	'12-14	'15-16	-	all
Toyota Venza	-	'09	'10-12	'13-14	'15	-	all
Volvo XC70	-	'09	'11	'13	'14	-	all

SUVs: SMALL

Buick Encore	-	-	-	'15-16	'17	-	all
Chevrolet Trax	-	-	'15-16	-	-	-	all
Honda CR-V	-	'08-11	'12-14	'15-16	'17	-	all
Honda Element	-	'08-10	'11	-	-	-	all
Honda HR-V	-	-	-	'16	-	-	all
Hyundai Tucson	-	'10-12	'13-15	-	-	-	all
Kia Sportage	'09	'12	'14	'16	-	-	all
Mazda CX-3	-	-	-	'16	-	-	all
Mazda CX-5	-	-	'13-15	'16	-	-	all
Mazda CX-7	'10	'11	-	-	-	-	all
Mitsubishi Outlander	'09-10	'11-12	'14-16	-	-	-	all
Nissan Juke	-	-	'13-14	-	-	-	all
Nissan Rogue	'09	'10-11, '13	-	'17	-	-	all
Subaru Forester	-	-	'13	'15-16	'17	'08	'09
Subaru XV/Crosstrek	-	-	-	'15-17	-	-	all
Toyota RAV4	-	'08-10	'11-13	'14-16	'17	-	all

SUVs: MIDSIZED AND LARGE

Acura MDX	-	'08	'09-11	'12	'13-14	-	all
Acura RDX	-	'09-10	'12	'13	'14-15	-	all
Chevrolet Equinox	-	-	'13-14	'15-16	'17	-	all
GMC Terrain	-	-	'13	'14-15	'16-17	-	all
Ford Edge	-	'10	-	'14	-	-	all
Ford Taurus X	-	'09	-	-	-	-	all
Honda Pilot	-	'08	'12	'13-14	-	-	all

Make & Model	Prices					ESC ('08-17)	
	\$5,000-\$10,000	\$10,000-\$15,000	\$15,000-\$20,000	\$20,000-\$25,000	\$25,000-\$30,000	Optional in	Standard from
SUVs: MIDSIZED AND LARGE							
Hyundai Santa Fe Sport	-	-	'14	'15-17	-	-	all
Infiniti EX	-	'08, '10	-	-	-	-	all
Kia Sorento	-	-	'13	'15	'16	-	all
Lexus GX	-	-	'08	'10-11	'12	-	all
Lexus RX	-	'08	'09-10	'11-12	'13-14	-	all
Lincoln MKX	-	'10	-	'13	'15	-	all
Mercedes-Benz GLK-Class	-	-	'10-11	'12-13	-	-	all
Nissan Murano	-	'11	'12-13	-	-	'08	'09
Nissan Xterra	'08	'10-11	-	'14-15	-	-	all
Toyota 4Runner	-	-	'08-09	'10-11	'12-13	-	all
Toyota Highlander	-	-	'08-10	'11-12	'13	-	all
Toyota Sequoia	-	-	'08	'10	'11	-	all

Make & Model	Prices					ESC ('08-17)	
	\$5,000-\$10,000	\$10,000-\$15,000	\$15,000-\$20,000	\$20,000-\$25,000	\$25,000-\$30,000	Optional in	Standard from
PICKUP TRUCKS							
Chevrolet Avalanche	-	-	'08	-	'12	'08	'10
Chevrolet Colorado	-	'09-10	'12	-	-	-	'09
Chevrolet Silverado 2500HD	-	-	-	'09	'10	'09	'11
GMC Canyon	-	'09	'10	'12	-	-	'09
GMC Sierra 2500HD	-	-	-	'09	'10	'09	'11
Honda Ridgeline	-	-	'08-10	'11-12	'13-14	-	all
Nissan Frontier	-	'08	'09-10	'11-13	'14, '16	'08	'12
Toyota Tacoma	-	-	'08-10	'11-13	'14-15	'08	'09
Toyota Tundra	-	-	'08	'10-11	'12-13	'08	'09

Worst Used Cars

Listed alphabetically by make and model, these 119 vehicles have records of much-worse-than-average reliability, based on subscriber responses to our Annual Auto Survey.

