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January 2017

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## The CR Difference

A THOROUGH TEST DRIVE can tell you a lot about a new car. What it can't tell you is how reliable the car is going to be.

Our one-of-a-kind, real-world reliability ratings are based on subscribers' experiences with more than half a million vehicles. From this data, we can predict which models are most likely to be trouble-free or trouble-prone.

By using this data and the test findings inside this issue, you will be equipped to make a smart choice on which car is best for you and your family.



**Jon Linkov, Cars Deputy Editor, and CR's Auto Test and Editorial teams**

## What You Need to Know About Semi-autonomous Technology

Consumer Reports believes that autonomous vehicle technology has the potential to improve driver safety. But we also have serious concerns about the way certain semi-autonomous systems, some of which allow a car to steer for itself, are currently being designed, deployed, and marketed. We think automakers need to clearly communicate the capabilities—and the limitations—of these systems.

Because this is a new and rapidly evolving technology, little data exists on the safety or benefits of these systems, so we currently don't factor them into our ratings criteria. Our ratings and recommendations are based on a performance assessment from Consumer Reports track evaluations of how well a car drives (i.e., braking, handling, fuel economy) and reliability scores from our Annual Auto Survey, as well as safety evaluations and external crash tests.

But we do monitor these types of emerging technologies closely. Many automakers have promoted semi-autonomous systems as a safety feature to help with driver distraction and

fatigue, but drivers are supposed to remain engaged with the driving process at all times. Some companies, such as Tesla and Mercedes-Benz, have used names such as Autopilot and Drive Pilot, which can give the false and dangerous impression that these cars are more capable than they really are. Several of these systems also allow you to take your hands off the wheel. Consumer Reports believes that as long as these systems require driver engagement, they should also require the driver to keep his or her hands on the wheel.

Several of the vehicles in these reliability charts offer semi-autonomous features. They include Tesla's Model S, whose reliability improved enough to qualify for recommended status under our criteria, as well as certain vehicles from BMW, Mercedes-Benz, and Volvo.

We will continue to monitor the evolution of self-driving technology and evaluate whether to make future adjustments to our ratings.

To learn more about self-driving technology and see our expert evaluations, go to [ConsumerReports.org/selfdriving](http://ConsumerReports.org/selfdriving).



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# Ask the Experts

Reader questions on tires, headlights, and airbags.



Do you have any advice about replacement of car headlights. They obviously get foggy and obscure vision. Any solution?

—Franklin Jones

The best solution is to try a headlight restoration kit first. When we looked at these kits we found that the cheaper the kit, the worse the results. The best kits may involve multiple steps or the use of power tools to clean the headlights. But the results lasted well beyond three months. And it's cheaper to try one of these kits than buying all new headlights.



**My wife is between 90 and 95 pounds, and when we travel the airbag light in our Toyota Prius shows OFF. Toyota has told me that the front seat passenger must be at least 150 pounds before the airbag will function. Sometimes, the passenger airbag light will indicate the bag is active when she is seated there.**

—Glen Broderick

Different cars have different weight limits for when the airbag is turned on or off. As your wife is of slight build she may not be heavy enough to cause the bag to turn on. Based on information from the Prius repair manual, it appears that the airbag should be active above 36 kg (79.3 lbs.). We would recommend having the weight sensor checked to be sure it's calibrated correctly.



**When you run the 16,000 mile wear test are the tires rotated through all positions? Are vehicles with various tire brands run in a convoy?**

—Martin Engelhardt

In our evaluations for all-season car tires, the tires were rotated routinely through all wheel positions in a convoy of vehicles. Typically, four vehicles make up a convoy, and in order to test all of the tire models, we run several convoys.

# At the Track

We take an early look at four new models.

**W**ith the 2017 model year in full swing, we've had a number of new models make appearances at our Auto Test Center.

For instance, we rented the Fiat 124, Hyundai Ioniq, and Buick LaCrosse from their manufacturers in order to get a pre-sale view of each. And earlier this summer we took delivery of our own Porsche 718 Boxster.

Fiat's 124 Spider is based on the Mazda MX-5 Miata roadster, with a mix of elements from both manufacturers. We wanted to see if the Italian influence brings a different motoring connoisseur to the small car.

The Hyundai is aimed directly at the Toyota Prius and Prius Prime, and will offer three variants, so buyers can choose what works best for their driving lifestyle: hybrid, plug-in, or full electric.

Meanwhile, the all-new LaCrosse is based on the same platform as the excellent Chevrolet Impala large sedan. It's tasked with appealing to Buick traditionalists while enticing younger buyers to consider the brand.

Finally, the 718 Boxster is the latest version of Porsche's entry-level roadster. With the redesign, the Boxster loses two cylinders, gains fuel efficiency, and has become quicker.



## Buick LaCrosse

GM tries to please new buyers and traditionalists

AMIDST A LINEUP of Buick models from around the globe sits the redesigned LaCrosse large sedan—the epitome of the traditional Buick. The latest LaCrosse follows the first-generation model with a hushed cabin, ample power, and sound handling. We rented one from Buick to find out what has changed.

### Driving Impressions

In an attempt to keep buyers from fleeing to SUVs, Buick has made all-wheel drive optional. The sole engine is a 3.6-liter V6, mated to an eight-speed automatic. Power is plentiful, with enough reserve oomph for stress-free merging.

The ride is mostly agreeable, but comfort depends on how

you option the car. The AWD Premium trim we rented has 20-inch wheels and a continuously damping suspension. It struggles to compete with road impact, as some harshness sneaks through in a very un-Buick way. We expect cars with the 18-inch wheels to ride better. Handling is responsive enough in everyday driving.

### Inside the Cabin

Big sedans promise plenty of space and the LaCrosse delivers, with generously proportioned front and back seats. While thinner roof pillars improve visibility somewhat, the high package shelf hurts the view out the rear.

The interior is library-like quiet, and features an



easy-to-read dashboard and GM's excellent infotainment system.

Our biggest gripe about the controls is the new electronic gear selector. It's hard to reliably engage Reverse, in turn making parking maneuvers frustrating.

Disappointingly, forward-collision warning and automatic emergency braking are only available on the top Premium trim.

#### VEHICLE SPECS

**MSRP** \$32,065-\$43,265 **Engine** 310-hp, 3.6-liter V6  
**Transmissions** 8-spd. automatic **Drive wheels** Front or all

# Hyundai Ioniq

Hyundai's Green Machine Targets Toyota Prius

FOR WELL OVER A DECADE, no car has truly rivaled the Toyota Prius for its combination of fuel economy and practicality. Hyundai finally answers the call with the Ioniq, offered with three stages of electrification: hybrid, plug-in hybrid, and full electric. We rented a prototype to see if Hyundai has the goods to win over Prius buyers.

## Driving Impressions

Most buyers will opt for the conventional hybrid, which uses a 1.6-liter four-cylinder along with an electric motor (for 139 hp combined) and a 1.56 kWh lithium-ion polymer battery. That relatively large battery can be leveraged for more acceleration assist and battery-only capability.

Hyundai claims the hybrid will be the most fuel-efficient

car that you don't plug in. That means it must beat the Prius Eco's 56 mpg combined EPA rating.

Opting for the plug-in brings an 8.9 kWh battery, good for a claimed all-electric range of over 25 miles, like the Prius Prime's 25-mile claim. Topping the electrification ladder, the Ioniq Electric has a 28 kWh battery, good for approximately 110 miles of range, putting it on the upper end among current less-expensive electric cars.

Hyundai uses a six-speed dual-clutch automatic, rather than a CVT, to try and deliver a more natural driving feel.

While an embargo limits our driving impressions, we can say Hyundai's hybrid system has improved markedly. The system is smooth, refined, and maximizes electric power.

## Inside the Cabin

Where the Ioniq follows a different road than the Prius is in how normal and unassuming it feels. Conventional knobs and buttons make the controls simple, and other than some hybrid-specific displays, the instruments look familiar. The Ioniq we sampled had an upscale interior, offering features such as real leather seats and memory for the power driver's seat adjustments.

Like the Prius, the Ioniq is practical. A spacious rear seat comfortably fits adults, and

there is plenty of cargo room under the hatchback. Rear visibility is better than the Prius or Chevrolet Volt, although it still falls short of being great. Forward-collision warning with automatic emergency braking is optional on the top two trims.

There's no question the Ioniq faces an uphill battle. Currently-low fuel prices make efficient cars a hard sell. But Hyundai is playing the long game, facing global demands for reduced greenhouse gasses and tightening fuel economy standards here.



## VEHICLE SPECS

**MSRP** \$28,000-\$35,000 est **Engine** 139-hp, 1.6-liter 4-cyl.  
**Transmissions** 6-spd. dual-clutch automatic  
**Drive wheels** Front





## Porsche 718 Boxster

Redesigned roadster gains on numbers, but has the thrill waned?

PORSCHE BOXSTER evolution remains iterative—a familiar silhouette that conceals perpetual improvement. Even though the 718 Boxster is all-new, with only the windshield, top, and trunk lid carrying over, the roadster is instantly recognizable.

More significantly, the car is powered by a new four-cylinder turbo, which boasts 35 hp more than the outgoing six-cylinder model. We bought a base version with the PDK automated-manual transmission, which is how the vast majority of 718s are expected to be equipped.

### Driving Impressions

Despite losing two cylinders, torque has dramatically improved. The engine has more gusto with less effort, and acceleration is brisk. The PDK has won favor among the staff, with its swift, punctuated shifts proving a well-calibrated compliment to the turbo engine. Shifts can be manually controlled via steering-wheel-mounted paddles or



tapping the shifter.

Lost is the smooth zing and high-rev wail that was such a thrill with the six-cylinder. The turbo four-cylinder has an audible thrum of its own that is reminiscent of Subarus and air-cooled Volkswagens

Handling is superlative, with

zero slack and immediate response. Their is virtually no body roll and grip is tenacious.

The ride with the 19-inch wheels is controlled—stiff but not punishing. The suspension absorbs imperfections better than you might think.

With the top up, noise is well

managed at highway speeds. The cloth top goes up and down by holding a single button, transforming the car in nine seconds—even at city speeds.

### Inside the Cabin

Sitting behind the wheel, the low-slung Boxster has a cozy cabin, premium feel, analog primary gauges, and a confusing array of Chiclet-like buttons. The infotainment system has proved easy enough to learn. Some drivers have missed having steering wheel controls, especially in a \$70,000 car.

Our optional sport seats are firm and supportive, although they have somewhat modest width. Cargo storage is quite good, thanks to front and rear trunks that provide enough space for a weekend trip or grocery store run. But interior space is quite stingy, limited largely to your pants pockets.

We haven't had trouble racking up miles as we get the 718 ready for our test program.

#### TEST-CAR SPECS

**Price as tested** \$69,790 **Engine** 300-hp, 2.0-liter turbocharged 4-cyl. **Trans.** 7-speed sequential. **Drive wheels** Rear



# FIAT 124 Spider

An Italian Take on Japan's Miata

BEFORE YOU SLAP the 124 Spider with a snarky term like the "Fiata" or "Fiazda," you need to drive it. This is not a mere rebody/rebadge job of the frisky Mazda MX-5 Miata.

Three trims are available: base Classica, upscale Lusso, or sporty Abarth. While the Classica makes due with 16-inch wheels and cloth seats, the Lusso ("luxury" in Italian) has heated leather seats, a leatherette lower dash, piano black trim, and 17-inch wheels. The Abarth gets an extra four horsepower, stiffer suspension, and a sportier exhaust sound. We recently dropped the top on a 124 Spider, rented from Fiat, to get first impressions.

## Driving Impressions

With 160 hp and 184 lb.-ft. of

torque, the 1.4-liter turbo is fairly hearty and revs willingly, with that torque delivering noticeably good punch from 3,000-5,000 rpm. The engine note is uninspiring, getting rattly at higher rpm, but it's never obtrusively loud. The EPA estimates fuel economy at 29 mpg combined for the automatic, 30 mpg for the manual.

While a six-speed manual is standard, Fiat says that it expects 70 percent of 124 Spider buyers to spend the extra \$1,350 for the automatic transmission. The automatic works reasonably well, beyond an occasional medium-throttle, rough upshift; mash the gas pedal and the shifts get quicker and crisper. Still, we feel that the 124 Spider is begging to be equipped with the six-speed

manual transmission.

The 124's suspension geometry is identical to the Miata's, but tuned to a different character which results in less body roll and a more relaxed turn-in response. The Lusso version we drove was commendably compliant on back roads, considering the car's short wheelbase. Pick up the pace and the Spider feels taut and eager to attack corners. Steering is well-weighted with a natural turn-in.

## Inside the Cabin

Slide into the Lusso's manually operated driver's seat and you'll appreciate its comfy cushions, adjustable thigh support, and body-hugging bolsters. Wider drivers might find they sit more on the bolsters, rather than between them, though.

In spite of the dual-layer top, wind and road ruckus inundate the cabin. Although marginally quieter than the Miata, over 60 mph, it's still deafening. Thankfully, the Fiat retains the

Mazda's single-latch, one-arm top operation.

The cabin is dominated by Mazda's switchgear and infotainment system. It's a shame Fiat skimped on the Italian flair inside. The bigger bummer: rather than Chrysler's top-notch Uconnect infotainment system you're stuck with Mazda's rather convoluted system.

Blind-spot monitoring and rear cross-traffic detection are available on Lusso and Abarth models. A rearview camera and rear parking sensors are optional on all trims, but forward-collision warning with automatic braking isn't available at all.

Although the 124 Spider's cabin is crying out for distinction, the car's unique engine, composed ride, and decent handling dynamics make a case for buyers to consider this new Fiat. There's certainly nothing wrong with having another affordable two-seat, open-top sports car on the market.



## VEHICLE SPECS

**MSRP** \$25,990-\$30,540 **Engine** 160-hp, 1.4-liter turbo-charged 4-cyl. **Transmissions** Six-speed manual or automatic. **Drive wheels** Rear





Buick Verano

# The Most (& Least) Reliable New Cars

Luxury brands gain, Buick surprises, Lexus and Toyota dominate

► **THE EXCITEMENT OF** replacing your old wheels with a brand-new car comes from the things you gain... and what you also hope to do away with. Along with the new-car smell comes safety and convenience features your old car likely didn't have, plus improved performance and fuel economy. At the same time, you hope to rid yourself of the drip-drip-drip of service problems that are part of older car ownership.

But while a brand-new car promises a no-hassle ownership experience, in reality that isn't always the case. Our comprehensive annual auto reliability survey tells us that some buyers will be taking their brand-new car back to the dealer's service department sooner and more often than other car buyers will.

The survey results provide an early-warning radar for shoppers, identifying which cars will evolve into category 5 headaches and which ones will deliver a calm, sunny ownership experience.

## **Continued Storminess**

The pattern in surveys from the past few years has been troublesome in-fotainment systems standing out as a

unique risk. These integrated bundles of audio, navigation, and communications systems, along with their display and touch screen, often fold in other functions, such as the climate control system. Owners tell us they are among the most desirable feature sets of a new car. But when the technology isn't executed just right it can turn the shortest trip into an aggravating odyssey.

Fuel-efficiency goals have led to advanced technologies, such as transmissions with more ratios and advanced drivetrains. While the Acura TLX and Jeep Cherokee have seen improvements in the reliability of their nine-speed automatics, earlier models are still problematic. Ford's dual-clutch automatic transmission continues to afflict the Fiesta and Focus, which is one reason they are among the lowest-scoring models. Likewise, early versions of the current Nissan Pathfinder and similar Infiniti QX60 SUVs continue to suffer from problems with their continuously variable transmissions.

This says something about new technologies in general: It often takes a while to work out the kinks. That's why we recommend you wait a year—or more—after any brand-new car design is introduced before taking the plunge.

Other survey highlights include:  
 ► Out of 29 brands, Asian nameplates accounted for seven of the top 10 spots. Lexus and Toyota continue their domination, finishing in first and second place for the fourth straight year. All nine Lexus models we could rate had better-than-average reliability, as would have Toyota, if not for the below-average score of the redesigned 2016 Tacoma pickup truck.

► Buick has moved onto the podium for the first time, ranking third out of all the rated brands this year. General Motor's near-luxury brand has been hovering in the top 10 for the past few years, and has an advantage over other GM brands. Its lineup is devoid of the unreliable pickups and truck-based SUVs that end up hurting Cadillac and Chevrolet. Rather, Buick's surveyed

## How the Brands Stack Up

As we scrutinized our data, we saw a significant shuffling of car brands this year. Here we present the industry rankings based on their average reliability scores. We list whether the brand's rank went up or down since our 2015 survey, and identify the most reliable and least reliable scores within each brand. One of the big takeaways we found was that the company that builds a vehicle matters more than the country where it was built. Generally, manufacturers build to a consistent standard, no matter where their factories are located, meaning parts quality and processes matter far more than geography.

This year, we have converted our Predicted Reliability Score to a 0 to 100 point scale. The scores break down as: Much Worse than Average (1-20), Worse than Average (21-40), Average (41-60), Better than Average (61-80), and Much Better than Average (81-100).

2017 Rank	Rank Change from 2016	Brand	No. of Models	Average Reliability Score	Most Reliable	Least Reliable
<b>MORE RELIABLE</b>						
1	-	Lexus	9	86	94	70
2	-	Toyota	12	78	94	20
3	↑ 4	Buick	4	75	87	58
4	↓ 1	Audi	7	71	91	40
5	↑ 1	Kia	4	69	84	57
6	↓ 2	Mazda	5	68	73	58
7	↑ 2	Hyundai	7	66	83	44
8	↑ 16	Infiniti	4	62	91	33
<b>RELIABLE</b>						
9	↑ 2	BMW	8	57	81	45
10	↓ 2	Honda	7	57	75	17
11	↓ 6	Subaru	5	54	81	22
12	↑ 6	Acura	5	53	73	19
13	↑ 2	Nissan	9	52	79	21
14	↓ 4	Mini	2	47	63	30
15	↑ 5	Chevrolet	15	45	89	10
16	↓ 2	Porsche	2	45	48	41
17	↑ 4	Mercedes-Benz	6	44	89	14
18	↓ 1	Ford	14	44	81	6
<b>LESS RELIABLE</b>						
19	↓ 7	Volvo	4	40	51	19
20	↓ 4	Lincoln	3	33	60	18
21	↑ 4	Cadillac	4	32	61	3
22	↓ 9	Volkswagen	8	30	75	18
23	↑ 4	Jeep	5	30	65	8
24	↓ 5	GMC	7	29	79	10
25	NA	Tesla	2	28	44	12
26	↓ 3	Dodge	5	28	50	18
27	↓ 5	Chrysler	2	26	42	11
28	-	Fiat	2	17	20	13
29	↓ 3	Ram	2	16	19	13

models have been around for several years, with most bugs worked out by now. Buick has introduced some new models that we lack sufficient data on, and it remains to be seen how they will impact Buick's ranking.

► Tesla is now included in our brand rankings, by virtue of the introduction of the new Model X SUV, and is ranked toward the bottom, at 25th. But it launched with abundant problems, including frequent malfunctions of the falcon-wing doors, water leaks, and infotainment and climate-control system problems. The Model S gained ground, improving to average reliability.

► Audi has had several years of upward progress, and it continues to rank in the top five. The new Q7 and the Q3 SUVs were very reliable, and only the entry-level A3 scored below average.

► Honda has continued with its erratic trajectory, making landfall at number 10 among all brands. Usually a top finisher known for reliability, the brand has been hurt by new introductions. The redesigned 2016 Civic was plagued by climate control and infotainment system problems. The redesigned Pilot SUV was just average. A bright spot was the HR-V compact SUV, which had very good reliability in its first year.

► Reliability improvements helped some luxury brands move up. Infiniti jumped 16 spots to number eight, but the brand still runs hot and cold. The older QX50 SUV and Q70 sedan had top scores, but the newer QX60 SUV and Q50 sedan were below average. BMW also moved into the top 10, with the 5 Series, X5, and i3 improving to average.

► Subaru is an example of how smaller manufacturers can be helped—or hindered—by the performance of one or two models. Historically a strong performer, Subaru fell out of the top 10, hurt by the 2016 Legacy and Outback falling to average, and the sporty WRX/STi dropping to below average.

The information on these pages focuses on just one aspect of reliability: predictions for the new models now on sale. Note that these new-car

predictions are based on the owners survey and are separate from our road-test performance scores. Thus, it quite often happens that a great-performing car may be a service nightmare while a road-going mediocrity can be quite trouble-free. Below-average reliability prevents us from recommending a car, but it doesn't affect the road-test score.

Our 2016 auto survey, conducted last spring, gathered information from Consumer Reports subscribers who collectively owned or leased over half a million vehicles, from model years 2000 to 2016, with a smattering of 2017s, covering more than 300 models. Our online questionnaire allowed us to ask more in-depth questions and solicit detailed comments about problems.

### Detroit's Similar Course

The domestic manufacturers continued to move in various directions. For the third year Buick was the only domestic brand in the top 10, handily beating GM's other marques. Chevrolet saw gains, moving up five spots since last year. It was helped in particular by the stellar reliability of the redesigned 2016 Cruze, which topped all compact cars, and the Corvette, which moved up to average. But the redesigned Volt plug-in hybrid has not been as reliable as the previous generation, with owners reporting problems with the gas engine. The large Suburban and Tahoe SUVs, along with the Silverado 1500 and 2500 pickups, were all below average.

Cadillac has two models with below-average reliability—the Escalade and small ATS sedan—while the CTS and XTS sedans were average or better. GMC has dropped, hurt by its versions of the same large SUVs and pickup trucks that haunt Chevrolet.

Ford basically treaded water. Beyond the problematic Fiesta and Focus small cars, problems began to surface in the F-150's second year, and reliability dropped to below average. A major bright spot for Ford and Lincoln was new Sync 3 system, which launched in some 2016 models. Only Lincoln MKC

owners noted Sync 3 as somewhat problematic. Unfortunately for Lincoln, the MKC and redesigned 2016 MKX SUVs were below average.

Finally, Fiat-Chrysler continues its turbulent voyage. The Fiat 500L, the most trouble-prone new car for the past two years, is now only the seventh-most troublesome. No Fiat or Ram vehicle managed even an average reliability rating. Only the Chrysler 300 sedan, Dodge Grand Caravan minivan, and Jeep Patriot SUV managed an average or better score.

### Europe's Bright Horizon

Except for the ascendant Audi, European brands continue their inconsistency. One year they rise with the tide, the next year they pull back out to sea.

Mercedes was one of the big movers, jumping four spots to number 17. The 2016 GLC, which replaced the reliable GLK, launched with well-above-average reliability, and the GLA and GLE SUVs were average. But the large GLS SUV was among the 20 most trouble-prone new cars in the survey, and the C- and S-Class sedans remained unreliable.

All BMW and Porsche models scored average or better. BMW's 2 Series continued to garner a top score, and the Porsche Macan improved to average.

Volkswagen and Volvo, however, tumbled. Aside from the Tiguan SUV, all other VW models had below average reliability. The redesigned XC90 was the big culprit in Volvo's plunge to the bottom third ranking, with its touch-screen infotainment and climate systems being particularly problematic.

### Smooth Sailing for Asia


All of the Asian manufacturers scored among the top half of the brands. Infiniti made the biggest gain, while Acura was up six spots and Nissan moved up two.

All Mazda models remained above average except for the new CX-3 small SUV, which came in at average.

Kia and Hyundai continue to surge up the rankings, coming in at five and seven this year. No Kia or Hyundai models scored below average.

## Best and Worst

These models earned the highest and lowest predicted reliability ratings, based on CR's 2016 Annual Auto Survey. Models with an \* use data based on one model year only.

The Most Reliable models, which are recommended and did well in our testing, are marked with .



Not every reliable model is recommended, either because they scored too low in our testing or because we have not tested that particular version.