ACURA
ILX '16
MDX '16
TLX '15
AUDI
A4 '09-11
Q7 '14
BMW
1 Series '09, '11, '13
3 Series '08, '11
5 Series '09-11
X3 '08, '11-12, '17
X5 '11-13
BUICK
Enclave '08-11
Encore '13
LaCrosse '11, '17
Regal '11, '13
Verano '15
CADILLAC
ATS '16
CTS '08, '14-15
DTS '11
Escalade '15-16
SRX '08
STS '08
XTS '13, '16
CHEVROLET
Camaro '16-17
Colorado '15-16
Corvette '14-17
Cruze '11-12, '14, '17
Equinox '10-11

CHEVROLET cont.
HHR '08
Malibu '13
Silverado 1500 '17
Silverado 2500HD '11
Silverado 3500HD '11, '13
Sonic '12
Suburban '08, '14-16
Tahoe '09, '15, '17
Traverse '09-12
CHRYSLER
200 '15
300 '13-14
PT Cruiser '08
Town & Country '08-11
DODGE
Challenger '10, '16
Charger '13, '15
Dart '13-14
Durango '11-13, '16
Grand Caravan '08-11
Journey '09, '12, '14, '16
FIAT
500 '12-15
500L '14
FORD
Edge '12
Expedition '13
Explorer '12, '16
F-350 '08
Fiesta '11-16
Flex '10, '12

FORD cont.
Focus '12-16
Fusion '17
Mustang '12, '15, '17
Transit Connect '14
GMC
Acadia '08-11, '13-14, '17
Canyon '15-16
Sierra 1500 '17
Sierra 2500HD '11
Sierra 3500HD '11, '13
Terrain '10-11
Yukon '09, '15, '17
Yukon XL '08, '14-16
HYUNDAI
Sonata '11
Tucson '16
Veloster '12
INFINITI
Q50 '16
QX60 '14-15
JAGUAR
F-Pace '17
JEEP
Cherokee '14-15
Grand Cherokee '11-15
Patriot '14
Renegade '15
Wrangler '12

KIA
Sportage '13
LEXUS
GX '16
LINCOLN
MKC '17
MKX '16-17
MAZDA
5 '08
CX-9 '13, '16
MX-5 Miata '09, '15-16
MERCEDES-BENZ
GLC '16-17
GL-Class '12-13, '15
S-Class '15
MINI
Cooper '08-13, '15
Cooper Clubman '09
Cooper Countryman '12-13, '16
NISSAN
Pathfinder '13-14
Rogue '08
Rogue Select '14
Sentra '13, '15
Versa Note '14
PONTIAC
G6 '08

PORSCHE
Cayenne '16
RAM
1500 '14-15
2500 '13-15
3500 '12, '14-16
SATURN
Outlook '08-09
SUBARU
Outback '08
WRX/STi '15
TESLA
Model S '13
Model X '16-17
TOYOTA
Tacoma '16
VOLKSWAGEN
Beetle '15
CC '10, '12
Eos '12
Golf '15-16
Golf SportWagen '15
GTI '11-12, '15-16
Jetta '08, '11, '15
Jetta SportWagen '11, '14
Passat '13-14
Tiguan '09, '11-13, '15
Touareg '12
VOLVO
S60 '15
XC90 '16-17

We've analyzed data on more than 640,000 vehicles to show which used models are the most trouble-free and to predict the new cars that will go the distance. Our reliability charts will lead you to the right choice.

by Jonathan Linkov

Reliability: New & Used Cars



GUIDE TO OUR RELIABILITY CHARTS

New Car Prediction

This is our prediction of how a 2018 model is likely to hold up. It is calculated by tracking the average of a model's used-car reliability for the past three years, provided the vehicle didn't change significantly in that time. We might make a calculation based on one or two years' data if the model was redesigned in 2017 or 2016. When we lack data, we predict reliability for new cars by using their brand's recent reliability history.

Owner Reliability (Used Cars)

This rating indicates whether a model had more or fewer problems overall than the average vehicle of that year. It is calculated from the total number of problems reported by our subscribers in the 17 trouble spots listed at right.

Reliability Data

These charts are based on the more than 640,000 vehicles in our latest Annual Reliability Survey, in which subscribers reported on any serious problems they had with their vehicles in the past 12 months.

Trouble-spot scores are based on the percentage of survey respondents who reported problems for each trouble spot, compared with the average of all car models of that year. Models that score a ❗ suffer a higher rate of problems than the average model; models with a ✅ had relatively few problems. For some trouble spots with very low problem rates, we do not assign a ❗ or a ⚠️ unless the model's problem rate exceeds 3 percent.

Gray shading indicates the year when a model was introduced or redesigned. An empty column means the model was not sold that year. A column of asterisks (*) indicates that there is insufficient data for that year.

How We Crunched the Numbers

This table represents the average problem rates reported for all cars over a given model year. It is broken down by trouble spot and expressed as a rounded percentage, so you can see at a glance which trouble spots are more problematic for each year. Trouble spots that are more serious can be more expensive to repair and are given extra weight in our calculations.

For example, our latest survey data indicate that in 2013, 1.6 percent of vehicles, on average, had suspension problems. The Acura RDX on the facing page scores a ❗ (Much Worse Than Average) for suspension because 4.9 percent of 2013 RDXs had a problem in this area. But when looking at the 2013 Audi Q5, it has a score of ✅ (Much Better Than Average) because only 1 percent of Q5s were reported to have a problem in this category.

AVERAGE PROBLEM RATES

TROUBLE SPOTS	MODEL YEARS										
	10	11	12	13	14	15	16	17			
Engine, Major	2	1	1	1	<1	<1	<1	<1			
Engine, Minor	2	2	1	1	1	1	<1	<1			
Engine, Cooling	1	1	1	<1	<1	<1	<1	<1			
Trans., Major	1	1	1	1	1	<1	<1	<1			
Trans., Minor	1	1	1	1	1	1	1	<1			
Drive System	2	2	1	1	1	1	1	<1			
Fuel System	2	3	2	2	1	1	1	<1			
Electrical	2	1	1	1	<1	<1	<1	<1			
Climate System	4	3	2	2	2	1	1	<1			
Suspension	4	3	2	2	1	1	1	<1			
Brakes	4	3	2	2	1	1	1	<1			
Exhaust	1	1	1	<1	<1	<1	<1	<1			
Paint/Trim	2	1	2	1	1	1	1	<1			
Noises/Leaks	3	2	2	2	2	2	1	1			
Body Hardware	1	1	1	1	1	1	1	<1			
Power Equipment	5	3	3	3	2	2	1	1			
In-Car Electronics	3	3	3	3	3	3	3	2			

17 TROUBLE SPOTS

Engine, Major

Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor

Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

Engine, Cooling

Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

Transmission, Major

Transmission rebuild or replacement, torque converter, premature clutch replacement.

Transmission, Minor

Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

Drive System

Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

Fuel System

Check-engine light, sensors (includes O2 or oxygen sensor), emission control devices

(includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.

Electrical

Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

Climate System

Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

Suspension

Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

Brakes

Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

Exhaust

Muffler, pipes, catalytic converter, exhaust manifold, leaks.

Paint/Trim

Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

Noises/Leaks

Squeaks or rattles, seals and/or weather stripping, air or water leaks, wind noise.

Body Hardware

Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, seat belts, sunroof, convertible top, glass defect.

Power Equipment and Accessories

Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

In-Car Electronics

Audio systems, entertainment systems, navigation system, backup camera/sensors, communication system.

Go to CR.org/carreliability to see our experts discuss reliability on our "Talking Cars With Consumer Reports" video podcast, or watch other videos, including how the different brands stack up in terms of reliability, and the most and least reliable new cars.