Chevrolet Cruze

### MOST RELIABLE

#### Compact/Subcompact Cars

-  Chevrolet Cruze\*
-  Toyota Corolla
- Hyundai Accent
-  Mazda 3
- Nissan Versa Note
-  Kia Forte\*



#### Hybrids/Electric Cars

-  Toyota Prius\*
-  Toyota Prius V




#### Midsized Cars

-  Kia Optima\*
-  Toyota Camry
-  Honda Accord
-  Mazda6
-  Ford Fusion





#### Large Cars

-  Hyundai Azera\*
-  Toyota Avalon


#### Luxury Compact Cars

-  Lexus CT 200h\*
-  Buick Verano
- Lexus IS
-  Buick Regal


#### Luxury Midsized/Large Cars

-  Infiniti Q70\*
-  Lexus GS
-  Lexus LS
-  Lexus ES



#### Sports Cars

- Lexus RC\*
-  BMW 2 Series


#### Wagons/Minivans

-  Toyota Sienna

#### Compact/Subcompact SUVs

- Chevrolet Trax\*
-  Toyota RAV4
-  Subaru Crosstrek





#### Midsized SUVs

- Toyota 4Runner
-  Hyundai Santa Fe Sport




#### Large SUVs

-  Ford Expedition\*


#### Luxury Compact SUVs

-  Audi Q3
-  Mercedes-Benz GLC\* 
- Infiniti QX50\*
-  Lexus NX

#### Luxury Midsized/Large SUVs

-  Lexus GX
-  Audi Q7\*
-  Lexus RX\*

#### Pickup Trucks

-  Toyota Tundra

### LEAST RELIABLE

#### Compact/Subcompact Cars

- Ford Focus
- Ford Fiesta
- Fiat 500L\*
- Honda Civic\*
- Volkswagen Jetta
- Volkswagen Beetle\*
- Fiat 500\*

#### Hybrids/Electric Cars

- Tesla Model X\* 
- Chevrolet Volt\*

#### Midsized Cars

- Chrysler 200\*


#### Large Cars

- Dodge Charger

#### Luxury Compact Cars

- Acura TLX
- Cadillac ATS

#### Luxury Midsized/Large Cars

- Mercedes-Benz S-Class 

#### Sports Cars

- Ford Mustang
- Dodge Challenger\*

#### Wagons/Minivans

- Volkswagen Golf SportWagen

#### Compact/Subcompact SUVs

- Jeep Renegade\*
- Jeep Cherokee

#### Midsized SUVs

- Jeep Grand Cherokee
- Nissan Pathfinder
- Dodge Journey
- Jeep Wrangler
- Ford Explorer




#### Large SUVs

- Chevrolet Suburban
- GMC Yukon XL
- Chevrolet Tahoe
- GMC Yukon

#### Luxury Compact SUVs

- Lincoln MKC

#### Luxury Midsized/Large

- Cadillac Escalade
- Tesla Model X\* 
- Mercedes-Benz GLS 
- Volvo XC90\* 
- Volkswagen Touareg\*

#### Pickup Trucks

- Ram 2500
- Chevrolet Silverado 3500HD\*
- GMC Sierra 3500HD\*
- Chevrolet Silverado 2500HD
- GMC Sierra 2500HD
- Ram 1500
- Toyota Tacoma\*

## Predicted-Reliability Scores

Every spring Consumer Reports invites our subscribers to complete our Annual Auto Reliability Survey. The survey, the largest of its kind, poses questions about 17 trouble areas covering all of a car's substantial components and systems.

Respondents identified problems they consider serious by reason of safety, failure, cost, or time out of service in the preceding 12 months. No matter the severity of the issue, unscheduled trips to the dealer to fix a recurring issue sour the ownership experience. But while some problems are nuisances, others can be particularly expensive or time consuming. Therefore, we weight the severity of each trouble spot, with problems in the Engine, Transmission, and Drive System categories carrying more weight.

New this year, we have converted the Predicted Reliability Score to a 0 to 100 point scale, making it easier to compare different models. The Average rating now ranges from 41 to 60, with better than average and worse than average spanning 20 points on either side of that range. The higher the score, the more reliable the car will likely be.

To rate each model, we calculate a score for each of the latest three model years, provided that there were no major changes in that time. For each of those three model years, we compare the vehicle's overall reliability score with the average for all models of the same age. Yearly differences are combined to give the predicted reliability as a percentage better or worse than the average.

Predictions based on a single model year's data are marked with an asterisk (\*).

Toyota Prius



Hybrid/Electric Cars	
Toyota Prius*	94
Toyota Prius V	83
Nissan Leaf	79
Toyota Prius C	72
BMW i3	59
Ford C-MAX	53
Tesla Model S	44
Chevrolet Volt*	15
Tesla Model X*	12

Subcompact Cars	
Hyundai Accent*	75
Nissan Versa Note	64
Chevrolet Sonic	52
Honda Fit	51
Fiat 500*	20
Ford Fiesta	13

Compact Cars	
Chevrolet Cruze*	89
Toyota Corolla	86
Mazda3	66
Kia Forte	61
Kia Soul	57
Nissan Sentra	51
Mini Cooper	30
Volkswagen Golf	23
Volkswagen Beetle*	20
Volkswagen Jetta	18
Honda Civic*	17
Fiat 500L*	13
Ford Focus	6

Midsize Cars	
Kia Optima*	84
Toyota Camry	83
Honda Accord	75
Mazda6	70
Ford Fusion	65
Chevrolet Malibu*	59
Hyundai Sonata	52
Subaru Legacy	48
Nissan Altima	47
Volkswagen Passat	24
Chrysler 200*	11

Large Cars	
Hyundai Azera*	83
Toyota Avalon	82
Chevrolet Impala	60
Ford Taurus	43
Nissan Maxima*	43
Chrysler 300	42
Dodge Charger	18

Lexus CT 200h



Luxury Entry-Level Cars	
Lexus CT 200h*	94
Buick Verano	87
Acura ILX*	73
Audi A3	40

Luxury Compact Cars	
Lexus IS	86
Buick Regal	81
BMW 3 Series	60
Volvo S60	46
Infiniti Q50	37
Mercedes-Benz C-Class	33
Cadillac ATS	20
Acura TLX	19

Luxury Midsize Cars	
Infiniti Q70*	91
Lexus GS	89
Lexus ES	86
Audi A7*	71
Audi A6	65
Acura RLX*	63
Cadillac XTS*	61
Lincoln MKZ	60
BMW 5 Series	51
Hyundai Genesis	44
Cadillac CTS	43

Ultra-Luxury Cars	
Lexus LS	87
Tesla Model S	44
Mercedes-Benz S-Class*	20

Sports/Sporty Cars Over \$40,000	
Lexus RC*	91
BMW 2 Series	81
Audi A5/S5	79
Chevrolet Corvette	49
BMW 4 Series	48
Dodge Challenger*	18
Ford Mustang	17

### Sports/Sporty Cars Under \$40,000

Mazda MX-5 Miata*	72
Volkswagen GTI	39
Subaru WRX/STI	22
	0 50 100

### Wagons

Volvo V60*	45
Subaru Outback	43
Volkswagen Golf SportWagen	20
	0 50 100

### Minivans

Toyota Sienna	81
Honda Odyssey	57
Dodge Grand Caravan	50
	0 50 100

Chevrolet Trax



### Subcompact SUVs

Chevrolet Trax*	83
Subaru Crosstrek	81
Honda HR-V*	75
Mazda CX-3*	58
Jeep Renegade*	8
	0 50 100

Toyota RAV4



### Compact SUVs

Toyota RAV4	82
Subaru Forester	76
Volkswagen Tiguan	75
Mazda CX-5	73
Honda CR-V	67
Jeep Patriot*	65
Nissan Rogue	61
Ford Escape	55
Hyundai Tucson*	55
Jeep Cherokee	24
	0 50 100

### Midsized SUVs

Toyota 4Runner	88
Hyundai Santa Fe Sport	82
Toyota Highlander	80
Chevrolet Equinox	79
GMC Terrain	79
Kia Sorento*	74
Hyundai Santa Fe	67
Honda Pilot*	53
Nissan Murano	51
Ford Edge	42
Ford Explorer	39
Jeep Wrangler	34
Dodge Journey	30
Nissan Pathfinder	21
Jeep Grand Cherokee	18
	0 50 100

### Large SUVs

Ford Expedition*	81
Ford Flex	74
Chevrolet Traverse	70
Dodge Durango	23
Chevrolet Tahoe	13
GMC Yukon	13
Chevrolet Suburban	10
GMC Yukon XL	10
	0 50 100

### Luxury Entry-Level SUVs

Audi Q3	91
Buick Encore	75
Mini Cooper Countryman	63
BMW X1*	61
Mercedes-Benz GLA*	60
	0 50 100

### Luxury Compact SUVs

Mercedes-Benz GLC* ⚠	89
Infiniti QX50*	87
Lexus NX	86
Audi Q5	65
Acura RDX	63
BMW X3	52
Volvo XC60	51
Porsche Macan	41
Lincoln MKC	18
	0 50 100

### Luxury Midsized SUVs

Lexus GX	90
Audi Q7*	88
Lexus RX*	70
Mercedes-Benz GLE ⚠	49
Porsche Cayenne*	48
BMW X5	45
Acura MDX*	45
Infiniti QX60	33
Lincoln MKX*	23
Volkswagen Touareg*	20
Volvo XC90* ⚠	19
Tesla Model X* ⚠	12
	0 50 100

Buick Enclave



### Luxury Large SUVs

Buick Enclave	58
Mercedes-Benz GLS ⚠	14
Cadillac Escalade	3
	0 50 100

### Compact Pickup Trucks

Nissan Frontier	47
Chevrolet Colorado	28
GMC Canyon	28
Toyota Tacoma*	20
	0 50 100

### Full-sized Pickup Trucks

Toyota Tundra	85
Ford F-250	55
Ford F-350*	48
Chevrolet Silverado 1500	34
GMC Sierra 1500	34
Ford F-150	29
Ram 1500	19
Chevrolet Silverado 2500HD	19
GMC Sierra 2500HD	19
Chevrolet Silverado 3500HD*	18
GMC Sierra 3500HD*	18
Ram 2500	13
	0 50 100

\* Based on one model year of data only.

## Predictions for Redesigned Vehicles or Those Just Hitting Showrooms

We are able to give a reliability rating to 2017 models that are brand new to the market, have been redesigned, or have limited data. Our auto experts look at the brand's overall history of building good- or poor-quality vehicles as well as, if applicable, the previous generation of that particular model's reliability. We have given the models below a prediction, but we have not included their data in the main category charts.

Hybrid/Electric Cars	Reliability Score
Toyota Mirai	↑
Hyundai Ioniq	↓
Kia Niro	↓
Mercedes-Benz B-Class ED	↓
Mitsubishi i-MiEV	↓
Subcompact Cars	Reliability Score
Toyota Yaris	↑↑
Toyota Yaris iM	↑↑
Chevrolet Spark	↓
Hyundai Veloster	↓
Kia Rio	↓
Mitsubishi Mirage	↓
Nissan Versa	↓
Smart ForTwo	↓
Compact Cars	Reliability Score
Toyota Corolla iM	↑↑
Hyundai Elantra	↑
Subaru Impreza	↑
Mitsubishi Lancer	↓
Dodge Dart	↓
Mini Cooper Clubman	↓↓
Large Cars	Reliability Score
Kia Cadenza	↑
Kia K900	↓
Chevrolet SS	↓
Luxury Compact Cars	Reliability Score
Audi A4	↑
Volkswagen CC	↓
Jaguar XE	↓
Mercedes-Benz CLA	↓
Alfa Romeo Giulia	↓↓
Luxury Midsize Cars	Reliability Score
Buick LaCrosse	↓
Cadillac CT6	↓
Lincoln Continental	↓
Mercedes-Benz CLS	↓
Mercedes-Benz E-Class	↓
Jaguar XF	↓
Volvo S90	↓
Maserati Ghibli	↓↓

Kia Sportage



Ultra-Luxury Cars	Reliability Score
Audi A8	↑
BMW 7 Series	↓
Genesis G90	↓
Porsche Panamera	↓
Jaguar XJ	↓
Sports/Sporty Cars Over \$40,000	Reliability Score
Audi TT	↑
Lexus LC	↑
BMW 6 Series	↓
BMW Z4	↓
Chevrolet Camaro	↓
Mercedes-Benz SL	↓
Mercedes-Benz SLC	↓
Nissan Z	↓
Porsche 718 Boxster	↓
Porsche 718 Cayman	↓
Porsche 911	↓
Jaguar F-Type	↓
Alfa Romeo 4C	↓↓
Sports/Sporty Cars Under \$40,000	Reliability Score
Buick Cascada	↑
Fiat 124	↓
Subaru BRZ	↓
Toyota 86	↓
Minivans	Reliability Score
Ford Transit Connect	↓
Kia Sedona	↓
Mercedes-Benz Metris	↓
Nissan Quest	↓
Chrysler Pacifica	↓
Subcompact SUVs	Reliability Score
Mitsubishi Outlander Sport	↓
Nissan Juke	↓
Fiat 500X	↓↓

Compact SUVs	Reliability Score
Kia Sportage	↑
Mitsubishi Outlander	↓
Jeep Compass	↓
Midsize SUVs	Reliability Score
GMC Acadia	↓
Mazda CX-9	↓
Large SUVs	Reliability Score
Toyota Sequoia	↑
Nissan Armada	↓
Luxury Entry-Level SUVs	Reliability Score
Infiniti QX30	↓
Land Rover Range Rover Evoque	↓↓
Luxury Compact SUVs	Reliability Score
BMW X4	↓
Buick Envision	↓
Cadillac XT5	↓
Jaguar F-Pace	↓
Land Rover Discovery Sport	↓↓
Luxury Midsize SUVs	Reliability Score
BMW X6	↓
Lincoln MKT	↓
Infiniti QX70	↓
Land Rover LR4	↓↓
Land Rover Range Rover	↓↓
Land Rover Range Rover Sport	↓↓
Maserati Levante	↓↓
Luxury Large SUVs	Reliability Score
Lexus LX	↑↑
Toyota Land Cruiser	↑
Lincoln Navigator	↓
Infiniti QX80	↓
Compact Pickup Trucks	Reliability Score
Honda Ridgeline	↓
Full-Sized Pickup Trucks	Reliability Score
Nissan Titan XD	↓





# 10 Tips to Save on Car Insurance

How to get the coverage you need

► **AUTOMOBILE INSURANCE** is one of the costliest purchases that consumers hope to never use. While it's always important to buy the right coverage, it costs a lot more to insure a brand-new car than a seven- or nine-year-old model you're replacing. Here are 10 helpful tips on how to keep your premiums in line without taking on unnecessary risks.

## 1 | Do an Annual Rate Check

If you've been with the same insurer a long time, it might be tough to beat their rates, especially if you haven't had any claims lately. In fact, a 2014 survey by the Consumer Reports National Research Center found that only 10 percent of 19,000 ConsumerReports.org subscribers who compared premiums found that they would save money by switching insurers.

It's easy to compare multiple insurers online, as sites such as Answer Financial,

Insure.com, Insweb.com, and NetQuote. You usually won't get an immediate quote online, but you will get email messages from agents looking for your business. Consider forming a relationship with an independent agent, who will check rates for you at a range of carriers.

## 2 | Pick a Top-Rated Insurer

Saving money isn't simply a matter of finding the lowest premium. Some insurers have lower premiums, but they end up costing you more in the end by lowballing loss estimates, hassling the repair shop to cut corners, and forcing you to pay extra for original-equipment replacement parts. They might even unfairly jack up your premiums after an accident.

We surveyed 64,872 ConsumerReports.org subscribers who filed a claim between 2011 and 2014. Eighty-eight percent of them were highly satisfied with the handling of their claims.

Among the highest-rated groups were USAA, Amica, and NJM, with overall satisfaction scores of 90 or higher.

## 3 | Set the Right Deductible

A higher deductible reduces your premium because you pay more out of pocket if you have a claim. Hiking your deductible from \$200 to \$500 can cut your premium on collision by 15 to 30 percent. Go to \$1,000 and you could save 40 percent. If you have a good driving record and haven't had an at-fault accident in years, if ever, opting for a higher deductible on collision might be a good bet. Just make sure you can afford to pay that cost if your luck runs out.

## 4 | Review All of Your Coverage

Liability coverage pays for bodily injury and property damage that you cause in accidents. Don't get caught short by reducing the limits to state minimums. Buying more coverage might seem like an odd way to save, but the benefit comes if you have a costly claim, which can put your life's savings at risk.

If you have another car that you can use while your vehicle is being repaired, you don't need to pay for rental-reimbursement coverage. Dump roadside assistance if you have an auto-club membership that's a better deal or if it's part of your new car's warranty.

Think carefully about personal-injury protection and medical-payments coverage. Forget it if you have good health coverage; keep it if you don't or if your usual passengers might not be well insured.

## 5 | Take Advantage of Discounts

Car insurers offer a whole range of modest but worthwhile discounts that are essentially based on a low-risk lifestyle. Here are some to ask your insurer about if they don't mention them to you first:

- Students with good grades
- New drivers who have taken a driver-training course
- Older drivers who have taken a refresher course
- Any driver who takes a defensive-driving course

- > Members of affinity groups, such as college alumni and certain professions
- > Anti-theft and safety equipment

### 6 | Multiple-Policy Holders

Insurers also offer fairly hefty auto discounts if you also buy your homeowners, renters, or life-insurance policy from them. But be sure you check out total costs both ways: premiums from different insurers combined compared with single-insurer packages.

### 7 | Maintain a Good Credit Score

Most states allow insurance companies to use your credit score as a factor in setting your premiums. Ask your insurance company if it does that. But regularly check and correct credit-reporting errors anyhow. If your finances have been adversely affected by the recession, military deployment, divorce, job loss, death of a family member, or medical problems, ask your insurer for an exception.

### 8 | Report Reduced Mileage

A major cost component in auto insurance is miles driven per year. The average is about 12,000. But if you're driving a lot less for some reason, like a job change or retirement, let your insurer know. Your reduced driving could cut 5 to 10 percent off your premiums.

### 9 | Choose Your Car Shrewdly

Vehicle damage is the biggest cost component for auto insurers, so premiums will vary by auto model. When comparing models, ask your insurer for premium quotes on the different models under consideration.

### 10 | Manage Teenage-Driver Risk

Adding a teenager to your policy can hike your costs by 50 to 100 percent. Make sure your child takes a safe-driving course before getting a license. Make it a rule that unsafe driving will mean loss of driving privileges.

Inform your insurer if the child isn't licensed, or if your child is a college student residing more than 100 miles from your home and doesn't have a car.

Brand	Reader Score	Claims Satisfaction	Price Satisfaction	Service Satisfaction
USAA Group	93	↑	↑	↑
Amica Mutual Insurance Company	92	↑	↓	↑
NJM Insurance Group (New Jersey Manufacturers Insurance Company)	90	↑	↑	↑
Erie Insurance Group	87	↑	↑	↑
Auto Club Enterprises Insurance Group	87	↑	↑	↑
Auto Club Insurance Association	87	↑	↑	↑
Auto-Owners Insurance Group of Companies	86	↑	↑	↑
Ameriprise Financial (IDS)	85	↑	↑	↓
State Farm Mutual Automobile Insurance Company	85	↑	↓	↓
State Auto Insurance Companies	84	↑	↓	↓
Mercury General Corporation	83	↑	↑	↓
Berkshire Hathaway (Geico)	83	↑	↑	↓
American Family Insurance Group	83	↑	↓	↓
Nationwide Mutual Insurance Company	83	↑	↓	↓
The Hartford Financial Services Group	82	↑	↑	↓
AAA Northern California, Nevada & Utah Insurance Exchange	82	↑	↑	↓
The Progressive Group of Insurance Companies	82	↑	↑	↓
Travelers	82	↑	↓	↓
Liberty Mutual Insurance	81	↑	↓	↓
MetLife	81	↑	↑	↓
Allstate Insurance Company	81	↑	↓	↓
Mapfre USA	81	↑	↓	↓
Hanover Insurance Group	80	↑	↓	↓
Farmers Insurance Group of Companies	80	↑	↓	↓

**GUIDE TO THE RATINGS** These ratings are based on a 2014 survey of 64,872 Consumer Reports readers by the Consumer Reports National Research Center. Reader Score represents the weighted mean overall satisfaction score derived from six-point satisfaction scales asked separately of consumers with claims and consumers without claims, respectively. Responses from consumers with claims were weighted more heavily. A reader score of 100 would mean all readers were completely satisfied; 80, very satisfied, on average; 60, fairly well satisfied. Differences of fewer than 4 points aren't meaningful. USAA, Amica, and

NJM stand out as the highest-rated insurance companies. Findings are representative of Consumer Reports print and online subscribers, but not necessarily of the U.S. population as a whole. The Rating for Claims Satisfaction is based on the responses of 18,136 consumers who filed a claim between 2011 and 2014 that had been settled or rejected. It is based on a six-point satisfaction scale regarding handling of the claim, ranging from "completely satisfied" to "completely dissatisfied." Ratings for Price are based on the comparison-shopping experiences of 19,521 consumers within the past 12 months. Ratings for Service are based on the comparison-shopping experiences of 18,499 within

the past 12 months. Each of these ratings is derived from mean scores on 5-point scales where consumers rated their insurance company's price and service relative to rival companies they researched. Scale categories include "Much Better," "Slightly Better," "Not Much Different," "Slightly Worse," and "Much Worse." Ratings are for insurance groups, which are composed in some instances of several affiliated companies. Ratings for companies within groups may vary, but group ratings represent the sum of experiences of Consumer Reports subscribers insured by the affiliated companies. Some companies offer insurance only in specific regions.

# Buy Right Every Time



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**CR** ConsumerReports™

# Best Two-Row SUVs

These family-friendly SUVs top our ratings. They are reliable, fuel-efficient, and safe, while providing plenty of passenger and cargo space. And they're sized just right: at home in the city and suburbia.

- › Nissan Murano
- › Ford Edge
- › Hyundai Santa Fe Sport
- › Lexus RX
- › Lincoln MKX

# Nissan Murano




**IT'S RIGHT IF:** You appreciate a sporty-styled SUV but don't mind if it just looks athletic.

The Murano has all of the curves and angles of a concept car, with an interior that screams "luxury." But those swoops interfere with outward visibility and the driving experience doesn't live up to the promises of the styling.

Like other Nissans with the sweet 3.5-liter V6, there is plenty of oomph on tap. But while the CVT is one of the better ones on the market, this combination seems happier in around-town cruising. Fuel economy is among the tops of the category, at 21 mpg overall.

Whether on the street or our test track, we found the Murano's handling predictable. It managed a modest speed through our avoidance maneuver, but at its limits the overly light steering detracted from driver confidence and enjoyment. Handling is ultimately secure, but any vestiges of the BMW-chasing aspirations of the previous generations are gone.

The ride is steady and absorbent, and overall better balanced, particularly with the standard 18-inch wheels. But steer clear of the 20-inch wheels, which don't do any favors for comfort.

Passengers will enjoy the hushed cabin, which effectively keeps engine and road noise at bay. Interior materials and trim in our SL are on par with the Lexus RX. The leather seats are welcoming, though they incrementally lose support on long trips. Backseat legroom is generous, even for adults.



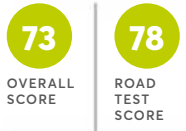
The Murano's intuitive infotainment system combines an easy-to-use interface, traditional volume and tuning knobs, and a row of on screen buttons, making it easy to find a desired function.

Comprehensive safety gear, including blind-spot monitoring, rear cross-traffic alert, and Nissan's clever Around View camera system, is standard on the SL trim. All of these features are essential, given the lousy driver visibility. But it's worth it to opt for the Technology Package, which includes forward-collision warning with automatic emergency braking.

**BEST VERSION TO GET**

For just under \$42,000, the SL trim with the Technology package is the Murano's sweet spot. In addition to comprehensive safety gear, this combination includes a leather interior, power liftgate, Bose stereo, and a moonroof. This gives you a relatively full-featured SUV that rivals upscale competitors.

## VITAL STATS



**Price as tested** \$42,065  
**Trim line** SL  
**Drivetrain** 260-hp, 3.5-liter V6; CVT; AWD  
**Overall fuel economy** 21 mpg

- Why Buy One**
- Concept-car like styling
  - Plush cabin
  - Powerful engine
  - Well-equipped with few options
  - Clever surround-view camera system
  - Very simple infotainment system

- Why Not Buy One**
- Limited outward visibility to rear and sides
  - Overly light and vague steering robs driver confidence
  - CVT is not for everyone
  - Low towing capacity for class

# Ford Edge



**IT'S RIGHT IF:** Your tastes run to the spirited side of SUVs, and you're willing to trade fuel economy in order to get strong performance and sporty driving dynamics.

The Edge's handling agility, interior refinement, and upscale feel combine to help it score highly in our midsize SUV ratings.

We actually prefer the base 2.0-liter turbo four-cylinder over the optional 280-hp, 3.5-liter V6, which has a rough character and a healthy appetite for gasoline. While the 2.0 has less power, it produces strong low-end grunt and linear acceleration without the off-the-line hesitation usually associated with turbo engines. Still, at 21 mpg overall in our testing, it's not exactly miserly with fuel. A six-speed automatic transmission is standard, delivering unobtrusive shifts.

Responsive handling is aided by an electric steering system that offers a more natural feel and better feedback than most of its peers. Despite a tautness at speed, the suspension does a good job isolating most road irregularities. The secret lies in the platform the Edge shares with the Ford Fusion sedan—the chassis delivers sublime cornering feel, and it carries over to the Edge.

The interior of the Edge is a dark and somber design. Soft-touch surfaces add class, and the gauges are bright and easy to read. The new Sync 3 infotainment system is a big improvement in terms of ease-of-use and system response speed.



Roomy quarters provide family-size accommodations inside the Edge. The front seats have supportive cushions, but shorter drivers struggled to get the right seat settings to reach the pedals, while large drivers felt restricted by the seat bolsters. A generous second-row gives abundant leg-, knee-, and headroom, and the rear seat offers good support. Cargo space is copious, with a handy flat load floor.

You'll want the optional blind-spot monitor and rear cross-traffic alert systems, as thick roof pillars compromise the rear three-quarter view; a rear-view camera does come standard. Forward-collision warning with automatic emergency braking isn't available until you step up to the Titanium, which hits nearly \$42,000 with the required option packages—before adding all-wheel drive.

## VITAL STATS



**Price as tested** \$39,755  
**Trim line** SEL  
**Drivetrain** 45-hp, 2.0-liter 4-cyl. turbo; six-speed automatic; AWD  
**Overall fuel economy** 21 mpg

### Why Buy One

- Comfortable ride and lively handling
- Quiet, premium-feeling interior
- 2.0-liter turbo is refined
- Easy cabin access; roomy rear seat & cargo area
- Lots of available high-tech features
- Sync 3 infotainment system is well-designed

### Why Not Buy One

- Thick roof pillars hurt driver visibility
- Some rival V6s can match fuel economy and are quicker
- Desirable safety features require expensive Titanium or Sport trim

## BEST VERSION TO GET

The EcoBoost 2.0-liter four-cylinder delivers the best mix of performance, fuel economy, and refinement. We'd get at least the SEL trim, because a power driver's seat is important.

# Hyundai Santa Fe Sport



**IT'S RIGHT IF: You want a comfortable, fuel efficient, and stylish SUV, with lots of features for the money.**

The Sport has many traits and features that make it worthy of recommendation—and a few annoying shortcomings that prevent it from scoring higher.

The base 2.4-liter four-cylinder provides willing enough motivation, while staying smooth and fairly quiet when you need to rev it for merging situations. Shifts from the six-speed automatic are smooth, responsive, and unobtrusive. We recorded an impressive 23 mpg overall.

Opt for the 2.0-liter, four-cylinder turbo and you get 240 hp. But it doesn't sound overly refined, and around town we didn't notice the extra oomph as much as we thought we would, so stick with the 2.4-liter.

On the road the Hyundai definitely is not as sporty as its name would suggest. Handling is competent with minor body roll through turns, but the steering is vague. The upside is a well-damped ride, the suspension ironing out bumps with nary a shrug. The cabin stays mostly quiet, with only low levels of road noise and engine hum, although there's pronounced wind rustling at highway speeds.

Access to the cabin is easy. The cloth front seats are wide, firm, and comfortable. We appreciated the optional full power seat adjustments—unusual for this class. The optional leather seats are slightly more supportive, but they aren't a must-have.



Interior controls are simple to understand and easy to use—unless you opt for the navigation system. Doing so makes most infotainment functions complex and tedious. There are enough places to stash things, and the cargo area is generous.

One major low point is the compromised visibility. It's tolerable to the front and sides, but the styling, thick roof pillars, and rear-seat head restraints really impact the view aft. Fortunately a rear view camera is standard.

Lane-departure warning and automatic emergency braking are optional, and the Sport now scores Good in the IIHS small-overlap crash test.

## VITAL STATS

75

OVERALL SCORE

73

ROAD TEST SCORE

**Price as tested**  
\$28,370

**Trim line** Base  
**Drivetrain** 185-hp, 2.4-liter 4-cyl.; six-speed automatic; AWD

**Overall fuel economy** 23 mpg

### Why Buy One

- Lots of room and equipment for the money
- Good fuel efficiency
- Rides well and is relatively quiet
- Simple controls, except with optional navigation system

### Why Not Buy One

- Vague steering provides minimal road feel
- Poor rear visibility

### BEST VERSION TO GET

Stick with the base 2.4-liter four-cylinder engine. The 240-hp, 2.0-liter turbo has more power but that extra zest isn't terribly noticeable in everyday driving. A rearview camera is standard on all trims for 2017, which is necessary since the thick roof pillars hamper the Santa Fe Sport's rear visibility.

Lexus  
RX 350/  
RX 450h



**IT'S RIGHT IF:** You want an SUV that accentuates comfort, tranquility, and luxury, topped off with very good reliability. Sportiness isn't a priority.

The RX has long been Lexus' top-seller, and with the 2016 re-design, Lexus didn't take major chances with the powertrain. The 3.5-liter V6 has smooth and ample power delivery, and it got 22 mpg overall, while the RX 450h hybrid gets a truly impressive 29 mpg from its combo of the V6 and electric motors. With light throttle the 450h can poke along on electric power up to 40 mph.

Yet these strong engines aren't motivating a road-carving SUV. The RX doesn't reward drivers with crisp handling or sharp steering, and in corners the soft suspension quickly makes the car lean over, giving the RX a clumsy feeling when pushed to its cornering limits. And the brakes produced long wet stopping distances.

There's an F Sport variant, with a stiffer suspension and firmer seats. But it ends up compromising ride comfort, rather than adding sportiness.

What the RX does extremely well is coddle passengers with calmness. Long-standing hallmarks—the bank-vault quiet interior and cushy, insulating ride—are still in place. The interior is tastefully done with elegant and plush materials, and the seats are downright soporific. The rear seat is roomy and the cargo hold is quite useful.

On the other hand, the infotainment controls are an ergonomic mess. Though some



functions can be managed with buttons and knobs, others require fiddling with a fussy mouse that makes it challenging to place the screen's cursor onto the task you desire. It's unnecessarily distracting.

Whether the RX's styling leaves you hot or cold, it results in diminished rearward visibility. The blind-spot monitoring system with rear cross-traffic alert is needed.

Like its predecessors, the RX continues as a genteel, cosseting vehicle that's likely to give years of headache-free ownership.

The 2017 RX comes standard with Lexus Safety System+, which includes comprehensive safety features such as forward-collision warning, automatic emergency braking, dynamic cruise control and lane departure alert.

**VITAL STATS**



OVERALL SCORE



ROAD TEST SCORE

**Price as tested**

\$51,630/\$57,565

**Trim lines**

350/450h

**Drivetrains** 295-hp, 3.5-liter V6; 8-speed auto.; AWD/308-hp, 3.5-liter V6 hybrid; CVT; AWD

**Overall fuel economy** 22/29 mpg

**Why Buy One**

- Quiet cabin, soft ride
- Hybrid is very fuel efficient
- RX 350 fuel economy is best-in-class for non-hybrid
- Smooth powertrain with strong acceleration
- Standard forward collision and auto emergency braking
- Very reliable

**Why Not Buy One**

- Annoying mouse-like controller
- Rear visibility hurt by small back window, thick roof pillars
- Driving fun is not part of the equation
- Lackluster emergency handling, stopping distances
- Hybrid drones, some unsmooth gas/electric power transitions

**BEST VERSION TO GET**

We're most impressed by the RX 450h and its amazing 29 mpg overall. Even if you choose the RX 350, consider the blind-spot monitoring system (standard on the RX 450h) as an essential option.



# Lincoln MKX



**IT'S RIGHT IF:** You are willing to sacrifice fuel economy to get a quiet, refined, and athletic SUV, and are not too concerned about reliability.

The MKX is based on the Ford Edge, but with posh and presence factors ratcheted up several notches, making it one of the best-scoring luxury SUVs in our testing.

Although the standard 303-hp, 3.7-liter V6 feels unremarkable, the uplevel 2.7-liter turbo V6 EcoBoost is stirring, pulling strongly from nearly any rpm. Unfortunately it's more boost than eco, returning just 18 mpg overall. The six-speed automatic doesn't help fuel economy (many rivals use eight or nine speeds), but shifts are smooth.

Turn the MKX into a corner and it feels spirited and taut, with quick responses and well-controlled body roll. The steering has a natural weight to it, and the Lincoln's overall connected feel allows it to keep up with German SUV competitors on mountain roads. With that sharp handling comes an underlying firmness to the ride, but it never gets harsh, even with 20-inch wheels tasked with navigating bumps and ruts.

Large doors provide easy access, and there's a spacious rear seat and plenty of room for your stuff. A power-folding function makes dropping the rear seats a snap from the cargo area. The front seats have soft cushions that keep you comfortable for hours in the saddle. But some did find the seatback a bit narrow, and



the bottom cushion is on the short side. The rear seats are also exceptionally cushy, and the seatbacks recline.

The more advanced and easier-to-use Sync 3 infotainment system has replaced the cumbersome MyLincoln Touch, but some dashboard buttons are packed too close and the instrument readouts are too small. We're also not crazy about Lincoln's push-button shifter setup.

Outward views can be difficult. The deep dashboard makes you feel far away from the windshield, and thick pillars all around are compounded by a small rear window—a rearview camera comes standard. We highly recommend opting for blind-spot monitoring (not available on the base trim) and rear cross-traffic alert.

## VITAL STATS



**Price as tested**  
 \$54,945  
**Trim lines** 2.7 EcoBoost  
**Drivetrains**  
 335-hp, 2.7-liter V6 turbo; six-speed automatic; AWD  
**Overall fuel economy** 18 mpg

**Why Buy One**

- Quiet & luxurious inside
- Effortless acceleration from 2.7-liter turbo
- Agile handling makes MKX fun to drive
- Spacious rear seat, cargo area
- Lots of available high-tech equipment

**Why Not Buy One**

- 18 mpg overall is behind the segment average
- Asymmetrical driving position; seats may not suit broad physiques
- Advanced safety equipment is expensive
- Subpar reliability

### BEST VERSION TO GET

We like the smooth power from the 2.7-liter turbo but not its hefty price. The Driver Assistance package adds safety equipment we expect in this class but, frustratingly, it requires you to order the very expensive Reserve package.

# The Comeback Kids

There's a reason buyers are giving minivans a second look. When it comes to effectively and efficiently transporting your family and their gear, nothing beats the room and versatility of a minivan.

- › Honda Odyssey
- › Toyota Sienna
- › Chrysler Pacifica

# Honda Odyssey



**IT'S RIGHT IF:** You're looking for a sensible family hauler that provides some sporty flair along with the required cupholders, sliding doors, and easy-to-clean surfaces.

A Consumer Reports Top Pick minivan for many years, the Honda Odyssey continues to top our Ratings. Not only is it a super-functional minivan for carpooling soccer moms, it also happens to be one of Honda's best models. Particularly appealing is how the Odyssey combines the generous packaging of a minivan with the responsive handling and impressive fuel economy more often associated with sedans.

All Odysseys come with a six-speed automatic transmission, which helps contribute to the 21 mpg overall fuel economy. This is an impressive figure for a vehicle with this much space.

The inherent Odyssey goodness carries on year over year. Comfortable seating can be configured in many different arrangements, adding flexibility for hauling either people or cargo. Easy access, generous child-seat accommodations, and plenty of cabin storage help with family duty. A steady and supple ride eases long trips. And the driver of the household can enjoy the Odyssey's handling agility.

Unfortunately, the overwrought dual-screen dashboard and radio design means you'll want a front-seat passenger—like a rally-car navigator—to accompany you at all times in order to handle audio, phone, and navigation functions.



Honda improved the front structure with the Odyssey's 2014 update to enhance crash protection, and they made advanced electronic safety features commonly available.

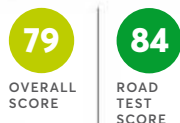
Other than the convoluted radio and lackluster fit-and-finish for the price, probably the biggest downside of the Odyssey is that it doesn't offer all-wheel-drive. If you want that, shop for a Toyota Sienna—or pick one of seemingly dozens of three-row SUVs on the market.

Still, with its average reliability record, we wholeheartedly recommend you go with the Odyssey over an SUV.

### BEST VERSION TO GET

We would get the EX-L. It's an upscale sweet spot, with leather, a power tailgate, moonroof, and electronic safety aids including forward-collision warning. Plus, you need to get an EX-L or higher in order to add either the \$1,600 rear DVD entertainment system or \$2,000 navigation system.

## VITAL STATS



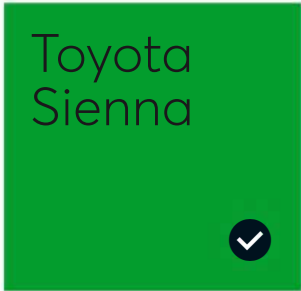
**Price as tested**  
 \$38,055  
**Trim line** EX  
**Drivetrain** 248-hp, 3.5-liter V6; six-speed automatic; front-wheel drive  
**Overall fuel economy**  
 21 mpg

### Why Buy One

- Flexible interior with seating for 8 and large cargo area
- Fuel economy
- Child-seat friendly; easily fits three seats in 2nd row
- Standard safety gear on higher-trim versions
- Comfortable ride and sharp handling

### Why Not Buy One

- Confounding uplevel radio
- Can't get all-wheel drive
- Fit and finish could be better for the price
- Some road and wind noise intrudes



**IT'S RIGHT IF:** You desire a practical family van that's long on comfort, even if it is short on emotional involvement and excitement. All-wheel drive is a key feature for you.

Choosing the Toyota Sienna is akin to folding your hand early in a card game—it's the sensible, low-risk choice. Its long suits include a relatively comfortable ride and a smooth, energetic V6 powertrain that returns respectable fuel economy. Expect 20 mpg overall from the FWD version. Those requiring AWD will find that the Sienna is their only choice. Choosing to have all four wheels powered sacrifices one mpg and eliminates the spare tire. In its place are run-flat tires, which deliver a slightly stiffer ride and are somewhat pricey when it comes to buying replacements.

Unlike the Honda Odyssey, there's no joy derived from driving the Sienna. Handling falls short of being agile.

You buy a minivan for its practical, user-friendly interior, and the Sienna doesn't disappoint. The cabin is spacious and versatile, with available seating for eight thanks to a clever seat that folds up and stores in the back when it isn't installed. Fancy top-line Limited versions offer second-row lounge seating, complete with footrests. But while the passengers have great accommodations, the driver's footwell is a bit squeezed with a cramped seating position and sparse left foot room.

The Sienna's last major update was in 2015, which



included a reduction in road noise, improved interior materials, and the addition of the Entune touch-screen infotainment system as standard equipment. Unfortunately, along with those improvements, the ride became less cushy.

Overall, we prefer the Honda Odyssey to the Sienna for its more responsive handling and slightly-better fuel economy. The 2017 Siennas get an eight-speed automatic, 30 more horsepower, and the EPA combined mpg increases by 1. The Sienna is highly competitive, and buyers who value its above-average reliability or AWD will find that it is a very sensible choice.

**BEST VERSION TO GET**

We'd go with an XLE for its easy-to-clean leather seats, blind-spot monitoring, and heated front seats. Unfortunately, only the Limited includes advanced safety gear like forward-collision warning and adaptive cruise control. Getting all-wheel drive limits seating to seven.

**VITAL STATS**



**Price as tested**  
\$35,810/\$38,201  
**Trim line** XLE/XLE AWD  
**Drivetrain** 296-hp, 3.5-liter V6; eight-speed auto.; front- or all-wheel drive  
**Overall fuel economy**  
20/19 mpg

**Why Buy One**

- Most reliable minivan you can buy
- Only minivan available with AWD
- Spacious and flexible interior, with available seating for eight
- Comfortable ride
- Easy-to-use infotainment system
- XLE and Limited have blind-spot monitoring and cross-traffic alert standard

**Why Not Buy One**

- Lackluster handling, dull to drive
- 2nd-row seat hardware remains when seats are removed, so sliding in flat cargo is difficult
- AWD version only seats seven, lacks a spare
- High-tech safety gear only available on Limited

# Chrysler Pacifica



**IT'S RIGHT IF:** You desire a stylish, family-friendly van that gets good fuel economy and drives well, and you are willing to roll the dice on reliability.

Despite creating the modern minivan, over time Chrysler vans were relegated to bargain-buyer and rental fleet status by the superior Honda and Toyota vans. With the new Pacifica packing style, versatility, technology, and more, Chrysler is back with a vengeance.

With the help of a nine-speed automatic that works well, the Pacifica is one of the quickest minivans out there. Yet, it also gets 21 mpg overall.

The Pacifica tackles corners like a good mid-sized sedan. The well-tuned suspension keeps the body from bobbing, while insulating passengers from bumps. The cavernous interior proves hushed, although some engine coarseness is evident at high revs.

Available in seven- or eight-seat configurations, the Pacifica uses Chrysler's Stow 'n Go second-row seating—the seats fold into big in-floor cubbies. The downside is that they aren't as cushy and accommodating as in most other minivans.

Tug one lever and the second-row seat pitches and slides forward, giving easy access to the third row—even with a LATCH-installed child seat present. Those taking refuge in the third row won't mind sitting on the wide, roomy bench.

Storage space abounds. Drawers and cubbies fill the center dashboard and console, and the deep well behind the third row fits plenty of luggage.

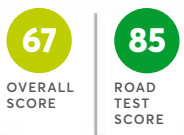


Higher trims have swanky stitched padded materials and leather, plus a large optional sunroof. Up front, the optional Uconnect 8.4 touch-screen infotainment system remains a benchmark for ease-of-use.

Unfortunately, forward-collision warning with automatic emergency braking is only on the top two trims, forcing you to spend nearly \$40,000 to get this vital safety equipment.

Overall, Chrysler has designed an inviting minivan that drives nicely and has a well-thought-out interior. Our main concerns rest with reliability. Chrysler's recent reliability record has been subpar.

## VITAL STATS



**Price as tested**  
\$38,245

**Trim line** Touring L

**Drivetrain** 287-hp, 3.6-liter V6; nine-speed automatic; front-wheel drive

**Overall fuel economy** 21 mpg

**Why Buy One**

- Very versatile interior
- Stow 'n Go seats make carrying cargo easy
- Drives well
- Quiet inside
- Uconnect 8.4 infotainment system
- Lots of family-friendly features

**Why Not Buy One**

- Reliability is a big question mark
- Engine isn't as refined as Odyssey and Sienna
- Expensive to get desirable advanced safety equipment

**BEST VERSION TO GET**

The Touring L is the best value, but it lacks forward-collision warning and automatic emergency braking. Those come on the Touring L Plus. No matter what, we'd get the optional blind-spot monitoring system and the Uconnect 8.4 system, with its large, easy-to-use touch screen.

# Mileage Misers

The new vehicles with the best fuel economy, and tips on how to save fuel



THE BEST WAY TO BURN less fuel is to buy a car that gets better gas mileage. But our tests with a Honda Accord, Toyota Camry, and other vehicles show that even with a brand-new car there are ways to save at the pump.

**No idling.** The general rule-of-thumb is to turn off your car if you know you'll be stopped for more than 30 seconds. Don't worry: the starter is designed for multiple, repeated starts.

**Keep your tires properly inflated.** In our tests, we found fuel economy is reduced when tires are not inflated to where they should be. Do this when the tires are cold (before the vehicle has been driven or after no more than a couple of miles of driving). Use the inflation pressure recommended by

the vehicle's manufacturer, not the maximum pressure embossed on the tire's sidewall. The recommended pressure is usually found on a placard on a front doorjamb, in the glove compartment, or in the owner's manual.

**Slow down.** Slowing from 75 to 55 mph boosted gas mileage 33 percent in testing performed on a family sedan and a large SUV.

**Be a smooth operator.** Avoid hard acceleration and braking whenever possible. In our tests, frequent bursts of acceleration and braking reduced mileage by 2 to 3 mpg on a Toyota Camry we tested. Once up to speed on the highway, maintain a steady pace in top gear.

**Combine trips.** Avoid making multiple short trips or try to combine all errands into one trip. If you can, avoid rush hour as sitting in traffic burns more gas and emits more pollutants.

**Drive light.** Reduce the amount of cargo you have in your vehicle—clean out all the useless junk in the trunk—and take off your

roof rack when you're not using it. This will lighten your load, reduce drag, and aid fuel economy.

**Ride share.** Carpool to work or school and sporting events. Better yet, ditch the car altogether and use public transportation or bike/walk to do errands or get to work.

**Skip gas-saving products.** In our tests of some gas-saving products that promise better fuel economy, we have not found any that work. Simply put: Don't waste your money.

**Check your route.** With GPS, it's easy to track traffic and choose alternative routes. Keep in mind that traveling at a consistent speed with few stops or traffic lights is best for fuel economy.

**Track gas prices.** There are a number of apps, such as Gas Buddy and AAA's TripTik, that will help you find the cheapest gas in your area.

## What Type of Gas Can I Use?

While some cars require premium gas, many others simply recommend its use. We wanted to see whether consumers can save money by using regular gas in cars that merely recommended using premium fuel, and if it had any effect on fuel economy or acceleration.

We evaluated the Acura TLX 4-cyl. and the Nissan Maxima V6. Each recommends—but does not require—premium gas.

In order to purge any premium in the fuel system, we drove the cars nearly dry, then ran a tank of regular. All tests followed our fuel test protocol, with consumption measured through an inline fuel meter.

Both cars achieved the same fuel economy with regular as with premium. During testing, the cars felt and sounded the same; we did not experience any ping or knocking in either car when using regular fuel.

The owner's manuals indicate that you might notice a decrease in performance, but our test results say otherwise. The 0-60 mph acceleration times were identical on regular and premium gas.

In conversations with manufacturers, there was never a connection made with using premium fuel for reliability reasons. They only talk about higher octane in terms of performance.

But if you make the switch and think performance is sluggish, or you hear ping, go back to premium fuel.

# Best & Worst In Fuel Economy

Sure, gas is super-cheap—for now. But remember that the average age of cars on U.S. roads is 11 years old, so it's likely you'll see a gas-price spike with your next car. In order to make your wallet happy, we've identified the most fuel-efficient vehicles in each class. We included the worst performers at the bottom of most categories, so you can get an idea of just how good these top performers really are.