	Acura ILX	Acura MDX	Acura RDX	Acura TL	Acura TLX	
2018 Model Prediction	MUCH WORSE THAN AVERAGE	WORSE THAN AVERAGE	BETTER THAN AVERAGE	DISCONTINUED	WORSE THAN AVERAGE	
MODEL YEARS	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	
TROUBLE SPOTS	Engine, Major					
	Engine, Minor					
	Engine, Cooling					
	Trans., Major					
	Trans., Minor					
	Drive System					
	Fuel System					
	Electrical					
	Climate System					
	Suspension					
	Brakes					
	Exhaust					
	Paint/Trim					
	Noises/Leaks					
	Body Hardware					
Power Equipment						
In-Car Electronics						
Owner Reliability						

	Acura TSX	Audi A4	Audi A5	Audi A6	Audi A7
2018 Model Prediction	DISCONTINUED	MUCH BETTER THAN AVERAGE	BETTER THAN AVERAGE	AVERAGE	AVERAGE
MODEL YEARS	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17
TROUBLE SPOTS	Engine, Major				
	Engine, Minor				
	Engine, Cooling				
	Trans., Major				
	Trans., Minor				
	Drive System				
	Fuel System				
	Electrical				
	Climate System				
	Suspension				
	Brakes				
	Exhaust				
	Paint/Trim				
	Noises/Leaks				
	Body Hardware				
Power Equipment					
In-Car Electronics					
Owner Reliability					

	Audi Q5	Audi Q7	BMW 1 Series, 2 Series	BMW 3 Series	BMW 4 Series
2018 Model Prediction	BETTER THAN AVERAGE	BETTER THAN AVERAGE	BETTER THAN AVERAGE	BETTER THAN AVERAGE	AVERAGE
MODEL YEARS	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17
TROUBLE SPOTS	Engine, Major				
	Engine, Minor				
	Engine, Cooling				
	Trans., Major				
	Trans., Minor				
	Drive System				
	Fuel System				
	Electrical				
	Climate System				
	Suspension				
	Brakes				
	Exhaust				
	Paint/Trim				
	Noises/Leaks				
	Body Hardware				
Power Equipment					
In-Car Electronics					
Owner Reliability					

BMW - Chrysler

	BMW 5 Series							BMW i3							BMW X1							BMW X3							BMW X5														
	2018 Model Prediction							2018 Model Prediction							2018 Model Prediction							2018 Model Prediction							2018 Model Prediction														
2018 Model Prediction	BETTER THAN AVERAGE 🟢							AVERAGE 🟡							AVERAGE 🟡							BETTER THAN AVERAGE 🟢							BETTER THAN AVERAGE 🟢														
MODEL YEARS	'10	'11	'12	'13	'14	'15	'16	'17	'10	'11	'12	'13	'14	'15	'16	'17	'10	'11	'12	'13	'14	'15	'16	'17	'10	'11	'12	'13	'14	'15	'16	'17	'10	'11	'12	'13	'14	'15	'16	'17			
Engine, Major	🔴	🟡	🟠	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	
Engine, Minor	🔴	🔴	🟡	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Engine, Cooling	🔴	🟡	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Trans., Major	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Trans., Minor	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Drive System	🟢	🟢	🟡	🟢	🟢	🟢	🟢	*					🟡	🟡	🟡	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Fuel System	🔴	🔴	🟡	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟡	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Electrical	🔴	🔴	🟢	🟢	🟢	🟢	🟢	*					🔴	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟡	🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Climate System	🟢	🟢	🟢	🟡	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Suspension	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Brakes	🟢	🔴	🟡	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Exhaust	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Paint/Trim	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Noises/Leaks	🟢	🔴	🟢	🟢	🟢	🟢	🟢	*					🟡	🔴	🟡	*					🟢	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Body Hardware	🟢	🟡	🟢	🟢	🟢	🟢	🟢	*					🟢	🟢	🟢	*					🟡	🟢	🟢	🟢	*	* 🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Power Equipment	🔴	🔴	🟡	🔴	🟡	🟢	🟢	*					🟢	🔴	🟢	*					🟢	🟡	🟡	🟡	*	* 🔴	🔴	🟢	🟡	🔴	🟢	🟢	🟢	🟢	*	* 🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢
In-Car Electronics	🔴	🔴	🟢	🔴	🟡	🟢	🟢	*					🟡	🔴	🟢	*					🟡	🔴	🟢	🟢	*	* 🟢	🟢	🟡	🔴	🔴	🟢	🔴	🟢	🟢	*	* 🟡	🟢	🟢	🔴	🔴	🟢	🟢	🟢
Owner Reliability	🔴	🔴	🟡	🟡	🟢	🟢	🟢						🟡	🟡	🟢						🟡	🟡	🟢	🟢		🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢	🟢		🔴	🔴	🟡	🟡	🟢	🟢	🟢	🟢