BMW i3 Giga

Make & Model	Overall MPG	City MPG	Highway MPG
<b>ELECTRIC CARS AND PLUG-IN HYBRIDS</b>			
BMW i3 Giga	139 <sup>1</sup>	135 <sup>1</sup>	141 <sup>1</sup>
Mitsubishi i-MiEV SE	111 <sup>1</sup>	104 <sup>1</sup>	116 <sup>1</sup>
Ford Focus Electric	107 <sup>1</sup>	108 <sup>1</sup>	107 <sup>1</sup>
Nissan Leaf SL	106 <sup>1</sup>	86 <sup>1</sup>	118 <sup>1</sup>
Chevrolet Volt	105 <sup>1</sup>	99 <sup>1</sup>	109 <sup>1</sup>
Ford C-Max Energi	94 <sup>1</sup> /37 <sup>2</sup>	87 <sup>1</sup> /36 <sup>2</sup>	98 <sup>1</sup> /38 <sup>2</sup>
Tesla Model X P85D	92 <sup>1</sup>	90 <sup>1</sup>	94 <sup>1</sup>
Tesla Model S P85D	87 <sup>1</sup>	64 <sup>1</sup>	110 <sup>1</sup>

Make & Model	Overall MPG	City MPG	Highway MPG
<b>SUBCOMPACT CARS</b>			
Toyota Prius Three	52	43	59
Toyota Prius C Two	43	37	48
Mitsubishi Mirage ES	37	28	47
Smart ForTwo Passion	36	25	48
Ford Fiesta SE (3-cyl., MT)	35	25	46
Toyota Yaris iA	35	24	48
Honda Fit EX	33	24	42
Chevrolet Spark 1LT	33	23	44
Ford Fiesta SE (sedan)	33	22	45

Make & Model	Overall MPG	City MPG	Highway MPG
<b>COMPACT CARS</b>			
Toyota Prius V Three	41	33	47
Ford C-Max Hybrid SE	37	35	38
Mazda3 Touring	33	23	45
Hyundai Elantra SE	33	21	49
Mazda3 Grand Touring (2.0L, MT)	32	24	41
Toyota Corolla LE Plus	32	23	43
Volkswagen Jetta SE (1.4T)	32	21	47
Honda Civic LX	32	21	45
Toyota Corolla iM	31	22	42
Mini Cooper Base (3-cyl.)	31	22	41
Honda Civic EX-T (1.5T)	31	21	45
Nissan Sentra SV	31	21	42
Mitsubishi Lancer ES	25	17	34

Make & Model	Overall MPG	City MPG	Highway MPG
<b>MIDSIZED CARS</b>			
Ford Fusion SE Hybrid	39	35	41
Hyundai Sonata Hybrid SE	39	31	46
Toyota Camry Hybrid XLE	38	32	43
Mazda6 Sport	32	22	44
Honda Accord LX (4-cyl.)	30	22	40
Chrysler 200 Limited (4-cyl.)	30	19	44
Volkswagen Passat SEL Premium (V6)	23	16	33

Make & Model	Overall MPG	City MPG	Highway MPG
<b>LUXURY AND LARGE CARS</b>			
Lexus CT 200h Premium	40	31	47
Lexus ES 300h	36	28	44
BMW 328d xDrive	35	24	49
Lincoln MKZ Hybrid	34	29	38
BMW 328i	28	19	39
Mercedes-Benz CLA 250	28	19	39
Acura ILX Premium	28	18	42
Mercedes-Benz S550 (4MATIC)	18	12	28
Chevrolet SS	17	12	23

Make & Model	Overall MPG	City MPG	Highway MPG
<b>SPORTS/SPORTY CARS (TESTED WITH MANUAL TRANSMISSION)</b>			
Mazda MX-5 Miata Club	34	25	42
Mini Cooper S	30	23	38
Toyota 86	30	23	37
Subaru BRZ Premium	30	23	37
Ford Fiesta ST	29	21	36
Volkswagen GTI Autobahn	29	20	39
Ford Mustang GT Premium (V8)	19	13	27

Make & Model	Overall MPG	City MPG	Highway MPG
<b>SMALL SUVs</b>			
Toyota RAV4 Hybrid	31	26	36
Lexus NX 300h	29	23	34
Honda HR-V LX	29	20	39
Subaru Crosstrek Hybrid	28	21	35
Mazda CX-3 Touring	28	20	36
Mercedes-Benz GLA250	26	19	35
Subaru Crosstrek Premium	26	19	34
Mini Countryman S	26	19	33
Hyundai Tucson Sport (1.6T)	26	18	35
Subaru Forester 2.5i Premium	26	18	35
BMW X1 xDrive28i	26	17	37
Volkswagen Tiguan SEL	21	16	27
Jeep Patriot Latitude	21	15	28
Jeep Cherokee Limited	21	14	29

Make & Model	Overall MPG	City MPG	Highway MPG
<b>MIDSIZED SUVs</b>			
Toyota Highlander Hybrid Limited	25	18	32
Jeep Grand Cherokee Limited (diesel)	24	17	32
Hyundai Santa Fe Sport (2.4L)	23	17	30
Mazda CX-9 Touring	22	15	32
Nissan Murano SL	21	15	29
Ford Edge SEL (2.0 EcoBoost)	21	14	31
Chevrolet Equinox 1LT (4-cyl.)	21	14	30
Kia Sorento EX (V6)	21	14	30
Dodge Journey Limited (V6)	16	11	25

Make & Model	Overall MPG	City MPG	Highway MPG
<b>LUXURY AND LARGE SUVs</b>			
Lexus RX 450h	29	24	33
Lexus RX 350	22	14	31
Acura MDX Tech	21	14	31
BMW X5 xDrive35i	21	14	28
Mercedes-Benz GLS350d	20	14	28
Volvo XC90 T6 Momentum	20	14	28
Jaguar F-Pace Prestige	20	14	27
Audi Q7 Premium Plus	20	13	28
Cadillac XT5 Premium	20	13	30
Lincoln Navigator Base	15	10	20
Toyota Land Cruiser	14	10	20

Make & Model	Overall MPG	City MPG	Highway MPG
<b>MINIVANS</b>			
Ford Transit Connect XLT (2.5L)	21	15	27
Chrysler Pacifica Touring L	21	13	33
Honda Odyssey EX-L	21	13	31
Toyota Sienna XLE (FWD)	20	14	27
Kia Sedona EX	20	13	28
Dodge Grand Caravan R/T	17	11	27

<sup>1</sup> Miles per gallon equivalent <sup>2</sup> Miles per gallon using gas engine

# Make Your Move... Earlier

Your child needs a convertible seat sooner than you think

MORE THAN TWO YEARS AGO, Consumer Reports inaugurated a new crash-test protocol to evaluate child safety seats—a test we believe gauges the relative safety potential of child seats in conditions that more closely represent an actual vehicle interior. While first conducted on infant seats, our Ratings now reflect testing of convertible seats under the new protocol.

Research shows when a child suffers a serious injury in a crash, it's often to their head. Contact with an interior component, such as the front seatback, is often the cause.

Our testing shows that a dummy representing a 12-month-old child had head contact with a simulated front seatback in 16 of the 30 tested infant seats. But in our tests of convertible seats, the same dummy was protected from a head strike with 24 of the 25 tested convertible models.



**1.** The chest clip should always be positioned at armpit level.

**2.** When in rear-facing mode, the harness should be at or below the shoulders; in forward-facing orientation, harness should be at or above the shoulders.

**3.** The harness should be tightened enough so that you can't pinch any webbing fabric between your fingers at the child's shoulder.



As a result, our advice is to transition your child to a rear-facing convertible seat no later than age one. Yes, you lose the convenience of using an infant seat carrier, but that is outweighed by the safety risk of a head injury.

### Don't Wait to Buy

As your little one outgrows his infant seat, a convertible seat is the next step. These seats can be installed in both rear- and forward-facing configurations, and will likely be the seat your child sits in for the longest period of time.

Although many of the infant or rear-facing-only child seats have weight limits up to 35 pounds or more, it is more likely that your child will grow out of those seats, height-wise, before reaching those weight limits.

A convertible seat is a must in order to keep your child rear-facing until the age of 2 years old, which is recommended by Consumer Reports and the American Academy of Pediatrics. In the coming years, newly updated laws in California, New Jersey, Oklahoma, and Pennsylvania will require children to sit rear-facing until age two.

### Our New Test

Prior to 2014, Consumer Reports' tests were based on government standards for child seats and included installing the seat on a 'test bench' that is flatter and softer than seats in current vehicles. Our new test improves on the old protocol in a few ways:

We changed the seat cushion the child seat is mounted to, adopting one with dimensions and firmness closer to seats in contemporary cars.

We raised the impact speed from 30 mph to 35 mph. That raises the

crash energy by approximately 35 percent and better replicates how vehicles behave in frontal crashes.

We added a surface in front of the seat that simulates a front seatback.

Our overall scores are based on three factors: ease-of-use, fit-to-vehicle, and crash-test performance. The first two factors carry the most weight. If a caregiver can't connect and tighten a child restraint correctly, the child seat can't provide optimal protection—regardless of its performance in crash-tests.

Crash protection for our new test is rated as Basic, Better, and Best. Ratings are based on injury criteria from child-sized dummies, whether there was direct contact of the dummy's head with the simulated front seatback, and whether the seat remained intact during testing.

A Basic rating was given to seats where injury numbers were meaningfully higher than those measured on other tested models, or that had some structural compromise. Seats rated Basic offer far better protection than no seat at all, but a seat rated Better or Best offers a greater margin of safety.

### Right Seat, Right Time

Waiting until Mom gets labor pains is too late to decide on a car seat. Not only will you need one for your newborn's ride home from the hospital, but over your child's early life you'll also need a range of seats designed for different ages and sizes. Even seasoned parents may be fuzzy on which seat type is correct and when to move to the next one. The following pages provide a guide to various seat types, and a handy timeline for when to transition your child to the next seat.

## Important Safety Strategies for Making Important Transitions

Your child seat must fit not only your child but also your car. If you can't test-fit the seat before purchasing it, make sure you can return or exchange it. See SafeKids Worldwide ([safekids.org](http://safekids.org)) for dates and locations where you can have your seat installation checked.

Here are some tips to help you get the right fit:

- Carefully read the manuals for both the car and the seat.
- Check the recline of rear-facing seats. That is critical, especially for infants. An overly upright seat may allow an infant's head to fall forward, obstructing his breathing. Most rear-facing seats have a built-in level indicator to help you get the seat properly aligned or reclined.
- Child seats can be installed using your vehicle's seat belts, but it's often easier to get a secure fit using LATCH.
- Attach and tighten the top tether for all forward-facing child seats, whether they are installed with LATCH or the seat belt.
- You may have to remove the vehicle's head restraint to allow a forward-facing seat to fit properly against the vehicle's seatback.
- To assure that the harness is tight enough, you shouldn't be able to pinch any fabric at the child's shoulder.

**96%** of tested convertible seats protected the dummy from a head strike in rear-facing tests.



# Ratings

Our Ratings are based on crash protection, ease of use, and fit-to-vehicle using both LATCH and seat-belt installation (how simple it is to install). Boosters are rated for their potential to provide a proper belt fit. Rear-facing infant and convertible models were tested to our new protocol; boosters underwent our traditional tests. CR Best Buys are notable values. Similar seats are included where applicable and are separated with a slash (/). They have similar features and designs as the tested model.

## Rear-Facing Infant Seats (New test protocol)

Rec.	Rank	Brand/Model	Price	Overall Score	Test results			
					Crash Protection	Ease of Use	Fit-to-Vehicle	
						LATCH	Belt	
✓		Chicco KeyFit	\$180	86	Best	⬆	⬆	⬆
✓		Chicco KeyFit 30	\$200	84	Better	⬆	⬆	⬆
✓		GB Asana 35 DLX	\$250	82	Best	⬆	⬆	⬆
✓		Combi Shuttle	\$180	77	Better	⬆	⬆	⬆
✓		Cyberx Aton Q	\$370	73	Best	⬆	⬆	⬆
✓		Cyberx Aton 2	\$320	73	Best	⬆	⬆	⬆
✓		Maxi-Cosi Mico AP	\$200	73	Better	⬆	⬆	⬆
✓		UPPAbaby Mesa	\$300	72	Better	⬆	⬆	⬆
✓		Safety 1st onBoard35 Air	\$160	71	Best	⬆	⬆	⬆
✓		Safety 1st onBoard35	\$110	70	Better	⬆	⬆	⬆
		Peg Perego Primo Viaggio 4-35	\$300	68	Better	⬆	⬆	⬆
		Nuna Pipa	\$300	67	Best	⬆	⬆	⬆
		Doona Infant Car Seat Stroller	\$500	66	Better	⬆	⬆	⬆
		Britax B-Safe 35 Elite	\$200	64	Better	⬆	⬆	⬆
		Britax B-Safe 35	\$170	64	Better	⬆	⬆	⬆
		Graco SnugRide Click Connect 30	\$130	63	Better	⬆	⬆	⬆
		Graco SnugRide Click Connect 35	\$150	63	Better	⬆	⬆	⬆
		Urbini Petal	\$100	63	Better	⬆	⬆	⬆
		Maxi-Cosi Mico Max 30	\$250	63	Basic	⬆	⬆	⬆
		Cyberx Aton	\$270	62	Better	⬆	⬆	⬆
		phil&teds Alpha	\$200	61	Better	⬆	⬆	⬆

## Convertible Seats (New test protocol)

Rec.	Rank	Brand & Model	Price	Overall Score	Test Results				
					Crash Protection	Ease of Use	Fit-to-Vehicle		
						Rear LATCH	Rear Belt	Forward LATCH	Forward Belt
✓	1	Chicco NextFit	\$300	82	Best	⬆	⬆	⬆	⬆
✓	2	Britax Marathon ClickTight	\$265	81	Better	⬆	⬆	⬆	⬆
✓	3	Evenflo Sure Ride	\$100	74	Best	⬆	⬆	⬆	⬆
✓	4	Cosco Scenera NEXT	\$45	73	Better	⬆	⬆	⬆	⬆
✓	5	Britax Boulevard ClickTight	\$305	73	Basic	⬆	⬆	⬆	⬆
✓	6	Graco Contender 65	\$140	72	Better	⬆	⬆	⬆	⬆
✓	7	Graco Size4Me 65	\$180	71	Best	⬆	⬆	⬆	⬆
✓	8	Graco My Ride 65	\$110	70	Better	⬆	⬆	⬆	⬆
✓	9	Safety 1st Guide 65	\$95	64	Better	⬆	⬆	⬆	⬆

## Convertible Seats (Continued)

Rec.	Rank	Brand & Model	Price	Overall Score	Test Results					
					Crash Protection	Ease of Use	Fit-to-Vehicle		Forward	
						Rear LATCH	Rear Belt	Forward LATCH	Forward Belt	
	10	Britax Boulevard (G4)	\$265	64	Basic	⬆	⬆	⬆	⬆	
	11	Safety 1st Chart Air 65	\$130	64	Best	⬆	⬆	⬆	⬆	
	12	Safety 1st Complete Air 65	\$160	63	Best	⬆	⬆	⬆	⬆	
	13	Maxi-Cosi Pria 70	\$200	63	Better	⬆	⬆	⬆	⬆	
	14	Evenflo Triumph 65	\$130	62	Best	⬆	⬆	⬆	⬆	
	15	Britax Roundabout (G4)	\$145	62	Basic	⬆	⬆	⬆	⬆	
	16	Peg Perego Primo Viaggio SIP 5-65 Convertible	\$350	57	Better	⬆	⬆	⬆	⬆	
	17	Cosco Scenera	\$40	55	Basic	⬆	⬆	⬆	⬆	
	18	Graco Classic Ride 50	\$100	54	Better	⬆	⬆	⬆	⬆	
	19	Safety 1st Advance SE 65 Air+	\$170	54	Basic	⬆	⬆	⬆	⬆	

## Belt-Positioning Booster Seats

Rec.	Rank	Brand/Model	Price	Overall Score	Test results		
					Crash Protection/Beltfit Highback	Crash Protection/Beltfit Backless	Ease of Use
<b>HIGHBACK-TO-BACKLESS BOOSTERS</b>							
✓		Evenflo Big Kid Amp Highback	\$40	72	⬆	⬆	⬆
✓		Evenflo Big Kid Sport	\$30	72	⬆	⬆	⬆
✓		Evenflo Big Kid DLX	\$60	69	⬆	⬆	⬆
✓		Evenflo Big Kid LX	\$60	69	⬆	⬆	⬆
		Graco Affix	\$80	63	⬆	⬆	⬆
		Safety 1st Boost Air	\$60	62	⬆	⬆	⬆
		Graco TurboBooster	\$50	61	⬆	⬆	⬆
		Combi Kobuk Air Thru	\$90	56	⬆	⬆	⬆
		Clek Oobr	\$300	55	⬆	⬆	⬆
<b>BACKLESS BOOSTERS</b>							
✓		Harmony Youth Booster Seat	\$13	68	NA	⬆	⬆
		Evenflo Big Kid Amp	\$25	64	NA	⬆	⬆
		BubbleBum Booster Seat	\$30	56	NA	⬆	⬆
		Cosco Ambassador	\$15	55	NA	⬆	⬆
<b>HIGHBACK BOOSTERS</b>							
✓		Cyberx Solution X-Fix Plus	\$170	65	⬆	NA	⬆
		Kiddy Cruiserfix Pro	\$230	63	⬆	NA	⬆
		Peg Perego Viaggio HBB 120	\$200	61	⬆	NA	⬆

\* Note: For information on the Recaro Performance Ride's crash performance, visit [consumerreports.org/recaro](http://consumerreports.org/recaro).

# Ratings & Reference

2016-17 Models





Subaru Forrester

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Kia Optima



Hyundai Sonata Hybrid

# Standout Models by Category

Maybe you've already narrowed down your shopping list to a few new models and want to compare them in different areas. Or perhaps you're diving headfirst into the ocean of choices and want to compare sedans, SUVs, and more. No matter where you are in the buying process, this section will help you narrow your choices.

## Luxury Sedans

**COMPACT:** \$35,000-\$45,000  
**MID-SIZED:** \$40,000-\$60,000  
**LARGE:** \$70,000-\$110,000

**PROS**

Comfort, quietness, power, handling, fit and finish, advanced safety systems

**CONS**

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, tight rear seats in sporty models

**Compact  
GREAT VALUE**

Buick Regal

**Sporty**

BMW 328i, Audi A4

**Large**

BMW 750i xDrive, Lexus LS 460L

**Midsized**

Audi A6 (3.0T), Infiniti Q70 (V6), Genesis G80 (3.8 AWD), Lexus GS 350

**GREAT VALUE**

Lexus ES 350, Lincoln MKZ 2.0 EcoBoost

**FUEL-EFFICIENT**

BMW 328d xDrive, Lexus ES 300h, Lincoln MKZ Hybrid

Lexus LS 460L



LUXURY-BRANDED CARS promise more of everything than mainstream brands do: comfort, quietness, safety gear, and panache. All of which comes wrapped in richer, more-supple interior materials.

Engine choices range from small turbocharged four-cylinders up to, and sometimes beyond, powerful V8s. Smaller sedans typically have impressive fuel economy, but mileage tends to go down as you move up in size. Many luxury sedans require premium fuel to boot.

But there is an increasing number of fuel-efficient hybrids, electrics, and diesels available.

One common gripe is these models often have a complicated control setup for the infotainment and associated in-car electronics. Those systems can be a chore to learn, a continuing distraction even when mastered, and prone to reliability problems.

# Sedans

## SUBCOMPACTS AND COMPACTS: \$14,000-\$30,000

### PROS

Easy to park, maneuver, fuel economy, practicality (hatchback models), space for four adults, affordable

### CONS

Tend to be noisy, some have performed poorly in IIHS narrow-offset crash test, typically slow, ride is usually jittery

### Subcompact Cars

Honda Fit, Toyota Yaris iA

### Compact Cars

#### BEST OVERALL

Chevrolet Cruze, Kia Forte, Mazda3

### FUEL-EFFICIENT SEDANS/HATCHBACKS

Mazda3, Hyundai Elantra, Toyota Corolla, Toyota Prius, Toyota Corolla iM, Ford C-Max

Toyota  
Corolla



FOR COMMUTING, running errands, and zipping around town, a small car is often the most practical choice. Most compact cars today have the rear seat space once found in a midsize car. Subcompacts usually have room for just two passengers in the back.

This category runs from rudimentary economy models to premium cars. Thrifty models tend to get good fuel economy. But their elevated noise levels can leave your

ears ringing even after short drives, and they have limited space for rear passengers and cargo. They usually have small four-cylinder engines, with fuel economy averaging from the high-20s to mid-30s mpg overall. Some models use turbocharging, which results in less noise and more power without a fuel economy penalty.

## MIDSIZE: \$22,000-\$33,000

### PROS

Comfortable ride, quiet, roomy interior, abundant power, space for five adults

### CONS

Some have complicated controls and/or restricted visibility, limited cargo flexibility

### BEST OVERALL

Kia Optima, Honda Accord, Toyota Camry, Subaru Legacy

### BEST FUEL ECONOMY

Toyota Camry Hybrid, Hyundai Sonata Hybrid, Ford Fusion Hybrid, Mazda6, Honda Accord (4-cyl.)

Ford Fusion  
Hybrid



MIDSIZE SEDANS PROVIDE the best balance of performance, fuel economy, comfort, practicality, and affordability. Typically, base models have a four-cylinder engine, while higher trims come with a stronger engine, either a V6 or turbocharged four.

It's common for a fully-loaded mainstream sedan to approach luxury levels of features, which accounts for the large price spread between base and

high-trim versions.

While all sedans are capable of seating five passengers, the center rear perch is often no place for an adult to spend much time. Most have rear seatbacks that fold down to expand cargo room, but check in advance to see if the space fits your needs.

## LARGE: \$35,000-\$40,000

### PROS

Interior space, quiet cabin, plush ride, large trunk

### CONS

Harder to park, so-so fuel economy

### BEST OVERALL

Chevrolet Impala, Toyota Avalon

Chevrolet  
Impala



IF YOU WANT extra stretch-out room, especially to accommodate rear-seat passengers, a large sedan capably fits the bill. These cars emphasize comfort rather than sharp handling. Fuel economy is usually so-so, with 22 mpg overall typical for the class.

Large sedans usually come loaded with features. They have plushly appointed cabins and abundant storage space. A cavernous, luggage-swallowing trunk is almost always a given, but many big cars don't offer fold-down rear seatbacks.

# SUVs

**COMPACT/SMALL:** \$20,000-\$35,000  
**MIDSIZED:** \$30,000-\$40,000  
**LARGE:** \$40,000-\$60,000

**PROS**  
 Versatility, easy to park, agility, fuel economy, good interior and cargo space, ample power, composed ride, cabin quietness, third-row seat

**CONS**  
 Ride comfort & quietness typically not a strong suit, high price, mediocre fuel economy, clumsy handling in largest truck-based models

**Small**  
 Subaru Forester, Toyota RAV4, Kia Sportage  
 Nissan Rogue, Mazda CX-5 (2.5), Honda CR-V  
**FUEL-EFFICIENT**  
 Toyota RAV4 Hybrid, Mazda CX-3, Honda HR-V

**Midsized**  
**THREE ROW**  
 Toyota Highlander, Kia Sorento, Hyundai Santa Fe, Honda Pilot, Mazda CX-9  
**TWO ROW**  
 Nissan Murano, Ford Edge, Hyundai Santa Fe Sport  
**FUEL-EFFICIENT**  
 Toyota Highlander Hybrid

**Large**  
**FAMILY-FRIENDLY**  
 Chevrolet Traverse, Ford Flex  
**TO TOW AND HAUL**  
 Ford Expedition, Toyota Sequoia

Kia Sorento



Toyota RAV4



THE SUV IS FAST ON ITS way to becoming the de facto all-American car, thanks to its versatility, passenger space, available all-wheel drive, and ever-growing list of convenience and advanced safety features.

The best compact and small SUVs do all of that while handling well and delivering fairly good—if not stellar—fuel economy.

Many of these models are kid-friendly, meaning they are easy to get in or out from and have plenty of storage nooks.

Moving up to a midsized or large SUV brings additional passenger and interior

storage room, optional or standard third-row seats, large cargo areas, and strong engines.

But fuel economy can suffer and the largest and most-powerful models can quickly get expensive when you start checking off the options list.

Many SUVs offer extensive safety features, but they are often bundled with pricey options packages or only on higher trim versions.

If you often carry seven or eight and don't have to tow, consider a minivan.

**LUXURY COMPACT:** \$35,000-\$45,000  
**LUXURY MIDSIZED:** \$45,000-\$55,000  
**LUXURY LARGE:** \$60,000-\$80,000

**PROS**  
 Plush accommodations, quiet, advanced safety tech, generous interior space

**CONS**  
 Tight rear seat (Compact models), complicated controls, price, fuel economy, reliability

**Compact**  
 Mercedes-Benz GLC300, BMW X3, Audi Q3, Audi Q5 2.0T, Acura RDX, Lexus NX, Porsche Macan

**Midsized/Large**  
**THREE ROW**  
 Acura MDX, Audi Q7, BMW X5, Buick Enclave  
**TWO ROW**  
 Lexus RX, Mercedes-Benz GLE350, Porsche Cayenne, Lexus RX 450h

Audi Q3



LUXURY SUVs DOUBLE-DOWN on the comforts and features that appeal to those buyers who want a more posh and polished driving experience. While many regular SUVs have upscale interiors and trim, even the base versions of luxury models typically include leather seating and wood trim. All-wheel drive is often standard.

Compact models are an alternative to a family sedan at a similar price, but sacrifice some ride comfort, noise isolation, rear-seat passenger space, and

storage room. Some models have fuel economy that is close to or on-par with non-luxury models.

Luxury midsized and large SUVs add in more creature comforts, high-tech infotainment systems, and advanced safety gear. Fuel economy with many of these isn't a high point, and the largest models can be a bit ungainly to drive and park.



# Sports Cars

**\$30,000-\$50,000+**

**PROS**  
Fast, fun, agile, stylish

**CONS**  
Impractical, cramped, noisy, expensive to insure

**Sports Cars**  
BMW M240i, Porsche 911, Chevrolet Corvette

**Roadsters**  
Mazda MX-5 Miata

**Fun Coupes**  
Toyota 86, Subaru BRZ

**Muscle Cars**  
Chevrolet Camaro SS

Mazda MX-5  
Miata



SPORTS CARS COME IN A range of styles and flavors. The classic sports car design is a compact, rear-wheel-drive, open-top roadster or fixed-roof coupe, but some four-door sedans undoubtedly qualify. So do some front- and all-wheel-drive cars, as do

big American-style muscle cars. The best of the breed allow enthusiast drivers to have a rewarding driving experience by virtue of their handling agility, throttle response, and exhaust note. Other contenders merely look the part.

# Wagons & Minivans

**MINIVANS:** \$35,000-\$40,000  
**WAGONS:** \$25,000-\$40,000

**PROS**  
Seven or eight seats, abundant luggage or cargo space, composed ride, quietness

**CONS** Minivans offer all-wheel drive, image for some shoppers

**Wagons**  
**ALL-WHEEL DRIVE**  
Subaru Outback

**Minivans**  
Honda Odyssey, Toyota Sienna

Honda  
Odyssey



MINIVANS GET A bad rap. Widely scorned as trite emblems of boring suburbia, minivans are actually a better bet for many than an SUV on several grounds. With comfortable seating for five—and room for seven or eight—minivans are not only great for hauling a passel of kids but also unbeatable at schlepping mountains of cargo. The better vans are also quiet,

comfortable, and reasonably agile. Only one, the Toyota Sienna, currently offers all-wheel drive. Wagons are a small niche market these days, but they can be an excellent alternative for people who want the utility of a small-to-medium sized SUV without the high step-up and bulkiness most SUVs bring with them.

# Pickup Trucks

**MIDSIZED AND FULLSIZED:**  
\$35,000-\$50,000

**PROS**  
Unbeatable hauling and towing capacities, Versatility

**CONS**  
Fuel thirsty, Bulky size, Exposed cargo area  
High cost

**Compact Pickups**  
Honda Ridgeline

Honda  
Ridgeline



MODERN PICKUPS CAN be as full-featured and as quiet inside as luxury cars, and the popular full-sized (half-ton) pickups can cost as much as one. Endless permutations

of cab, bed, and engine choices make them infinitely adaptable for both work-related and family-car needs. The challenge here is to not over-buy for your needs.

# Vehicle Ratings

These charts provide a quick reference guide to all of the vehicles that Consumer Reports has recently tested. At a glance, you can see how each vehicle matches up with its competitors.




Honda Accord

## Key to the Ratings

The vehicles are divided by category and ranked according to their Overall Scores. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category.

**Recommended vehicles** are those that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our Recommendation, noted with a , vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in government or industry safety tests. In addition, pickups and SUVs must not have tipped up in the government's rollover test, if evaluated. Models with subpar crash-test results are identified by (!).

## Why Some Vehicles Are Not in the Ratings

These models have been redesigned or extensively freshened since our last test, and they are scheduled to be included in future road tests: Audi Allroad; Buick LaCrosse; GMC Acadia; Kia Cadenza; Lincoln MKT; Mercedes-Benz E-Class and SLC; Nissan Armada; Porsche 718 Boxster and Panamera, and the Subaru Impreza. For updates, check a future issue of Consumer Reports Cars or [ConsumerReports.org](https://www.ConsumerReports.org).

## Guide to the Charts

► **Price as tested** is the sticker price at the time of purchase of our test vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

► **Overall Score** accounts for 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 applicable, crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. For more information on safety and crash-test

performance, see page 186.

► **Survey results** include predicted reliability, our forecast of how well a new car will hold up based on its recent history from our 2016 Annual Auto Survey. The survey includes owner satisfaction, which is based on the percentage of subscribers who say they would definitely buy or lease their vehicle again. Reliability and owner satisfaction predictions for new or redesigned models are based on other models from the manufacturer and the history of the previous generation. A model that is based on limited data

for either category is identified with an asterisk (\*). For more information on vehicle reliability, see page 8.

► **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center, located in central Connecticut.

► **Overall MPG** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving.

► **Highs and lows** give a quick summary of a model's notable strengths and weaknesses.

Honda Fit



Ford C-Max



Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
				Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
	As tested								
<b>ELECTRIC CARS/PLUG-IN HYBRIDS</b>									
✓	Tesla Model S P85D** ▲	\$127,820	88	!	▲	100	87 <sup>1</sup>	Energy efficiency, acceleration, handling, big touchscreen, luggage capacity, optional third-seat, standard forward-collision avoidance.	Limited range, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
✓	BMW i3 Giga	\$50,450	75	!	!	79	139 <sup>1</sup>	Energy efficiency, acceleration, agility, reduced range anxiety with optional gasoline engine.	Long trips require frequent fill-ups, seats only four, rear-seat access, cargo space, stingy instrumentation.
✓	Ford C-Max Energi	\$34,940	73	!	▲	77	94 <sup>1</sup> /37 <sup>2</sup>	Fuel economy, ride, handling, quietness, access, maximizes electric mode.	Grabby brakes, battery robs cargo area, expensive to get rear camera.
!	Nissan Leaf S	\$29,860	67	▲	!	71	106 <sup>1</sup>	Running costs, ride, instant power delivery, quietness, access, turning circle.	Poor IIHS small overlap crash-test results, limited range, high-pitched whine, no telescoping wheel, agility.
	Chevrolet Volt LT	\$35,890	54	▼	▲	70	105 <sup>1</sup> /38 <sup>2</sup>	Can be electric without range anxiety, ride, quietness, controls.	Reliability, visibility, tight rear-seat, front-seat comfort, driving position, access.
	Ford Focus Electric	\$40,990	50	▼	▼	72	107 <sup>1</sup>	Fun to drive, handling, ride, instant power delivery, quietness.	Reliability, touchy throttle and brake pedal, battery takes up trunk space, rear seat, limited range.
	Mitsubishi i-MiEV SE	\$33,630	44	!	▼	35	111 <sup>1</sup>	Low energy consumption, parking ease, turning circle.	Short range, weak heat, acceleration, ride, agility, driving position, Spartan interior, complicated radio.
<b>CARS: SUBCOMPACT</b>									
✓	Toyota Yaris iA	\$17,570	67	▲	!	60	35	Fuel economy, agility, standard front-collision mitigation.	Noise levels, infotainment learning curve, tight rear seat, wet braking.
✓	Honda Fit EX	\$19,025	66	!	▲	67	33	Fuel economy, interior room, versatility, handling, access, standard rear camera.	Ride, noise, confusing uplevel audio system.
✓	Chevrolet Sonic LT (1.8L)	\$17,290	64	!	▼	66	28	Braking, trunk, quick and quiet for class.	Fuel economy, darty steering, narrow driving position, seat comfort.
	Nissan Versa Note SV	\$17,495	62	▲	▼	61	31	Space, access, versatility, fuel economy, controls, reliability.	Driving position, unsupportive front seats, acceleration.
!	Hyundai Accent SE	\$16,050	61	▲	▼	65	31	Fuel economy, transmission, secure handling, controls, long warranty.	Poor IIHS small overlap crash-test results, ride, noise.
	Toyota Prius C Two	\$20,850	63	▲	!	55	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, standard forward-collision avoidance.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
	Kia Rio EX	\$17,275	60	!	▼	64	30	Transmission, controls, equipment levels.	Ride, noise.
	Toyota Yaris LE	\$17,290	57	▲	!	47	32	Fuel economy, roomy rear seat, turning circle, standard forward-collision avoidance.	Noise, ride, driving position, front-seat comfort, fit and finish, rear visibility.
	Nissan Versa SV (sedan)	\$15,490	56	!	▼	56	32	Fuel economy, rear seat, trunk.	Handling, engine noise, front-seat comfort, fit and finish.
	Chevrolet Spark 1LT	\$16,660	50	!	!	47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Ford Fiesta SE (hatchback, 4-cyl. MT)	\$17,795	48	▼	▼	66	32	Handling, braking, ride, relatively quiet, fuel economy, turning circle.	Reliability, some controls, rear seat, rear visibility, narrow power band, relatively expensive.
	Ford Fiesta SE (3-cyl., MT)	\$18,720	47	▼	▼	66	35	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, braking, rear seat, some controls.

<sup>1</sup> Miles-per-gallon equivalent (MPGe). <sup>2</sup> Miles-per-gallon when running on gas.  
! Caution, subpar crash-test results. \* Based on limited data. \*\*Powertrain has changed since last test.

## Ratings & Reference

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
				Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
	<b>CARS: SUBCOMPACT</b> (Continued)								
	Ford Fiesta SE (sedan, 4-cyl.)	\$16,595	46	⬇️	⬇️	64	33	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, rear seat, some controls, rear visibility.
	Smart ForTwo Passion	\$18,730	41	⬇️*	⬆️*	41	36	Easy parking, access, turning circle, fuel economy.	Ride, noise, acceleration, idle vibration, hesitation off the line, requires premium fuel.
	Mitsubishi Mirage ES	\$16,050	37	⬇️*	⬇️*	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.
	<b>CARS: SMALL 2-DOOR</b>								
✓	Hyundai Veloster (base, MT)	\$20,340	63	⬇️*	⬇️*	67	31	Handling, fuel economy, extra door, turning circle, long warranty.	Ride, noise, lacks low-end torque, rear visibility, rear seat.
	Mini Cooper (base, AT)	\$27,400	58	⬇️	⬆️	68	31	Handling, fuel economy, thick option list allows personalization.	Reliability, rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder engine a bit gruff, premium fuel.
	Volkswagen Beetle 1.8T (AT)	\$22,485	46	⬇️	⬇️	59	27	Cuteness, nostalgia, controls.	Reliability, wind noise, on-limit handling, rear seat, no curtain air bags.
	Fiat 500C Pop (MT)	\$21,000	44	⬇️	⬇️	52	34	Fuel economy, agility, shifter, front access, clever top design.	Reliability, acceleration, ride, driving position, front-seat comfort, rear visibility, trunk.
!	Fiat 500 Sport (MT)	\$18,600	40	⬇️	⬇️	54	33	Handling, shifter, fuel economy, front access.	Reliability, poor IIHS small overlap crash-test results, acceleration, ride, noise, seats, driving position, controls.
	<b>CARS: COMPACT</b>								
✓	Toyota Prius Three	\$27,323	81	⬆️	⬆️	75	52	Fuel economy, hatchback versatility, ride, reliability, standard forward-collision avoidance.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd shifter and gauges.
✓	Chevrolet Cruze LT	\$23,145	78	⬆️	⬇️	77	30	Ride, quietness, among roomiest in class, reliability.	Front seat support, rear visibility.
✓	Toyota Prius V Three	\$28,217	76	⬆️	⬆️	73	41	Fuel economy, transmission, rear seat, access, cargo room, ride, reliability.	Acceleration, agility, engine noise, complicated radio.
✓	Toyota Corolla LE	\$20,652	75	⬆️	⬆️	71	32	Ride, fuel economy, interior space, large trunk, secure emergency handling, reliability, value, standard forward-collision avoidance.	Lackluster handling, inconsistent interior quality, too easy to turn off daytime running lights.
✓	Ford C-Max Hybrid SE	\$26,685	73	⬇️	⬆️	77	37	Fuel economy, ride, handling, quietness, access, utility.	Some controls, grabby brakes, small cargo area, expensive to get rear camera.
✓	Kia Forte LX**	\$19,570	72	⬆️	⬇️	78	28	Ride, braking, controls, relatively roomy rear seat.	Agility, low rear seat.
✓	Mazda3 Grand Touring (hatchback, 2.0L, MT)	\$24,040	72	⬆️	⬆️	73	32	Handling, fuel economy, transmission, high-end options.	Ride, noise, rear seat, rear visibility, cumbersome infotainment system, relatively pricey.
✓	Mazda3 Touring (2.0L)	\$21,740	72	⬆️	⬆️	72	33	Handling, fuel economy, transmission, high-end options.	Ride, noise, rear seat.
✓	Kia Soul Plus	\$24,115	71	⬇️	⬆️	74	26	Handy size, inexpensive upscale features, access, controls, braking.	Stiff ride, limited cargo room with rear seat up.
✓	Toyota Corolla iM	\$19,995	70	⬆️*	⬇️*	64	31	Agility, fuel economy, hatchback versatility, well-equipped for price, standard forward-collision avoidance.	Acceleration, engine noise, rear seat, rear visibility, lacks common options.
✓	Hyundai Elantra SE	\$20,090	69	⬆️*	⬆️	66	33	Relatively roomy, easy controls, fuel economy, long warranty.	Engine noise, ride, front-seat comfort.
	Volkswagen Golf Wolfsburg (1.8T)	\$25,315	64	⬇️	⬆️	82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	Reliability, noisy rear view camera, a bit pricey.
	Mitsubishi Lancer ES	\$17,515	61	⬇️*	⬇️*	62	25	Agility, steering, controls.	Noise, fit and finish, braking, fuel economy.
	Nissan Sentra SV	\$20,125	61	⬇️	⬇️	62	31	Braking, fuel economy, spacious rear seat, access, lots of features for the money	Ride, noise, fit and finish, front-seat comfort.
	Volkswagen Jetta SE (1.4T)	\$21,235	59	⬇️	⬇️	79	32	Agility, acceleration, refined engine, fuel economy, rear seat, large trunk, visibility.	Reliability, ride, lackluster interior finish.
	Honda Civic LX	\$20,275	58	⬇️	⬆️	76	32	Fuel economy, ride, handling, interior storage.	Reliability, awkward access, front seat comfort.

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<b>CARS: COMPACT</b> (Continued)									
	<b>Mini Clubman</b> Base (1.5T)	\$31,550	57			67	28	Handling, roomier than any other Mini, thick option list allows personalization.	Ride, noise, visibility, controls have a learning curve.
	<b>Honda Civic</b> EX-T	\$23,035	57			75	31	Fuel economy, ride, handling, interior storage.	Reliability, awkward access, front-seat comfort, complicated infotainment for EX and higher trims.
	<b>Dodge Dart</b> SXT (2.4L)	\$22,025	56			68	27	Handling, braking, easy to use Uconnect screen.	Engine clatter at idle, seat comfort, fit and finish.
	<b>Ford Focus</b> SE (2.0L)	\$20,485	47			67	29	Agility, ride, quietness.	Reliability, Snug interior, transmission causes low-speed vibration.
	<b>Ford Focus</b> SE (1.0T)	\$21,455	45			62	29	Agility, ride, quietness.	Reliability, Snug interior, slow acceleration without any fuel-economy benefit.
!	<b>Fiat 500L</b> **	\$24,595	35			50	27	Roomy interior, handy size, access.	Reliability, poor IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position.
<b>CARS: MIDSIZED</b>									
	<b>Kia Optima</b> EX (2.4L)	\$25,860	85			86	28	Roomy interior, seat comfort, controls, braking, fuel economy, lots of equipment for price, reliability.	Expensive to get active safety equipment, too easy to turn off DRL, low dash vents.
	<b>Toyota Camry</b> Hybrid XLE	\$29,052	85			87	38	Fuel economy, ride, powertrain, interior room, reliability.	Too easy to turn off the daytime running lights.
	<b>Toyota Camry</b> XLE (V6)	\$32,603	84			86	26	Ride, fuel economy, powertrain, acceleration, interior room, reliability.	Too easy to turn off the daytime running lights.
	<b>Toyota Camry</b> LE (4-cyl.)	\$24,089	83			84	28	Ride, powertrain, fuel economy, interior room, reliability.	Too easy to turn off the daytime running lights.
	<b>Honda Accord</b> LX (4-cyl.)	\$23,270	82			85	30	Fuel economy, powertrain, handling, roomy interior, visibility, driving position, controls.	Complicated optional radio, ride a bit choppy.
	<b>Honda Accord</b> EX-L (V6)	\$30,860	81			84	26	Fuel economy, powertrain, handling, roomy interior, visibility, driving position.	Complicated optional radio, ride a bit choppy.
	<b>Subaru Legacy</b> 2.5i Premium	\$24,837	79			89	26	Ride, handling, braking, transmission, fuel economy, visibility, controls, standard AWD.	Hard to read clock and temperature, acceleration, touchy throttle.
	<b>Ford Fusion</b> SE (1.5T)	\$27,720	77			81	24	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
	<b>Mazda6</b> Sport	\$23,590	77			79	32	Fuel economy, agility, transmission.	Noise, ride, snug interior, low dash vents, cumbersome infotainment system, Sport trim lacks power seat.
	<b>Ford Fusion</b> SE Hybrid	\$28,290	76			80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, slightly snug cabin, small trunk opening.
	<b>Chevrolet Malibu</b> 1LT (1.5T)	\$26,790	76			80	29	Ride, quietness, controls, fuel economy.	Raspy 1.5-liter turbo, front seat comfort, so-so visibility.
	<b>Ford Fusion</b> Titanium (2.0T)	\$33,180	75			78	22	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
	<b>Hyundai Sonata</b> Hybrid SE	\$26,950	74			80	39	Fuel economy, ride, spacious interior, rear seat, controls, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
	<b>Hyundai Sonata</b> SE (2.4L)	\$23,315	73			78	28	Spacious rear seat, ride, transmission, controls, fuel economy, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
	<b>Nissan Altima</b> 3.5 SL	\$31,610	72			80	24	Acceleration, rear seat, controls.	Agility, ride.
	<b>Nissan Altima</b> 2.5 SV	\$26,890	67			71	29	Rear seat, controls, fuel economy	Unsettled ride, overly light steering.
	<b>Volkswagen Passat</b> SE (1.8T)	\$27,485	65			82	28	Interior room, rear seat, trunk, access, agility, braking, fuel economy, standard forward-collision avoidance.	Reliability, transmission refinement at low speeds.
	<b>Volkswagen Passat</b> SEL Premium (V6)	\$33,720	64			79	23	Ride, handling, acceleration, interior room, rear seat, access, standard forward-collision avoidance.	Reliability, fuel economy, premium fuel.
	<b>Chrysler 200</b> C (V6)	\$33,620	49			66	25	Powerful V6, controls.	Reliability, agility, access, rear-seat head room, visibility.
	<b>Chrysler 200</b> Limited (4-cyl.)	\$25,790	47			63	30	Fuel economy, controls.	Reliability, transmission, ride, touchy brakes, agility, access, rear-seat head room, visibility.

<sup>1</sup> Miles-per-gallon equivalent (MPGe). <sup>2</sup> Miles-per-gallon when running on gas.  
 ! Caution, subpar crash-test results. \* Based on limited data. \*\*Powertrain has changed since last test.

## Ratings & Reference

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
				Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
	<b>CARS: LARGE</b>								
✓	<b>Chevrolet Impala</b> 2LTZ (3.6)	\$39,110	84	↓	↑	91	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced electronic safety features.	Rear visibility.
✓	<b>Toyota Avalon</b> Limited (V6)	\$42,010	83	↑	↑	80	24	Ride, quietness, acceleration, fuel economy, rear seat, reliability, standard forward-collision avoidance.	Agility, too easy to turn daytime running lights off.
✓	<b>Hyundai Azera</b>	\$37,185	80	↑	↑	80	23	Quiet and spacious interior, fit and finish, front-seat comfort, standard features, long warranty, reliability.	Lackluster handling.
✓	<b>Nissan Maxima</b> Platinum	\$41,995	72	↓	↑	81	25	Acceleration, fuel economy, controls, fit and finish.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
✓	<b>Chrysler 300</b> C (V8)	\$45,650	71	↓	↑	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	None.
✓	<b>Chrysler 300</b> Limited (V6)	\$38,335	71	↓	↑	83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Headlights.
	<b>Ford Taurus</b> Limited (3.5, V6)	\$37,885	65	↓	↓	72	21	Quietness, trunk space.	Visibility, driving position.
	<b>Dodge Charger</b> R/T Plus (V8)	\$40,375	61	↓	↑	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Reliability, visibility, access.
	<b>Dodge Charger</b> SXT (V6)	\$34,510	60	↓	↑	82	22	Transmission, quietness, ride, interior room, feature content.	Reliability, visibility, access.
	<b>CARS: LUXURY ENTRY-LEVEL</b>								
✓	<b>Buick Verano</b> Leather (2.4)	\$27,750	76	↑	↓	73	24	Quietness, transmission, braking, reliability.	Front-seat comfort, tight rear-seat, narrow driving position.
✓	<b>Lexus CT</b> 200h Premium	\$32,012	71	↑	↓	65	40	Fuel economy, secure handling, reliability.	Ride, noise, acceleration, snug interior, rear visibility, cargo space.
✓	<b>Volkswagen CC</b> Sport (2.0T)	\$32,800	70	↓*	↓*	78	26	Agility, ride, fit and finish.	Visibility, access, tight rear seat.
	<b>Audi A3</b> Premium**	\$31,495	69	↓	↑	77	27	Handling, feels solid, braking, standard forward-collision avoidance.	Reliability, rear seat, some controls, pricey for size, headlights.
	<b>Acura ILX</b> Premium	\$30,820	64	↑	↓	61	28	Fuel economy.	Stiff ride, loud cabin, access, controls, overpriced for what you get.
	<b>Volkswagen Jetta</b> GLI SE (MT)	\$27,740	57	↓	↓	74	27	Handling, powertrain, rear seat, large trunk.	Reliability, long clutch travel.
	<b>Mercedes-Benz CLA</b> 250	\$36,500	56	↓*	↓	64	28	Braking, fuel economy, fit and finish, standard forward-collision avoidance.	Reliability, ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening.
	<b>CARS: LUXURY COMPACT</b>								
✓	<b>Audi A4</b> Premium Plus	\$48,890	85	↑*	↑	88	27	Ride, handling, quietness, transmission, fit and finish, front seat comfort, fuel economy, standard forward-collision avoidance.	Controls take getting used to, unintuitive shifter, tight rear seat.
✓	<b>Buick Regal</b> Premium I	\$34,485	81	↑	↑	83	24	Acceleration, ride, handling, braking, controls.	Rear seat, rear visibility.
✓	<b>BMW 328d</b> xDrive	\$50,475	78	↓	↓	86	35	Handling, ride, fuel economy, transmission, front seat comfort, fit and finish, visibility.	Tight rear seat, some controls, diesel-engine noise, pricey options.
✓	<b>BMW 328i</b> **	\$43,195	76	↓	↓	84	28	Handling, ride, fuel economy, acceleration, transmission, front seat comfort, fit and finish, visibility.	Engine clatter, some controls, tight rear seat, pricey options.
✓	<b>Volvo S60</b> T5 Drive-E	\$39,925	74	↓	↓	80	25	Transmission, braking, fuel economy, front-seat comfort, standard forward-collision avoidance.	Ride, rear seat, rear visibility.
	<b>Mercedes-Benz C300</b> (4MATIC) ⚠	\$47,560	71	↓	↓	85	26	Ride, handling, acceleration, quietness, fuel economy, front-seat comfort, fit and finish, standard forward-collision avoidance.	Reliability, controls, price.
	<b>Infiniti Q50</b> 3.0t Premium (AWD)	\$44,855	71	↓	↓	85	22	Acceleration, agility, braking, visibility.	Reliability, cumbersome infotainment system, small trunk.
	<b>Lexus IS300</b> (AWD)	\$48,775	66	↑	↓	56	20	Powertrain refinement, reliability, standard forward-collision avoidance.	Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access.
	<b>Cadillac ATS</b> Luxury (turbo)**	\$43,295	60	↓	↓	79	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Reliability, CUE, tight interior, small trunk, turbo lacks refinement, access.