	Buick Enclave							Buick Encore							Buick LaCrosse							Buick Regal							Buick Verano													
	2018 Model Prediction							2018 Model Prediction							2018 Model Prediction							2018 Model Prediction							2018 Model Prediction													
2018 Model Prediction	WORSE THAN AVERAGE 🟡							MUCH BETTER THAN AVERAGE 🟢							MUCH WORSE THAN AVERAGE 🟢							WORSE THAN AVERAGE 🟡							WORSE THAN AVERAGE 🟡													
MODEL YEARS	'10	'11	'12	'13	'14	'15	'16	'17	'10	'11	'12	'13	'14	'15	'16	'17	'10	'11	'12	'13	'14	'15	'16	'17	'10	'11	'12	'13	'14	'15	'16	'17	'10	'11	'12	'13	'14	'15	'16	'17		
Engine, Major	🟢	🟢	🟢	🟢	🟢	🟢	🟢					🔴	🟢	🟢	🟢	🟢		🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢		🔴	🟡	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Engine, Minor	🟡	🟡	🟢	🟢	🟢	🟢	🟢					🔴	🟢	🟢	🟢	🟢		🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟢		🔴	🟡	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Engine, Cooling	🔴	🟢	🟢	🟢	🟢	🟢	🟢					🔴	🟢	🟢	🟢	🟢		🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Trans., Major	🟢	🟢	🟢	🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		🔴	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Trans., Minor	🟢	🟢	🟡	🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		🟡	🟢	🟢	🟢	🟢	🟢	🟢	*		🟡	🟢	🟢	🟢	🟢	🟢	*
Drive System	🔴	🔴	🟡	🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢		🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟢		🟢	🟢	🔴	🟢	🟢	🟢	🟢	*		🟡	🟢	🟢	🟢	🟢	🟢	*
Fuel System	🟡	🔴	🟢	🟢	🟢	🟢	🟢					🔴	🟢	🟢	🟢	🟢		🔴	🟡	🟢	🟢	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟢	🟢	🟢	🟢	*		🟡	🟢	🟢	🟢	🟢	🟢	*
Electrical	🟢	🟢	🟢	🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢		🔴	🟢	🟢	🟢	🟢	🟢	🟢	🟢		🟡	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Climate System	🔴	🔴	🔴	🔴	🔴	🔴	🔴					🟡	🟡	🟢	🟢	🟢		🟡	🔴	🔴	🔴	🔴	🔴	🔴	🔴		🟢	🟢	🟡	🔴	🔴	🟢	🟢	*		🟢	🟡	🔴	🔴	🟢	🟢	*
Suspension	🔴	🔴	🔴	🟡	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢		🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢		🔴	🔴	🔴	🟡	🟢	🟢	🟢	*		🟢	🟡	🟢	🟢	🟢	🟢	*
Brakes	🟡	🔴	🟡	🟢	🟢	🟢	🟢					🟢	🟡	🟢	🟢	🟢		🔴	🟡	🔴	🔴	🔴	🔴	🔴	🔴		🔴	🔴	🔴	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Exhaust	🟢	🟢	🟢	🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢		🟡	🟡	🟢	🟢	🟢	🟢	🟢	🟢		🟡	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Paint/Trim	🟢	🟢	🟢	🟢	🟢	🟢	🟢					🟢	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Noises/Leaks	🟡	🔴	🟢	🟢	🟢	🟢	🟢					🟡	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟡	🟢	🟢	🟢	*		🟢	🟡	🟢	🟢	🟢	🟢	*
Body Hardware	🟡	🔴	🟢	🟢	🟢	🟢	🟢					🟡	🟢	🟢	🟢	🟢		🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢		🟡	🟢	🟢	🟢	🟢	🟢	🟢	*		🟢	🟢	🟢	🟢	🟢	🟢	*
Power Equipment	🟡	🟡	🟡	🔴	🟡	🟢	🟢					🟡	🟡	🟡	🟡	🟡		🟡	🟡	🔴	🔴	🔴	🔴	🔴	🔴		🟡	🔴	🔴	🔴	🔴	🔴	🔴	*		🟡	🔴	🔴	🔴	🔴	🔴	*
In-Car Electronics	🔴	🔴	🔴	🔴	🟡	🟡	🟡					🟡	🔴	🟡	🟡	🟡		🔴	🔴	🔴	🔴	🔴	🔴	🔴	🔴		🟡	🟡	🔴	🔴	🔴	🔴	🔴	*		🟡	🔴	🔴	🔴	🔴		