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
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<b>CARS: LUXURY COMPACT</b> (Continued)									
	Acura TLX 2.4L	\$35,920	58			79	27	Powertrain, fuel economy, braking.	Reliability, annoying audio controls, lacks panache.
	Acura TLX SH-AWD	\$42,345	55			75	25	Acceleration, fuel economy, braking.	Reliability, transmission and shifter, annoying audio controls, lacks panache.
<b>CARS: LUXURY MIDSIZED</b>									
	Infiniti Q70 (V6)	\$53,825	88			90	21	Acceleration, transmission, agility, braking, fit and finish, reliability.	Busy dashboard, overbearing electronic safety aids.
	Lexus GS 350**	\$58,858	85			83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability, standard forward-collision avoidance.	Fussy controls.
	Audi A6 3.0 Premium Plus Quattro	\$56,295	84			90	22	Powertrain, handling, ride, quietness, fuel economy, front seat comfort, fit and finish, high-tech features.	Controls take getting used to, turning circle.
	Infiniti Q70 Hybrid	\$58,655	83			83	25	Fuel economy, acceleration, fit and finish, reliability.	Abrupt transition between electric and gas modes, touchy brake pedal, trunk.
	Lexus ES 350	\$43,702	82			78	25	Acceleration, fuel economy, drivetrain, quietness, front-seat comfort, reliability, standard forward-collision avoidance.	Lackluster handling, controls.
	Lincoln MKZ 2.0 EcoBoost**	\$41,990	82			88	23	Handling, ride, quietness.	Visibility, snug interior, hidden exterior trunk release.
	Lincoln MKZ Hybrid	\$41,990	82			88	34	Handling, ride, quietness, fuel economy.	Visibility, snug interior, hidden exterior trunk release.
	Lexus ES 300h	\$44,017	81			77	36	Fuel economy, hybrid drivetrain, quietness, front-seat comfort, reliability, standard forward-collision avoidance.	Lackluster handling, controls, touchy brake pedal.
	Cadillac CT6 Luxury (3.6, AWD)	\$64,485	81			95	22	Agility, ride, braking, quietness, seat comfort, interior room, fit and finish.	Some controls, low dash vents, scant in-cabin storage.
	Genesis G80 3.8 (AWD)	\$52,450	80			89	20	Ride, braking, quietness, slick powertrain, plush interior, standard forward-collision avoidance.	Overzealous lane-keeping assist.
	Cadillac XTS Premium	\$57,200	77			82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Frustrating CUE control interface, ride not plush enough, visibility, small trunk opening.
	Acura RLX Tech	\$55,345	75			75	23	Spacious and plush interior, seat comfort, braking, standard forward-collision avoidance.	Ride, agility, complicated controls, suspension noise.
	Chevrolet SS	\$47,170	74			87	17	Acceleration, handling, braking, exhaust note, interior room, controls, feature content, standard frontal collision warning.	Fuel-thirsty, no exterior trunk release, summer tires are unusable in snow.
	BMW 535i	\$58,375	73			81	23	Powertrain, acceleration, ride, quietness, fit and finish, front seat comfort.	Disappointing handling, controls.
	Cadillac CTS Luxury (V6, AWD)	\$58,780	71			83	22	Agility, fun to drive, front seats, plush interior, braking.	Complicated CUE controls, rear seat, trunk.
	Jaguar XF Prestige (V6)	\$66,586	66			83	21	Ride, agility, acceleration, braking, transmission, front-seat comfort.	So-so infotainment system, snug interior, expensive to get advanced safety features, weak A/C.
	Maserati Ghibli S Q4	\$89,010	51			71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, wind noise, rear seat, access, touchy brake pedal, fussy shifter.
<b>CARS: ULTRA LUXURY</b>									
	BMW 750i xDrive	\$110,645	89			99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish, lots of high-tech features, fuel economy.	Narrow trunk, learning curve for controls.
	Tesla Model S P85D**	\$127,820	88			100	87 <sup>1</sup>	Energy efficiency, acceleration, handling, luggage capacity, optional third-seat, standard forward-collision avoidance.	Limited range, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
	Lexus LS 460L	\$82,504	87			89	21	Acceleration, ride, powertrain, fuel economy, quietness, interior room, fit and finish, seat comfort, reliability.	Agility, fussy controls.
	Audi A8 L**	\$91,275	86			91	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features.	Controls take getting used to, small trunk.

\* Based on limited data.\*\*Powertrain has changed since last test.

## Ratings & Reference

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
				Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
<b>CARS: ULTRA LUXURY (Continued)</b>									
	<b>Mercedes-Benz S550</b> (4MATIC)	\$114,475	<b>73</b>			96	18	Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish, standard forward-collision avoidance.	Reliability, complicated and distracting controls, price.
	<b>Jaguar XJL Portfolio**</b>	\$81,575	<b>66</b>			82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, access, rear visibility.
<b>SPORTS/SPORTY CARS OVER \$40,000 EQUIPPED WITH MANUAL TRANSMISSION</b>									
	<b>BMW M235i</b>	\$50,400	<b>92</b>			98	25	Acceleration, handling, braking, front-seat comfort, quietness, reliability.	Rear seat room, some controls.
	<b>Chevrolet Corvette</b> Stingray 3LT	\$73,260	<b>83</b>			92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Ride, noise, access, visibility, shifter.
	<b>Porsche 911 Carrera S**</b>	\$110,630	<b>82</b>			95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
	<b>Audi TT 2.0T (AT)</b>	\$50,600	<b>81</b>			84	26	Agility, braking, front seat comfort, fit and finish, fuel economy, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat.
	<b>Chevrolet Camaro 2SS (V8)</b>	\$47,020	<b>76</b>			85	20	Acceleration, handling, braking, styling.	Visibility, tight interior, low dash vents.
	<b>BMW Z4 sDrive28i</b>	\$55,225	<b>71</b>			74	28	Acceleration, fuel economy, braking.	Short on sporty feel, ride, noise, tight quarters, access.
	<b>Ford Mustang GT Premium (V8)</b>	\$43,295	<b>62</b>			84	19	Handling, acceleration, braking, interior details, exhaust note.	Reliability, rear seat, ride.
	<b>Dodge Challenger R/T Plus (V8)</b>	\$40,860	<b>53</b>			70	20	Braking, exhaust note, infotainment system, habitable rear seat, brawn.	Reliability, ride, noise, visibility, wide-hipped around town.
<b>SPORTS/SPORTY CARS UNDER \$40,000 EQUIPPED WITH MANUAL TRANSMISSION</b>									
	<b>Mazda MX-5 Miata Club</b>	\$29,905	<b>79</b>			80	34	Agility, shifter, fuel economy, easy manual top.	Ride, noise, tight quarters, cumbersome infotainment system, access.
	<b>Nissan 370Z Touring</b> (coupe)	\$38,565	<b>75</b>			81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
	<b>Subaru BRZ Premium</b>	\$27,117	<b>73</b>			79	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating.
	<b>Toyota 86</b>	\$25,025	<b>73</b>			78	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating.
	<b>Volkswagen GTI Autobahn</b>	\$31,730	<b>71</b>			82	29	Agility, fuel economy, seat comfort, quiet cabin, hatchback versatility.	Reliability, limited rear-view camera availability, gets pricey.
	<b>Mini Cooper S</b>	\$29,945	<b>66</b>			81	30	Handling, fuel economy, manual shifter, thick option list allows personalization.	Reliability, rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder engine a bit gruff, premium fuel.
	<b>Buick Cascada Premium</b>	\$37,385	<b>60</b>			53	22	Well-insulated top, opens/closes on the go, seats four, nice details.	Visibility, dated controls, ride, fuel economy, long doors.
	<b>Subaru WRX Premium</b>	\$29,742	<b>59</b>			75	26	Acceleration, cornering grip, braking, four-door practicality, visibility.	Hard ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	<b>Ford Mustang Premium</b> (4-cyl., AT)	\$33,080	<b>58</b>			76	25	Handling, braking, fuel economy, interior details.	Reliability, rear seat, noise, raspy engine sound.
	<b>Fiat 500 Abarth</b>	\$26,050	<b>52</b>			66	28	Invigorating exhaust note, agility, braking, fuel economy.	Reliability, noise, ride, steering feel, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.
	<b>Ford Fiesta ST</b>	\$24,985	<b>52</b>			74	29	Handling agility, effortless power delivery, sound, braking, fuel economy, fun-to-drive.	Reliability, ride, snug optional Recaro seats.
	<b>Ford Focus ST</b>	\$28,270	<b>51</b>			74	26	Handling, fun to drive, acceleration, braking, relatively civilized as a daily driver.	Reliability, driving position, snug Recaro seats, some torque steer, turning circle.
<b>WAGONS (ALL-WHEEL DRIVE)</b>									
	<b>Subaru Outback 3.6R Limited</b>	\$36,835	<b>75</b>			85	22	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Hard-to-read clock and temperature.
	<b>Subaru Outback 2.5 Premium</b>	\$28,852	<b>73</b>			82	24	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Hard-to-read clock and temperature, acceleration, touchy throttle.
	<b>Volvo V60 Cross Country</b>	\$46,475	<b>69</b>			73	21	Transmission, braking, plush cabin, front-seat comfort, safety features, standard forward-collision avoidance.	Ride, rear visibility, tight rear seat and cargo area, headlights, no standard rear camera, value.



Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
				As tested		Predicted Reliability	Owner Satisfaction		
<b>MINIVANS</b>									
✓	<b>Toyota Sienna XLE (FWD)**</b>	\$35,810	80	↑	↑	80	20	Ride, transmission, interior space and flexibility, rear seat, fuel economy, reliability.	Agility, road noise, fit and finish.
✓	<b>Honda Odyssey EX-L</b>	\$38,055	79	↓	↑	84	21	Ride, powertrain, fuel economy, spacious and flexible interior, comfortable seats.	Confusing uplevel radio, fit and finish.
✓	<b>Toyota Sienna XLE (AWD)**</b>	\$38,201	78	↑	↑	78	19	Ride, transmission, interior space and flexibility, rear seat, reliability, AWD.	Agility, road noise, fit and finish.
	<b>Ford Transit Connect XLT (2.5L)</b>	\$28,015	68	↓*	↓*	76	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.
	<b>Kia Sedona EX</b>	\$34,795	67	↓*	↑	70	20	Powertrain, second-row comfort, fit and finish.	Clumsy handling, stiff ride, lacks expected minivan flexibility
	<b>Chrysler Pacifica Touring L</b>	\$38,245	67	↓*	↑*	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy, lots of optional features.	Expensive to get advanced safety gear, coarse-sounding engine, Fiat-Chrysler reliability.
!	<b>Nissan Quest SL</b>	\$39,040	67	↓*	↓*	79	19	Ride, quietness, powertrain, plush interior, fold-flat seats.	Poor IIHS small overlap crash-test results, agility.
!	<b>Dodge Grand Caravan GT</b>	\$37,295	62	↓	↓	72	17	Ride, quietness, foldaway second-row seats, cargo flexibility.	Poor IIHS small overlap crash-test results, fuel economy, cornering limits, unrefined transmission, radio controls.
<b>SUVs: SUBCOMPACTS</b>									
✓	<b>Subaru Crosstrek Premium</b>	\$24,215	76	↑	↑	74	26	Fuel economy, controls, rear seat, visibility, reliability.	Noise, ride, unrefined CVT.
✓	<b>Subaru Crosstrek Hybrid</b>	\$27,132	75	↑	↑	74	28	Fuel economy, reduced engine noise, better ride and handling than regular Crosstrek, reliability.	Modest fuel-economy gain for a hybrid.
✓	<b>Honda HR-V LX</b>	\$22,045	69	↑	↓	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
✓	<b>Mazda CX-3 Touring</b>	\$25,800	64	↓	↓	64	28	Handling, fuel economy, upscale features.	Noise, cumbersome infotainment system, tight rear seat and cargo room, visibility.
	<b>Chevrolet Trax LT</b>	\$25,560	62	↑	↓	55	25	Fuel economy, easy to park, decent room within a small footprint, reliability.	Acceleration, ride, engine noise, rear visibility, front seats, touch-screen radio.
	<b>Fiat 500X Easy</b>	\$26,600	42	↓*	↑*	50	23	Maneuverability, upscale features.	Ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.
	<b>Jeep Renegade Latitude</b>	\$27,525	42	↓	↓	56	24	Styling, upscale features.	Reliability, transmission, ride, visibility, front-seat comfort, grabby brakes, idle vibration, gets pricey.
<b>SUVs: COMPACT</b>									
✓	<b>Subaru Forester 2.5i Premium</b>	\$27,145	83	↑	↑	85	26	Fuel economy, visibility, braking, roomy interior, access, controls.	Noise, touchy throttle.
✓	<b>Toyota RAV4 XLE</b>	\$29,014	79	↑	↓	75	24	Fuel economy, transmission, access, roominess, reliability, standard forward-collision avoidance.	Driver's seat lumbar support, too easy to turn off daytime running lights.
✓	<b>Toyota RAV4 Hybrid XLE</b>	\$29,753	78	↑	↓	74	31	Fuel economy, transmission, access, roominess, reliability, standard forward-collision avoidance.	Driver's seat lumbar support, too easy to turn off daytime running lights.
✓	<b>Kia Sportage LX (2.4L)</b>	\$26,720	76	↑*	↑*	78	23	Handling, powertrain, room, easy controls.	So-so fuel economy, rear visibility.
✓	<b>Hyundai Tucson Sport (1.6T)</b>	\$28,670	75	↓	↑	79	26	Room, quietness, ride, agility, braking, fuel economy, upscale features, long warranty.	Vibration at low speeds, rear visibility, expensive with options.
✓	<b>Ford Escape Titanium (2.0T)</b>	\$36,600	74	↓	↓	79	22	Agility, ride, quietness, solid feel, access.	Narrow driving position.
✓	<b>Mazda CX-5 Touring (2.5L)</b>	\$28,090	74	↑	↑	74	25	Fuel economy, agility, rear-seat, blind-spot detection.	Ride, noise, cumbersome infotainment system, low dash vents.
✓	<b>Hyundai Tucson SE (2.0L)</b>	\$25,920	73	↓	↑	76	24	Room, ride, agility, braking, upscale features, long warranty.	Acceleration, engine noise, rear visibility, expensive with options.
✓	<b>Honda CR-V EX</b>	\$27,500	72	↑	↑	73	24	Rear seat, roomy and functional, fuel economy, active safety features on higher trims.	Ride, noise, unintuitive infotainment system.
✓	<b>Volkswagen Tiguan SEL</b>	\$37,020	72	↑	↓	74	21	Agility, transmission, access, fit and finish, rear seat.	Ride and noise with 19-inch wheels.

<sup>1</sup> Miles-per-gallon equivalent (MPGe).

! Caution, subpar crash-test results. \* Based on limited data. \*\*Powertrain has changed since last test.

## Ratings & Reference

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
				Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
	<b>SUVs: COMPACT</b> (Continued)								
✓	Ford Escape SE (1.6T)**	\$28,040	71	↓	↓	75	22	Agility, ride, quietness, solid feel, access.	Narrow driving position.
✓	Nissan Rogue SV	\$29,920	71	↑	↓	74	24	Ride, access, spacious interior, fuel economy, optional surround-view camera, available third-row seat.	Engine noise, cloth front-seat lacks support, gets pricey.
	Mitsubishi Outlander SEL (4-cyl.)	\$28,405	60	↓*	↓*	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	Jeep Cherokee Limited (V6)	\$37,525	55	↓	↓	71	21	Quietness, access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, confusing pricing structure.
!	Jeep Patriot Latitude**	\$25,790	53	↑	↓	56	21	Compliant ride.	Poor IIHS small overlap crash-test results, engine noise, acceleration, driving position, front-seat comfort, complicated optional radio controls.
	Jeep Cherokee Latitude (4-cyl.)	\$27,490	47	↓	↓	58	22	Access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, front-seat comfort, confusing price structure.
	Jeep Compass Latitude**	\$26,190	47	↓*	↓	52	22	Simple controls.	Engine noise, acceleration, braking, driving position, front-seat comfort, rear visibility, cornering limits.
	<b>SUVs: MIDSIZED</b>								
✓	Toyota Highlander Hybrid Limited	\$50,875	86	↑	↑	85	25	Fuel economy, powertrain, quietness, roomy and versatile interior, access, easy-to-use infotainment system, standard forward-collision avoidance.	Low rear seat, too easy to turn off daytime running lights.
✓	Toyota Highlander XLE (V6)**	\$38,941	85	↑	↑	84	20	Powertrain, fuel economy, roomy and versatile interior, access, easy-to-use infotainment system, standard forward-collision avoidance.	Low rear-seat, too easy to turn off daytime running lights.
✓	Kia Sorento EX (V6)	\$37,915	82	↑	↑	84	21	Ride, quietness, smooth V6, fuel economy, 3-row seating, easy to maneuver yet roomy.	Rear visibility, tight third-row seat, small infotainment system screen on EX trim.
✓	Hyundai Santa Fe SE (V6)	\$36,290	78	↑	↓	81	20	Powertrain, fuel economy, roomy and versatile cabin, access, controls, long warranty.	Tight third-row with difficult access.
✓	Hyundai Santa Fe Sport (4-cyl.)	\$28,370	75	↑	↑	73	23	Roomy interior, fuel economy, transmission, controls, feature content, long warranty, reliability.	Rear three-quarters visibility.
✓	Honda Pilot EX-L	\$39,585	75	↓	↑	80	20	Roomy interior, visibility, access, smooth powertrain, fuel economy, available safety gear.	Clumsy handling, touch-screen radio, blind-spot monitor only on Elite trim, annoying 9-speed automatic with push button shifter on high-end versions.
✓	Mazda CX-9 Touring	\$40,470	74	↓*	↑*	80	22	Ride, handling, quietness, fuel economy, high-end versions feel upscale	Cumbersome infotainment system, rear visibility, limited seat adjustments, tight driving position.
✓	Ford Edge SEL (2.0 EcoBoost)	\$39,755	73	↓	↑	84	21	Ride, quietness, handling, rear seat and cargo, access, luxury amenities in high-end versions.	Visibility, acceleration.
✓	Nissan Murano SL	\$42,065	73	↓	↑	77	21	Fuel economy, plush interior, access, easy infotainment system, readily available advanced safety features, reliability.	Visibility, overly light steering, agility, towing capacity.
	Chevrolet Equinox LTZ (V6)	\$36,925	71	↑	↓	69	18	Acceleration, ride, roomy rear seat, access.	Visibility, sluggish feel.
	GMC Terrain SLT2 (V6)	\$36,675	71	↑	↓	69	18	Acceleration, ride, roomy rear seat, access.	Visibility, sluggish feel.
	Chevrolet Equinox 1LT (4-cyl.)	\$26,350	70	↑	↓	68	21	Rear seat, ride, handling, fuel economy.	Acceleration, transmission, visibility, turning circle.
	GMC Terrain SLE1 (4-cyl.)	\$26,745	70	↑	↓	68	21	Rear seat, ride, handling, fuel economy.	Acceleration, transmission, visibility, turning circle.
	Toyota 4Runner SR5 (V6)	\$37,425	62	↑	↑	55	18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, turning circle.
	Jeep Grand Cherokee Limited (diesel)	\$49,780	61	↓	↑	84	24	Quietness, ride, fuel economy, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect infotainment system.	Reliability.
	Ford Explorer XLT (V6)	\$39,275	59	↓	↑	67	18	Interior room and flexibility, usable third-row, cabin storage.	Reliability, agility, driving position, some controls, unrefined transmission.

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
				Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
<b>SUVs: MIDSIZED (Continued)</b>									
	<b>Jeep Grand Cherokee Limited (V6)</b>	\$41,375	58			80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy to use Uconnect system.	Reliability.
	<b>Nissan Pathfinder SL</b>	\$40,470	56			72	18	Roominess, controls, access.	Reliability, handling, rear visibility, second-row thigh support.
!	<b>Dodge Journey GT (V6)</b>	\$36,975	49			64	16	Ride, quietness, cabin storage.	Reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third-row.
	<b>Jeep Wrangler Unlimited Sahara</b>	\$36,340	26			20	17	Powertrain, off-road capability.	Reliability, ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish.
<b>SUVs: LARGE</b>									
✓	<b>Chevrolet Traverse LT</b>	\$39,920	76			77	16	Ride, handling, quietness, interior room and flexibility, usable third-row seat, blind-spot mirrors.	Rear visibility, fuel economy, wet braking.
✓	<b>Ford Flex SEL</b>	\$42,155	74			73	18	Ride, quietness, interior room and flexibility.	Lackluster handling, turning circle, rear visibility.
✓	<b>Ford Expedition EL Limited</b>	\$63,080	67			61	14	Huge interior, plenty of power, comfortable third-row seat, towing capacity, reliability.	Fuel economy, noise, clumsy handling, cheap cabin finish, lacks advanced safety gear, feels outdated.
✓	<b>Toyota Sequoia Limited</b>	\$54,005	65			60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window.	Agility, braking, unsettled ride, high step-in, long reach to some controls.
	<b>Dodge Durango GT (V6)</b>	\$43,525	63			83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Reliability, rear visibility, maneuverability.
	<b>Chevrolet Suburban LTZ</b>	\$69,790	54			74	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, step-in height, long length to park, feels underpowered, price.
	<b>Chevrolet Tahoe LT</b>	\$60,100	51			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	<b>GMC Yukon SLT</b>	\$62,125	51			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	<b>GMC Yukon XL SLT</b>	\$67,370	50			67	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, step-in height, long length to park, feels underpowered, price.
<b>SUVs: LUXURY ENTRY-LEVEL</b>									
✓	<b>Audi Q3 Premium Plus</b>	\$40,125	80			77	22	Ride, handling, quietness, fit and finish, reliability.	Tight quarters, narrow driving position.
	<b>BMW X1 xDrive28i</b>	\$44,745	72			74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride.
	<b>Mercedes-Benz GLA250</b>	\$42,210	71			70	26	Acceleration, braking, fuel economy, fit and finish, standard forward-collision avoidance.	Ride, noise, uneven power delivery, rear seat, visibility, some controls.
	<b>Buick Encore Leather</b>	\$30,555	71			69	23	Ride, quietness, braking, maneuverability, fuel economy.	Acceleration, driving position, narrow cabin, rear visibility, value.
	<b>Mini Cooper Countryman S</b>	\$32,500	68			68	26	Handling, transmission, acceleration, fuel economy, thick option list allows personalization.	Ride, noise, controls, cargo space, premium fuel, flimsy interior details, pricey.
<b>SUVs: LUXURY COMPACT</b>									
✓	<b>Mercedes-Benz GLC 300</b>	\$49,105	84			81	22	Ride, agility, fuel economy, fit and finish, front seat comfort, reliability, standard forward-collision avoidance.	Controls, engine noise.
✓	<b>Lexus NX 200t</b>	\$43,284	76			74	24	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
✓	<b>BMW X3 xDrive28i (2.0T)</b>	\$44,595	76			82	23	Agility, powertrain, braking, fuel economy, fit and finish.	Controls take getting used to.
✓	<b>Audi Q5 Premium Plus (2.0T)</b>	\$43,675	75			78	21	Handling, transmission, braking, fit and finish.	Controls take getting used to.
✓	<b>Lexus NX 300h</b>	\$51,224	74			71	29	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
✓	<b>Porsche Macan S</b>	\$63,290	74			85	19	Handling, powertrain, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, stingy standard in-car electronics, lots of buttons, price.

! Caution, subpar crash-test results. \* Based on limited data. \*\*Powertrain has changed since last test.

## Ratings & Reference

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				Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
	<b>SUVs: LUXURY COMPACT</b> (Continued)								
✓	Acura RDX	\$38,990	72	↑	↓	75	22	Acceleration, access, front-seat comfort.	Ride, at-the-limit handling, rear visibility.
✓	Volvo XC60 T6**	\$42,245	70	↓	↓	71	17	Transmission, fit and finish, standard forward-collision avoidance.	Ride, fuel economy, rear visibility.
	Cadillac XT5 Luxury	\$51,025	68	↓*	↑*	76	20	Plush interior, seat comfort, quietness.	Stiff ride, unintuitive gear selector, visibility.
	Buick Envision Premium	\$45,380	66	↓*	↑*	67	21	Simple controls, easy access.	Lacks agility, unsettled ride, spongy brake pedal, wind noise, price.
	Jaguar F-Pace Prestige	\$53,895	60	↓*	↑*	72	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
	Lincoln MKC Reserve	\$46,485	55	↓	↓	72	19	Quietness, braking, nicely trimmed interior.	Reliability, unsettled ride, agility, short cruising range, driving position, rear visibility.
	Land Rover Discovery Sport HSE	\$49,895	47	↓*	↓*	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility, price.
	<b>SUVs: LUXURY MIDSIZED</b>								
✓	Audi Q7 Premium Plus	\$68,695	94	↑↑	↑↑	96	20	Powertrain, quietness, handling, braking, high-tech features, luxury interior, towing capacity, standard forward-collision avoidance, reliability.	Controls take getting used to, rear visibility, shifter.
✓	Lexus RX 450h	\$57,565	81	↑	↑	80	29	Quietness, ride, fuel economy, fit and finish, standard forward-collision avoidance.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	Lexus RX 350	\$51,630	79	↑	↑	77	22	Quietness, ride, fuel economy, fit and finish, standard forward-collision avoidance.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	BMW X5 xDrive35i	\$70,050	75	↓	↑	84	21	Drivetrain, fuel economy, quietness, seat comfort, fit and finish, visibility.	Some controls.
✓	Lexus GX 460	\$58,428	75	↑	↑	70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing, reliability.	Agility, tight third-row seat, side-hinged tailgate.
✓	Buick Enclave CXL	\$43,260	74	↓	↑	77	15	Ride, handling, interior room and flexibility, quietness, fit and finish, easy access to usable third seat.	Fuel economy, rear visibility.
✓	Acura MDX Tech	\$51,410	74	↓	↓	79	21	Fuel economy, fit and finish, easy third-row access, rear seat, headlights, standard forward-collision avoidance.	Controls, transmission and shifter, agility, suspension noise, rear visibility.
✓	Mercedes-Benz GLE350 (ML)	\$56,960	73	↓	↑	75	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, standard forward-collision avoidance.	Some controls, fuel economy, backup camera only works with radio on.
✓	Porsche Cayenne (V6)	\$63,805	72	↓	↑	78	19	Handling, transmission, fit and finish, towing capacity, headlights.	Controls, slow start-stop feature, low-speed ride, pricey options.
	Lincoln MKX (2.7 EcoBoost)	\$54,945	67	↓	↑	87	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, shifter, small fonts in instrument cluster.
	Infiniti QX60 (3.5L)	\$51,920	65	↓	↓	79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Reliability, agility, fuel economy, rear visibility.
	Volvo XC90 T6 Momentum ⚠	\$56,805	65	↓	↑	84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights, standard forward-collision avoidance.	Reliability, stiff ride, unintuitive controls.
	Infiniti QX70**	\$51,635	60	↓*	↓*	72	18	Acceleration, transmission, handling, fit and finish, front seat.	Ride, rear visibility, cargo area, fuel economy.
	Tesla Model X 90D ⚠	\$110,700	59	↓	↑	77	92 <sup>1</sup>	Acceleration, handling, front-seat comfort, fit and finish, energy consumption, running costs, standard forward-collision avoidance.	Reliability, fussy doors, ride, wind noise.
	Land Rover Range Rover Sport HSE (3.0L)	\$74,040	59	↓*	↑*	74	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability, standard forward-collision avoidance.	Stiff ride, poor snow traction, controls, fussy shifter.

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
				Predicted Reliability	Owner Satisfaction	Road Test Score	Overall MPG		
<b>SUVs: LUXURY LARGE</b>									
✓	<b>Toyota Land Cruiser**</b>	\$84,820	74	↑*	↑*	68	14	Ride, quietness, powertrain, acceleration, fit and finish, front and 2nd row seat comfort, off-road capability, towing capacity, standard forward-collision avoidance.	Fuel economy, agility, tight third-row seat, pricey.
	<b>Lincoln Navigator Base</b>	\$68,895	69	↓*	↑*	72	15	Ride, effortless power, spacious interior and third row, towing capacity.	Wind noise, interior fit and finish, agility.
	<b>Land Rover Range Rover HSE (3.0L)</b>	\$88,545	62	↓*	↑	80	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities, standard forward-collision avoidance.	Agility, controls.
	<b>Mercedes-Benz GLS (GL) 350d**</b>	\$73,020	61	↓	↓	82	20	Fuel economy, quietness, ride, plush interior, front-seat comfort, roomy rear and third-row seats, towing capacity, standard frontal collision warning.	Reliability, clumsy emergency handling, some controls, backup camera only works with radio on.
	<b>Infiniti QX80</b>	\$63,395	57	↓*	↓	68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, headlights.	Handling, access.
	<b>Cadillac Escalade Premium</b>	\$87,360	44	↓	↑	61	16	Quietness, fit and finish, front-seat comfort, towing capacity, headlights.	Reliability, stiff ride, handling, braking, unintuitive CUE infotainment system, tiny third-row seat.
<b>COMPACT PICKUP TRUCKS</b>									
✓	<b>Honda Ridgeline RTL</b>	\$36,480	75	↓*	↑*	80	20	Ride, quietness, clever in-bed storage and dual-mode tailgate.	Complex optional radio, low towing capacity, shallow bed, rear access.
	<b>Chevrolet Colorado LT (V6)**</b>	\$34,300	57	↓	↓	69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	<b>GMC Canyon SLE (V6)**</b>	\$35,835	57	↓	↓	69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	<b>Chevrolet Colorado LT (diesel)</b>	\$39,295	56	↓	↓	67	24	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	<b>GMC Canyon SLE (diesel)</b>	\$40,895	56	↓	↓	67	24	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	<b>Toyota Tacoma SR5 (V6)</b>	\$34,364	41	↓	↓	46	19	Fuel economy, resale value, off-road capability.	Reliability, ride, handling, braking, noise, driving position, seat comfort.
<b>FULL-SIZED PICKUP TRUCKS</b>									
✓	<b>Toyota Tundra SR5 (5.7L V8)</b>	\$38,715	67	↑	↑	63	15	Powertrain, towing, low-effort tailgate, reliability.	Ride, visibility, braking, long reach to some controls, no full-time 4WD.
	<b>Ford F-150 XLT (3.5 V6 EcoBoost)**</b>	\$46,755	65	↓	↑	80	16	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Reliability, jittery ride, lackluster handling, braking.
	<b>Chevrolet Silverado 1500 LT (5.3L V8)</b>	\$42,070	65	↓	↓	80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	<b>GMC Sierra 1500 SLT (5.3L V8)</b>	\$43,200	65	↓	↓	80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	<b>Ford F-150 XLT (2.7 V6 EcoBoost)</b>	\$45,750	64	↓	↑	78	17	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Reliability, jittery ride, lackluster handling, braking.
	<b>Ram 1500 Big Horn (V6, diesel)</b>	\$49,155	58	↓	↑	82	20	Fuel economy, transmission, ride, quietness, roomy cabin, Uconnect system.	Reliability, access, heavy tailgate, diesel gets expensive.
	<b>Ram 1500 Big Horn (5.7L V8)</b>	\$42,810	58	↓	↑	81	15	Powertrain, ride, quietness, cabin space, Uconnect system.	Reliability, access, heavy rear tailgate.
	<b>Nissan Titan XD SV (diesel)</b>	\$51,075	50	↓*	↑*	55	15	Kinder and gentler than other HD trucks, towing capacity, light gate, simple controls.	Clumsy handling, stiff ride, high step-in, short rear seat, so-so payload capacity.

! Caution, subpar crash-test results. \* Based on limited data. \*\*Powertrain has changed since last test.

# User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key Ratings, and information for the 252 cars, SUVs, minivans, pickup trucks, wagons, and hatchbacks featured in this book, covering all 2017 and early 2018 models. Each profile includes a review by Consumer Reports' auto experts; model overview information including base price, body styles, engines, transmissions, and key dimensions and measurements; reliability history; and a Report Card detailing an overall score and road test score, along with ratings for predicted reliability, owner satisfaction, and availability of crash-prevention features. Use these profiles, along with the ratings (see page 40) and our data charts (starting on page 180), to narrow down your choices.

## 1. Recommended Vehicles

These are the vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards. To earn our recommendation, vehicles must perform well in our testing; have average or better reliability; and perform adequately, if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

## 2. Overall Score

The **Overall Score** accounts for 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 applicable, results from crash tests by government and insurance-industry test facilities. A range of scores indicates that we have tested several vehicles. If we have not tested a vehicle it will have an NA for overall score.

**Predicted reliability** is our forecast of how well a model is likely to hold up, derived from CR's 2016 Annual Auto Survey, which garnered responses on about half a million vehicles. Detailed Ratings are provided in the Reliability History charts explained on the opposite page (see No. 5).

**Owner satisfaction** comes from our annual survey in which we asked owners if they would definitely buy or lease their particular vehicle again.

**Road test score** is the final tally from our test findings, based on more than 50 tests. Some tests, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests. Other tests that evaluate seat comfort, ride quality, and ease of use of controls, are subjective and

graded by our experts.

**Crash prevention** identifies whether a vehicle has a frontal-crash prevention system. NA means no such system is offered, and Opt. means it's available on some versions, but not necessarily on the one we tested. Models with standard systems are rated from 1 to 5 based on their ability to warn drivers or brake autonomously to avoid a crash.

An asterisk (\*) means information is based on limited data.

## 3. Model-Line Information

**Base price** is the range of base prices for all versions of the model. The base price is the manufacturer's suggested retail price (MSRP) without options or destination charge. An "E" indicates the price is estimated. Models often come in various **body styles** (sedan, wagon, etc.) and **trim lines**, which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations. **Drive wheels** tells you if the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passengers who can be accommodated in the front, rear, and third-row (if any) seats. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines** and transmissions show the choices of drivetrain components.

## 4. Fact and Figure

**Exterior dimensions** are the basic measurements for the vehicles. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% weight front/rear** are measured on our scales. Some data come from manufacturers. **Max load** includes occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo volume** for minivans, SUVs, and wagons is the maximum usable cargo volume with rear seats folded down or removed. CR measures this using an expandable pipe-frame box that's adjusted to fit the cargo area. Data for models with a trunk

come from government figures. No volume is given for pickup trucks. **Towing capacity** is the maximum weight our test vehicle can pull on a trailer or a typical weight.

**Fuel** gives the recommended types (regular, premium, or diesel) for all the models' engines. **CR Overall MPG** is the mileage from our tested engines for a mix of city and highway driving, given in a range if there are multiple versions tested. **EPA MPG** is the combined city and highway mileage figures issued by the Environmental Protection Agency for a typical engine if we have not tested that model.

## 5. Reliability History

These charts are based on more than half a million vehicles to our 2016 Annual Auto Survey. Consumer Reports subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table below.

The scores in the charts are based on the percentage of respondents who reported problems in each of the 17 trouble spots. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2016 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles.

## How to Read the Charts

To check on the reliability history of a particular year's model, start with the **Used Car Verdict**. This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by subscribers in all trouble spots. Because problems with the engine major, engine cooling, transmission major, and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see how a 2017 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's Used Car Verdict for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2017. We have found that several model years' data are a better predictor than the single most recent model year. One or two years' data may be

**SAMPLE PAGE FROM VEHICLE PROFILES**

The image shows a sample page from the Consumer Reports Vehicle Profiles. It features two car profiles: Chevrolet Cruze and Chevrolet Equinox. Each profile includes a photo of the car, a 'Recommended' badge, and a 'Key to Reliability Ratings' section. The ratings are shown as colored circles: red (Worse), yellow (Average), green (Better), and green with a plus sign (Excellent). The Chevrolet Cruze has a red rating (1), while the Chevrolet Equinox has a green rating (3). The profiles also include sections for 'Average Problem Rates' and 'Used Car Verdicts'.

Average Problem Rates			
TROUBLE SPOTS	14	15	16
Engine Major	<1	<1	<1
Engine Minor	1	<1	<1
Engine Cooling	<1	<1	<1
Transmission Major	1	<1	<1
Transmission Minor	1	1	<1
Drive System	1	1	<1
Fuel System	1	1	<1
Electrical	<1	<1	<1
Climate System	2	1	<1
Suspension	1	1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	1
Noises/Leaks	2	2	1
Body Hardware	1	1	<1
Power Equipment	2	1	1
In-Car Electronics	3	3	2

**Key to Reliability Ratings**

⬇ WORSE    
 ⬇    
 ⬆    
 ⬆ BETTER

used if the model was redesigned in 2016 or 2015, or if there were insufficient data for more years. We include a prediction for a model that is new or has been redesigned, based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the individual scores for each of the 17 **Trouble Spots**. The chart shows the average problem rates for the latest three model years in the survey in each trouble spot. Scores for each chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with the average model of that year.

Models that score a ⬇ are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a ⬆ are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble

spots are very low, we do not assign a ⬇ or a ⬇ unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent it will be assigned a ⬆ or a ⬆ respectively. In the charts, a model year in red identifies the year of a major redesign or the first year of introduction. Model years with insufficient data are noted with a column of asterisks (\*).

**What the Trouble Spots Include**

- **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 & 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, safety 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.

## Acura ILX



**ACURA'S ENTRY-LEVEL COMPACT** sedan got a slight makeover for 2016, but don't expect a bargain luxury sedan. The sole powertrain is a 2.4-liter four-cylinder and 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 new transmission makes the car hesitate off the line. Once underway, the gearbox feels reluctant to downshift, lugging the engine when you need power. The lack of lumbar support for the driver's seat is another knock, the infotainment system is not very intuitive, and the car's low owner satisfaction score is noteworthy. Available safety features include road-departure and forward-collision mitigation systems, and lane-keep assist.



<b>Overall Score</b>	<b>64</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>61</b>
Crash Prevention	Opt.

**Base Price:** \$27,990-\$34,980  
**Body Styles:** sedan  
**Trim Lines:** Premium, Standard, Tech Plus  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (201 hp)  
**Transmissions:** 8-speed sequential

Reliability History			
TROUBLE SPOTS	Acura ILX		
	14	15	16
Engine Major	*	*	⬆️
Engine Minor	*	*	⬆️
Engine Cooling	*	*	⬆️
Transmission Major	*	*	⬆️
Transmission Minor	*	*	⬆️
Drive System	*	*	⬆️
Fuel System	*	*	⬆️
Electrical	*	*	⬆️
Climate System	*	*	⬆️
Suspension	*	*	⬆️
Brakes	*	*	⬆️
Exhaust	*	*	⬆️
Paint/Trim	*	*	⬆️
Noises/Leaks	*	*	⬆️
Body Hardware	*	*	⬆️
Power Equipment	*	*	⬆️
In-Car Electronics	*	*	⬆️
<b>USED CAR VERDICTS</b>	*	*	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . .71  
 Height (in.) . . . . .56  
 Wheelbase (in.) . . . . .105  
 Weight (lb.) . . . . .3,095  
 % weight front/rear . . . . .64/36

#### Cargo Measurement

Max. Load (lb.) . . . . .850  
 Cargo Volume, cu.ft. . . . .12  
 Towing Capacity (lb.) . . . . .NR

**Fuel**  
 Premium  
 CR overall mpg . . . . .28

## Acura MDX



**THIS FUNCTIONAL, FAMILY-FRIENDLY** luxury SUV is comfortable, quick, and quiet, with generous 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 is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic is not always smooth or responsive, and its push-button shifter is unintuitive to use. We found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride and the cabin is quiet. While handling is mundane, it's ultimately secure. The 2017 freshening brings a hybrid version with a seven-speed automated manual, as well as standard AcuraWatch, which includes safety systems such as lane-departure warning and forward-collision avoidance.



<b>Overall Score</b>	<b>74</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>79</b>
Crash Prevention	Std./⬆️

**Base Price:** \$43,950-\$58,450  
**Body Styles:** 4-door SUV  
**Trim Lines:** Advance, Base, Hybrid, Tech  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter V6 hybrid (325 hp); 3.5-liter V6 (290 hp)  
**Transmissions:** 9-speed automatic; 7-speed sequential

Reliability History			
TROUBLE SPOTS	Acura MDX		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .196  
 Width (in.) . . . . .77  
 Height (in.) . . . . .67  
 Wheelbase (in.) . . . . .111  
 Weight (lb.) . . . . .4,200  
 % weight front/rear . . . . .57/43

#### Cargo Measurement

Max. Load (lb.) . . . . .1,175  
 Cargo Volume, cu.ft. . . . .34  
 Towing Capacity (lb.) . . . . .5,000

**Fuel**  
 Premium  
 CR overall mpg . . . . .21



## Acura RDX



**DERIVED FROM THE** Honda CR-V compact SUV, the RDX is better-equipped and has a more premium feel. The very smooth and refined V6 gets 22 mpg overall, which is on par with the turbocharged four-cylinder engines found in competing SUVs. 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 updates in 2016, the interior is rather forgettable for an upscale SUV, lacking some luxury features usually found on its competitors. Acura's convoluted dual-screen control system is unintuitive to use. Still, the seats are comfortable and the rear seat is roomy. The Acura Watch safety package is available on all trims.



<b>Overall Score</b>	<b>72</b>
Predicted Reliability	▲
Owner Satisfaction	●
Road Test Score	<b>75</b>
Crash Prevention	Opt.

**Base Price:** \$35,370-\$43,420  
**Body Styles:** 4-door SUV  
**Trim Lines:** Advance, Base, Tech  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (279 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Acura RDX		
	14	15	16
Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▼	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	●
<b>USED CAR VERDICTS</b>	▲	▲	●
<b>NEW CAR PREDICTION</b>	Better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 184  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,850  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 870  
 Cargo Volume, cu.ft. . . . . 31.5  
 Towing Capacity (lb.) . . . . . 1,500

#### Fuel

Premium  
 CR overall mpg . . . . . 22

## Acura RLX



**ACURA'S FLAGSHIP FALLS** well short of its competitors, and misses some of the key attributes that make up a luxury sedan. The ride is jumpy and unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the responsive 310-hp V6 and six-speed automatic transmission. Our tested FWD model averaged 23 mpg overall. The pricey all-wheel-drive hybrid gets an EPA-rated 29 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the overly complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic monitor are available.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	▲
Owner Satisfaction	▼
Road Test Score	<b>75</b>
Crash Prevention	Std./▲

**Base Price:** \$50,950-\$65,950  
**Body Styles:** sedan  
**Trim Lines:** Advance, Hybrid Advance, Hybrid Tech, NAV, Tech  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)  
**Transmissions:** 6-speed automatic; 7-speed sequential

### Reliability History

TROUBLE SPOTS	Acura RLX		
	14	15	16
Engine Major	▲	*	*
Engine Minor	▲	*	*
Engine Cooling	▲	*	*
Transmission Major	▲	*	*
Transmission Minor	▲	*	*
Drive System	▲	*	*
Fuel System	▲	*	*
Electrical	▲	*	*
Climate System	▲	*	*
Suspension	●	*	*
Brakes	▲	*	*
Exhaust	▲	*	*
Paint/Trim	▲	*	*
Noises/Leaks	▼	*	*
Body Hardware	▲	*	*
Power Equipment	●	*	*
In-Car Electronics	▼	*	*
<b>USED CAR VERDICTS</b>	▲	*	*
<b>NEW CAR PREDICTION</b>	Better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 196  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 3,930  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 23

## Acura TLX



**THE TLX IS** Acura's best sedan. It's available with either a four- or a six-cylinder engine, but all-wheel drive is only available with the V6. The 2.4-liter uses an eight-speed automated manual that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but its nine-speed automatic shifts roughly. Handling is responsive, but not sporty, although the ride is quite comfortable. The cabin is quiet, but rear-seat room is so-so. A generous roster of advanced safety systems includes front-collision mitigation, lane-departure warning, lane-keep assist, adaptive cruise control, and blind-spot monitors. Reliability has been much below average.



Overall Score	<b>55-58</b>
Predicted Reliability	⬇️
Owner Satisfaction	1
Road Test Score	75-79
Crash Prevention	Opt.

**Base Price:** \$31,900-\$44,800  
**Body Styles:** sedan  
**Trim Lines:** 2.4L, SH-AWD, V6  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)  
**Transmissions:** 9-speed automatic; 8-speed sequential

Reliability History	
TROUBLE SPOTS	Acura TLX
	14 15 16
Engine Major	⬆️ ⬆️
Engine Minor	⬆️ ⬆️
Engine Cooling	⬆️ ⬆️
Transmission Major	⬆️ ⬆️
Transmission Minor	⬇️ 1
Drive System	⬆️ ⬆️
Fuel System	⬆️ ⬆️
Electrical	⬆️ ⬆️
Climate System	⬆️ ⬆️
Suspension	⬆️ ⬆️
Brakes	⬆️ ⬆️
Exhaust	⬆️ ⬆️
Paint/Trim	⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️
Body Hardware	⬆️ ⬆️
Power Equipment	⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬇️ ⬇️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 190  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 3,480  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Premium  
 CR overall mpg . . . . . 25-27

## Alfa Romeo 4C



**ALFA'S 4C IS** a super-light two-seat, mid-engine sports car for people who live more for the track than their commute. In concept it resembles the departed Lotus Elise, but with slightly more creature comforts. It weighs only about 2,500 pounds. The 4C is powered by a 1.7-liter turbo four that cranks out 237 hp and uses a dual-clutch six-speed automated manual that can be shifted manually. With its feather-like weight, low center of gravity, and race car-like weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling. However, the unassisted steering requires a high effort at low speeds, visibility is challenging, and access is arduous. A Spider version is available with a removable fabric roof panel.