Ford Focus	Ford Fusion	Ford Mustang	Ford Taurus	GMC Acadia	GMC Canyon
MUCH WORSE THAN AVERAGE	BETTER THAN AVERAGE	WORSE THAN AVERAGE	AVERAGE	MUCH WORSE THAN AVERAGE	WORSE THAN AVERAGE
'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17
<					

Subaru - Volvo

	Subaru BRZ	Subaru Crosstrek, XV Crosstrek	Subaru Forester	Subaru Impreza	Subaru Legacy
2018 Model Prediction	MUCH BETTER THAN AVERAGE 🟢	AVERAGE 🟡	MUCH BETTER THAN AVERAGE 🟢	WORSE THAN AVERAGE 🟠	BETTER THAN AVERAGE 🟡
MODEL YEARS	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17
Engine, Major	🟢🟢🟢🟢*	🟢🟢🟢🟢	🟠🟡🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Engine, Minor	🟢🟢🟢🟢*	🟡🟢🟢🟢	🟠🟡🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Engine, Cooling	🟢🟢🟢🟢*	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢
Trans., Major	🟢🟡🟢🟢*	🟢🟢🟢🟢	🟢🟢🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Trans., Minor	🟢🟢🟢🟢*	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
Drive System	🟢🟢🟢🟢*	🟠🟡🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢
Fuel System	🟠🟢🟢🟢*	🟢🟢🟢🟢	🟢🟢🟢🟢	🟠🟢🟢🟢	🟡🟢🟢🟢
Electrical	🟢🟢🟢🟢*	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢
Climate System	🟢🟢🟢🟢*	🟢🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
Suspension	🟢🟢🟢🟢*	🟠🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
Brakes	🟢🟢🟢🟢*	🟠🟢🟢🟢	🟠🟡🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Exhaust	🟢🟢🟢🟢*	🟢🟢🟢🟢	🟠🟢🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Paint/Trim	🟢🟡🟢🟢*	🟢🟢🟢🟢	🟡🟢🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Noises/Leaks	🟠🟢🟢🟢*	🟢🟢🟢🟢	🟠🟡🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Body Hardware	🟢🟢🟢🟢*	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢
Power Equipment	🟢🟢🟢🟢*	🟡🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
In-Car Electronics	🟢🟢🟢🟢*	🟢🟡🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢
Owner Reliability	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢

	Subaru Outback	Subaru WRX/STi	Tesla Model S	Tesla Model X	Toyota 4Runner
2018 Model Prediction	AVERAGE 🟡	AVERAGE 🟡	BETTER THAN AVERAGE 🟡	MUCH WORSE THAN AVERAGE 🟠	MUCH BETTER THAN AVERAGE 🟢
MODEL YEARS	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17
Engine, Major	🟢🟢🟢🟢	* * * 🟠 *	🟢🟢🟢🟢		🟢🟢🟢🟢
Engine, Minor	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢		🟢🟢🟢🟢
Engine, Cooling	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢		🟢🟢🟢🟢
Trans., Major	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢		🟢🟢🟢🟢
Trans., Minor	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢		🟢🟢🟢🟢
Drive System	🟢🟢🟢🟢	* * * * *	🟠🟡🟢🟢		🟢🟢🟢🟢
Fuel System	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢		🟢🟢🟢🟢
Electrical	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢		🟢🟢🟢🟢
Climate System	🟢🟢🟢🟢	* * * * *	🟡🟢🟢🟢	🟠🟡🟢🟢	🟢🟢🟢🟢
Suspension	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢	🟡🟢🟢🟢	🟢🟢🟢🟢
Brakes	🟡🟢🟢🟢	* * * 🟠 *	🟢🟢🟢🟢		🟡🟢🟢🟢
Exhaust	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢		🟢🟢🟢🟢
Paint/Trim	🟢🟢🟢🟢	* * * 🟠 *	🟠🟡🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Noises/Leaks	🟡🟢🟢🟢	* * * 🟠 *	🟡🟢🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Body Hardware	🟢🟢🟢🟢	* * * * *	🟢🟢🟢🟢	🟠🟡🟢🟢	🟢🟢🟢🟢
Power Equipment	🟠🟡🟢🟢	* * * * *	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
In-Car Electronics	🟢🟢🟢🟢	* * * * *	🟠🟡🟢🟢	🟠🟡🟢🟢	🟡🟢🟢🟢
Owner Reliability	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟠🟡🟢🟢	🟢🟢🟢🟢

	Toyota Avalon	Toyota Camry	Toyota Corolla	Toyota Highlander	Toyota Prius
2018 Model Prediction	MUCH BETTER THAN AVERAGE 🟢	BETTER THAN AVERAGE 🟡	MUCH BETTER THAN AVERAGE 🟢	MUCH BETTER THAN AVERAGE 🟢	MUCH BETTER THAN AVERAGE 🟢
MODEL YEARS	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17	'10 '11 '12 '13 '14 '15 '16 '17
Engine, Major	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Engine, Minor	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Engine, Cooling	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Trans., Major	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Trans., Minor	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Drive System	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Fuel System	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Electrical	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Climate System	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Suspension	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Brakes	🟢🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
Exhaust	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢
Paint/Trim	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
Noises/Leaks	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢	🟢🟢🟢🟢
Body Hardware	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢	🟢🟢🟢🟢
Power Equipment	🟡🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
In-Car Electronics	🟠🟡🟢🟢	🟢🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢	🟡🟢🟢🟢
Owner Reliability	🟡🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢	🟢🟢🟢🟢

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Driven Crazy

These ads and signs are all over the (road) map

Snow Job

One picture can contradict a thousand words.
Submitted by Scott Meador, Mulberry, IN



Are We There Yet?

Just think what a mile like this one would do for fuel economy!
Submitted by David Moss, Florence, SC

Price Check

We're guessing that "Dollar and Two Quarters Car Wash" just didn't have the same ring to it.
Submitted by Lawrence Hudak, Johnstown, PA

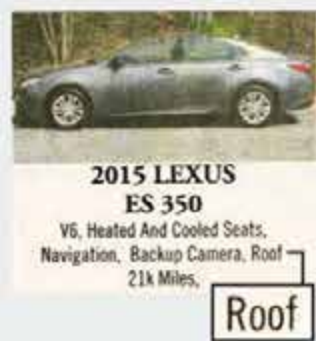


The Devil's in the Details

Begs the question: What can we use the coupon for, then?
Submitted by Sandy Beck, Ottawa, KS

Roof Goof

Might be worth checking to see whether it has wheels and doors, too.
Submitted by Keith Nash, Decatur, GA



Be on the lookout for goofs and glitches like these. Share them with us—by email at SellingIt@cro.consumer.org or by mail to Selling It, Consumer Reports, 101 Truman Ave., Yonkers, NY 10703—and we might publish yours. Please include key information, such as the publication's name and date.

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