Overall Score	<b>NA</b>
Predicted Reliability	⬇️*
Owner Satisfaction	1*
Road Test Score	NA
Crash Prevention	NA

**Base Price:** \$55,900-\$65,900  
**Body Styles:** convertible; coupe  
**Trim Lines:** —  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 1.7-liter 4 turbo (237 hp)  
**Transmissions:** 6-speed sequential

Reliability History	
TROUBLE SPOTS	Alfa Romeo 4C
	14 15 16
Engine Major	* *
Engine Minor	* *
Engine Cooling	* *
Transmission Major	* *
Transmission Minor	* *
Drive System	* *
Fuel System	* *
Electrical	* *
Climate System	* *
Suspension	* *
Brakes	* *
Exhaust	* *
Paint/Trim	* *
Noises/Leaks	* *
Body Hardware	* *
Power Equipment	* *
In-Car Electronics	* *
<b>USED CAR VERDICTS</b>	* *
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 158  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 47  
 Wheelbase (in.) . . . . . 94  
 Weight (lb.) . . . . . 2,465  
 % weight front/rear . . . . . 41/59

#### Cargo Measurement

Max. Load (lb.) . . . . . 335  
 Cargo Volume, cu.ft. . . . . 4  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Premium  
 EPA combined mpg . . . . . 28

## Alfa Romeo Giulia



**WHEN THE 2017** Giulia arrives it will be offered in a number of flavors, from mild to spicy. First to arrive is the high-performance \$70,000 Quadrifoglio version, which uses a Ferrari-developed 505-hp, 2.9-liter twin-turbo V6 that Alfa claims will zip the car from 0-60 mph in just 3.8 seconds, making it competitive with the extreme sports sedans from Audi, BMW and Mercedes-Benz. If you don't need all that dash, mainstream editions go on sale soon. The typical Giulia will have a 276-hp, 2.0-liter turbocharged four-cylinder, mated to an eight-speed automatic. Pricing starts at around \$40,000; both rear- and all-wheel drive will be offered, along with a manual transmission. Interior fit and finish appear solid, with supportive seats and soft-click switchgear that is easily accessible.



Overall Score	NA
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$40,000-\$70,000E  
**Body Styles:** sedan  
**Trim Lines:** Base, Quadrifoglio, Ti  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (276 hp); 2.9-liter V6 turbo (505 hp)  
**Transmissions:** 8-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 3,300  
 % weight front/rear . . . . . 50/50

#### Cargo Measurement

Max. Load (lb.) . . . . . NA  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . NA

### Reliability History

TROUBLE SPOTS	Alfa Romeo Giulia
	14 15 16

Engine Major
Engine Minor
Engine Cooling
Transmission Major
Transmission Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Exhaust
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics

USED CAR VERDICTS

**NEW CAR PREDICTION** Much worse than average ⬇️

## Audi A3



**AUDI'S A3 IS** a compelling entry-level luxury car, but it lacks some expected features for its price and the interior feels austere. It's solid, quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make it enjoyable to drive. We tested the A3 3w 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 is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves 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.



Overall Score	68
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	77
Crash Prevention	Std./⬆️

**Base Price:** \$29,900-\$48,650  
**Body Styles:** 4-door hatchback; convertible; sedan  
**Trim Lines:** Premium, Premium Plus, Prestige, S3  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 hybrid (204 hp); 2.0-liter 4 turbo (186 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)  
**Transmissions:** 6-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 175  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 3,135  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,100  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 27

### Reliability History

TROUBLE SPOTS	Audi A3
	14 15 16

Engine Major	* ⬆️ ⬆️
Engine Minor	* ⬆️ ⬇️
Engine Cooling	* ⬆️ ⬆️
Transmission Major	* ⬆️ ⬆️
Transmission Minor	* ⬆️ ⬆️
Drive System	* ⬆️ ⬆️
Fuel System	* ⬆️ ⬆️
Electrical	* ⬆️ ⬆️
Climate System	* ⬆️ ⬆️
Suspension	* ⬆️ ⬆️
Brakes	* ⬆️ ⬆️
Exhaust	* ⬆️ ⬆️
Paint/Trim	* ⬆️ ⬆️
Noises/Leaks	* ⬆️ ⬆️
Body Hardware	* ⬆️ ⬆️
Power Equipment	* ⬆️ ⬆️
In-Car Electronics	* ⬇️ ⬆️

USED CAR VERDICTS
* ⬇️ ⬇️

**NEW CAR PREDICTION** Worse than average ⬇️

## Audi A4



**DESPITE ITS FAMILIAR** styling, the A4 is an all-new car. It is powered by a 2.0-liter turbocharged four-cylinder, mated to a standard seven-speed dual-clutch automatic. The engine is smooth and punchy and the transmission is slick. 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 can show pertinent information in front of the driver in a clear, comprehensive way, and it is fully compatible with Apple CarPlay and Android Auto. 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 offers advanced safety features. A new Allroad wagon arrives this fall.



<b>Overall Score</b>	<b>85</b>
Predicted Reliability	▲*
Owner Satisfaction	▲
Road Test Score	<b>88</b>
Crash Prevention	Std./▲

**Base Price:** \$37,300-\$51,400  
**Body Styles:** sedan; wagon  
**Trim Lines:** Premium, Premium Plus, Prestige  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (190 hp); 2.0-liter 4 turbo (252 hp)  
**Transmissions:** 6-speed manual; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 186  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 3,630  
 % weight front/rear . . . . . 56/44

#### CRGO MEASUREMENT

Max. Load (lb.) . . . . . 1,060  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

#### FUEL

Premium  
 CR overall mpg . . . . . 27

### Reliability History

TROUBLE SPOTS	Audi A4		
	14	15	16

Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	▲

<b>USED CAR VERDICTS</b>	▲	▲	▲
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<b>NEW CAR PREDICTION</b>	Better than average	▲
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## Audi A5



**DERIVED FROM THE** outgoing A4, the A5 coupe and convertible have quiet, luxurious cabins. Although snug, the rear seat is one of the best in any convertible. The car drives well, with nimble handling and a firm, road-hugging suspension. Power from the base 2.0-liter, turbo four-cylinder is ample, but it sounds raspy; the eight-speed automatic is super-smooth. Interior fit and finish is superb and the seats are supportive. The controls take some time to get used to, but are ultimately logical. The convertible is almost devoid of wind buffeting, and you can operate the insulated soft top up to 30 mph. The S5 uses the supercharged V6 and seven-speed automated manual.



<b>Overall Score</b>	<b>70</b>
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	<b>67</b>
Crash Prevention	NA

**Base Price:** \$42,200-\$61,100  
**Body Styles:** convertible; coupe  
**Trim Lines:** 2.0T, S5 3.0T  
**Drive Wheels:** AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (220 hp); 3.0-liter V6 supercharged (333 hp)  
**Transmissions:** 8-speed automatic; 6-speed manual; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 182  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 54  
 Wheelbase (in.) . . . . . 108  
 Weight (lb.) . . . . . 4,050  
 % weight front/rear . . . . . 53/47

#### CRGO MEASUREMENT

Max. Load (lb.) . . . . . 880  
 Cargo Volume, cu.ft. . . . . 12  
 Towing Capacity (lb.) . . . . . NR

#### FUEL

Premium  
 CR overall mpg . . . . . 22

### Reliability History

TROUBLE SPOTS	Audi A5		
	14	15	16

Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	▲

<b>USED CAR VERDICTS</b>	▲	▲	▲
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<b>NEW CAR PREDICTION</b>	Better than average	▲
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## Audi A6



**AUDI'S A6 HAS** a comfortable ride and agile handling, strong performance, great seats, and excellent fit and finish. It's one of our highest ranked sedans and is a perfect long distance cruiser with a quiet, roomy cabin. The 2.0-liter, turbo four-cylinder 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. Front-drive versions get the four-cylinder and a seven-speed automated manual. All-wheel-drive versions can also be equipped with the four-cylinder, but use the smooth eight-speed automatic. The controls take some getting used to, but prove logical. A USB port is now standard, eliminating the annoying proprietary connector.



Overall Score	84
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	90
Crash Prevention	Opt.

**Base Price:** \$47,600-\$74,100  
**Body Styles:** sedan  
**Trim Lines:** 2.0T, 3.0T, Competition, S6 4.0T  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333, 340 hp); 4.0-liter V8 turbo (450 hp)  
**Transmissions:** 8-speed automatic; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 194  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 115  
 Weight (lb.) . . . . . 4,075  
 % weight front/rear . . . . . 55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,100  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 22

Reliability History	
TROUBLE SPOTS	Audi A6
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

## Audi A7



**THIS STYLISH HATCHBACK** version of the A6 is an impressive car, although it sacrifices some access, rear-seat room, and visibility in exchange for sportiness and looks. Its rear hatch and generous interior give it practicality, room, and comfort. Handling is responsive and secure, and the ride is steady, though firm, particularly on the optional 20-inch tires. The exquisite interior is very luxurious, and the infotainment system proves logical after a bit of familiarity. A mid-cycle freshening brought tweaks to nearly every engine. The smooth, punchy 3.0-liter, supercharged V6 is plenty powerful, while 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.



Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

**Base Price:** \$68,800-\$129,500  
**Body Styles:** 4-door hatchback  
**Trim Lines:** 3.0T, Competition, RS 7, RS 7 Performance, S7  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 supercharged (333, 340 hp); 4.0-liter V8 turbo (450, 560, 605 hp)  
**Transmissions:** 8-speed automatic; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 196  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 115  
 Weight (lb.) . . . . . 4,235  
 % weight front/rear . . . . . 54/46

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,100  
 Cargo Volume, cu.ft. . . . . 25  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . 24

Reliability History	
TROUBLE SPOTS	Audi A7
	14 15 16
Engine Major	⬆️ * *
Engine Minor	⬆️ * *
Engine Cooling	⬆️ * *
Transmission Major	⬆️ * *
Transmission Minor	⬆️ * *
Drive System	⬆️ * *
Fuel System	⬆️ * *
Electrical	⬆️ * *
Climate System	⬆️ * *
Suspension	⬆️ * *
Brakes	⬆️ * *
Exhaust	⬆️ * *
Paint/Trim	⬆️ * *
Noises/Leaks	⬆️ * *
Body Hardware	⬆️ * *
Power Equipment	⬆️ * *
In-Car Electronics	⬆️ * *
<b>USED CAR VERDICTS</b>	⬆️ * *
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

## Audi A8



**AUDI'S FLAGSHIP PROVIDES** 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. While the rear seat is worthy of a limo, 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.



<b>Overall Score</b>	<b>86</b>
Predicted Reliability	▲*
Owner Satisfaction	▲
Road Test Score	<b>91</b>
Crash Prevention	Std./I

**Base Price:** \$82,500-\$115,900  
**Body Styles:** sedan  
**Trim Lines:** 3.0T, 4.0T, S8 Plus  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 supercharged (333 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (605 hp)  
**Transmissions:** 8-speed automatic

Reliability History			
TROUBLE SPOTS	Audi A8		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 207  
 Width (in.) . . . . . 77  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 123  
 Weight (lb.) . . . . . 4,420  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,100  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Premium  
 CR overall mpg . . . . . 21

## Audi Q3



**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 is mated to a conventional six-speed automatic, 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. While the controls are complicated at first, they prove logical with some familiarity. Front- and all-wheel drive is available. Reliability has been much better than average.



<b>Overall Score</b>	<b>80</b>
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	<b>77</b>
Crash Prevention	NA

**Base Price:** \$31,800-\$41,300  
**Body Styles:** 4-door SUV  
**Trim Lines:** Premium, Premium Plus, Prestige  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (200 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Audi Q3		
	14	15	16
Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	▲
<b>USED CAR VERDICTS</b>	▲	▲	▲
<b>NEW CAR PREDICTION</b>	Much better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 173  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 63  
 Wheelbase (in.) . . . . . 103  
 Weight (lb.) . . . . . 3,680  
 % weight front/rear . . . . . 58/42

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,060  
 Cargo Volume, cu.ft. . . . . 24.5  
 Towing Capacity (lb.) . . . . . 2,200

**Fuel**  
 Premium  
 CR overall mpg . . . . . 22

## Audi Q5



**THE Q5 IS** nearly as fun and as rewarding to drive as a sports sedan. The ride is steady and composed and the cabin is quiet. Audi's turbocharged four-cylinder engine and eight-speed automatic racked up 21 mpg overall in our tests. Though the four-cylinder delivers plenty of performance, it is louder and less refined than the 3.0-liter, supercharged V6, which is a real treat but bumps up the price considerably. The cabin is elegantly modern, with very supportive seats, but rear-seat and cargo space are modest. The infotainment system takes some getting used to, but ultimately proves logical with familiarity. A sportier 354-hp SQ5 and a hybrid are available. A redesigned Q5 is on the horizon.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>78</b>
Crash Prevention	Opt.

**Base Price:** \$40,900-\$60,800  
**Body Styles:** 4-door SUV  
**Trim Lines:** 2.0T, 3.0T, SQ5  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (220 hp); 3.0-liter V6 supercharged (272 hp); 3.0-liter V6 supercharged (354 hp)  
**Transmissions:** 8-speed automatic

### Reliability History

TROUBLE SPOTS	Audi Q5		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . .4,190  
 % weight front/rear . . . . .53/47

#### Cargo Measurement

Max. Load (lb.) . . . . .1,045  
 Cargo Volume, cu.ft. . . . . 32  
 Towing Capacity (lb.) . . . . .4,410

#### Fuel

Premium  
 CR overall mpg . . . . .21

## Audi Q7



**AUDI'S LUXURY THREE-ROW** SUV is an impressive vehicle, and among the best we've ever tested. It employs a supercharged 3.0-liter V6 that is mated to a supersmooth eight-speed automatic. 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. There is an underlying firmness to the ride unless you splurge for 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. Advanced safety systems can keep the Q7 in its lane, and brake the SUV automatically in an emergency.



<b>Overall Score</b>	<b>94</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>96</b>
Crash Prevention	Std./⬆️

**Base Price:** \$54,800-\$64,300  
**Body Styles:** 4-door SUV  
**Trim Lines:** Premium, Premium Plus, Prestige  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter V6 supercharged (333 hp)  
**Transmissions:** 8-speed automatic

### Reliability History

TROUBLE SPOTS	Audi Q7		
	14	15	16
Engine Major	*	⬆️	⬆️
Engine Minor	*	⬆️	⬆️
Engine Cooling	*	⬆️	⬆️
Transmission Major	*	⬆️	⬆️
Transmission Minor	*	⬆️	⬆️
Drive System	*	⬆️	⬆️
Fuel System	*	⬆️	⬆️
Electrical	*	⬆️	⬆️
Climate System	*	⬆️	⬆️
Suspension	*	⬆️	⬆️
Brakes	*	⬆️	⬆️
Exhaust	*	⬆️	⬆️
Paint/Trim	*	⬆️	⬆️
Noises/Leaks	*	⬆️	⬆️
Body Hardware	*	⬆️	⬆️
Power Equipment	*	⬆️	⬆️
In-Car Electronics	*	⬆️	⬆️
<b>USED CAR VERDICTS</b>	*	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .200  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 69  
 Wheelbase (in.) . . . . . 118  
 Weight (lb.) . . . . . 5,080  
 % weight front/rear . . . . .55/45

#### Cargo Measurement

Max. Load (lb.) . . . . .1,365  
 Cargo Volume, cu.ft. . . . .35.5  
 Towing Capacity (lb.) . . . . .7,700

#### Fuel

Premium  
 CR overall mpg . . . . . 20

## Audi TT



**THE TT COUPE** and convertible use a 220-hp, 2.0-liter four-cylinder, 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 mid-dash screen. HVAC and seat-heat controls are all incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance.



<b>Overall Score</b>	<b>81</b>
Predicted Reliability	▲*
Owner Satisfaction	▲*
Road Test Score	84
Crash Prevention	NA

**Base Price:** \$43,500-\$52,500  
**Body Styles:** convertible; coupe  
**Trim Lines:** 2.0T, TTS 2.0T  
**Drive Wheels:** AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)  
**Transmissions:** 6-speed sequential

Reliability History			
TROUBLE SPOTS	Audi TT		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 165  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 53  
 Wheelbase (in.) . . . . . 99  
 Weight (lb.) . . . . . 3,140  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 770  
 Cargo Volume, cu.ft. . . . . 12  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Premium  
 CR overall mpg . . . . . 26

## BMW 2 Series



**THIS SMALL COUPE** is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. For 2017, the 228i is renamed the 230i and comes with a 248-hp, 2.0-liter four-cylinder; the uplevel M235i we tested, now named 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 both available. Reliability has been much better than average.



<b>Overall Score</b>	<b>92</b>
Predicted Reliability	▲*
Owner Satisfaction	▲
Road Test Score	98
Crash Prevention	Opt.

**Base Price:** \$33,150-\$51,700  
**Body Styles:** convertible; coupe  
**Trim Lines:** 230i, M2, M240i  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (365 hp)  
**Transmissions:** 8-speed automatic; 6-speed manual; 7-speed sequential

Reliability History			
TROUBLE SPOTS	BMW 2 Series		
	14	15	16
Engine Major	*	▲	▲
Engine Minor	*	▲	▲
Engine Cooling	*	▲	▲
Transmission Major	*	▲	▲
Transmission Minor	*	▲	▲
Drive System	*	▲	▲
Fuel System	*	▲	▲
Electrical	*	▲	▲
Climate System	*	▲	▲
Suspension	*	▲	▲
Brakes	*	▲	▲
Exhaust	*	▲	▲
Paint/Trim	*	▲	▲
Noises/Leaks	*	▼	▲
Body Hardware	*	▲	▲
Power Equipment	*	▲	▲
In-Car Electronics	*	▲	▲
<b>USED CAR VERDICTS</b>	*	▲	▲
<b>NEW CAR PREDICTION</b>	Much better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 175  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,450  
 % weight front/rear . . . . . 53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 805  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Premium  
 CR overall mpg . . . . . 25



## BMW 3 Series



**THE 3 SERIES** has been freshened for 2017, receiving some suspension tweaks, updated interior touches, and a few more horsepower for the turbo four-cylinder, which gets renamed 330i. We got a frugal 28 mpg overall when we last tested that engine. Handling has been sharpened, endowing the car with some of its lost agility. The ride is firm, yet steady and composed. The seats are comfortable and the cabin is impeccably furnished. Despite some diesel clatter, the 328d gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range of 735 miles. You can also choose a hybrid, wagon, and less powerful 320i. The M3 can give ultra-high-performance cars a run for their money. 2016 brings a new six-cylinder engine and a plug-in hybrid.



Overall Score	76-78
Predicted Reliability	⚠️
Owner Satisfaction	⬆️
Road Test Score	84-86
Crash Prevention	Opt.

**Base Price:** \$33,450-\$64,000  
**Body Styles:** 4-door hatch; sedan; wagon  
**Trims:** 320i, 328d, 330e, 330i, 340i, M3  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (180 hp); 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (248 hp); 2.0-liter 4 hybrid (248 hp); 3.0-liter 6 turbo (320 hp, 425 hp)  
**Trans:** 8-spd auto; 6-spd man; 7-spd seq

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 3,485  
 % weight front/rear . . . . . 49/51

#### Cargo Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . . 17  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium or diesel  
 CR overall mpg . . . . . 28-35

Reliability History	BMW 3 Series		
TROUBLE SPOTS	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⚠️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⚠️	⬆️	⚠️
USED CAR VERDICTS	⬆️	⚠️	⬆️
NEW CAR PREDICTION	Average ⚠️		

## BMW 4 Series



**THE 4 SERIES** coupe, convertible, and four-door Gran Coupe hatchback based on the 3 Series sedans 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 sportster. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged 2.0-liter four-cylinder 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.



Overall Score	NA
Predicted Reliability	⚠️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$42,150-\$74,700  
**Body Styles:** 4-door hatchback; convertible; coupe  
**Trim Lines:** 430i, 440i, M4  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)  
**Transmissions:** 8-speed auto; 6-speed man; 7-speed seq.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 54  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 3,470  
 % weight front/rear . . . . . 50/50

#### Cargo Measurement

Max. Load (lb.) . . . . . 790  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . 26

Reliability History	BMW 4 Series		
TROUBLE SPOTS	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⚠️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⚠️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⚠️	⬆️
NEW CAR PREDICTION	Average ⚠️		

## BMW 5 Series



**NO MATTER YOUR** tastes, the 5 Series offers an engine to satisfy your appetite. In our tests, the turbo six-cylinder in the 535i delivered strong, smooth acceleration, and the eight-speed automatic shifted imperceptibly. At 23 mpg overall, fuel economy is commendable for such a quick and substantial sedan. Frugal-minded buyers can get a hybrid or diesel model; autobahn-stormers can opt for the M5 and its 560-hp 4.4-liter turbo V8. The ride is elegant and composed. But while handling is taut, the car's vague steering hurts its fun-to-drive quotient. Interior fit and finish is excellent, but the controls take some getting used to and rear-seat room isn't very generous. A redesign is imminent.



<b>Overall Score</b>	<b>73</b>
Predicted Reliability	
Owner Satisfaction	
Road Test Score	<b>81</b>
Crash Prevention	Opt.

**Base Price:** \$50,200-\$94,100  
**Body Styles:** sedan  
**Trim Lines:** 528i, 535d, 535i, 550i, M5  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp, 560 hp)  
**Transmissions:** 8-speed auto; 6-speed man; 7-speed seq.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 193  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 117  
 Weight (lb.) . . . . . 4,035  
 % weight front/rear . . . . . 51/49

#### Cargo Measurement

Max. Load (lb.) . . . . . 1060  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium or diesel  
 CR overall mpg . . . . . 23

TROUBLE SPOTS	BMW 5 Series		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average		

## BMW 6 Series



**BASED ON THE 5 Series**, this sleek grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe version. Power comes from a 3.0-liter, turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a seven-speed automated manual in the M6. The V8 delivers ferocious acceleration and an invigorating exhaust note. Unfortunately, the gear selector in the M6 is unintuitive. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive.



<b>Overall Score</b>	<b>NA</b>
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	<b>NA</b>
Crash Prevention	Opt.

**Base Price:** \$77,600-\$122,500  
**Body Styles:** convertible; coupe; sedan  
**Trim Lines:** 640i, 650i, Alpina B6, M6  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter 6 turbo (315 hp); 4.4-liter V8 turbo (445 hp, 560 hp, 600 hp)  
**Transmissions:** 8-speed automatic; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 193  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 54  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 4,355  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 770  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . 19

TROUBLE SPOTS	BMW 6 Series		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Average		

## BMW 7 Series



**AMONG ULTRA-LUXURY SEDANS**, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. Fully redesigned for 2016, the new 7 is lighter and nimbler, with an impressively steady ride. The base 740i is powered by a 3.0-liter turbo six-cylinder. Our typically equipped 750i, with the polished and punchy 445-hp, 4.4-liter turbo V8 and all-wheel drive, rang in at \$110,645. The luxurious interior is super quiet, with impeccable attention to detail and supremely comfortable seats. Rear-seat dignitaries enjoy a ton of room, a massage feature, and the ability to control climate, audio, and sunshades. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



<b>Overall Score</b>	<b>89</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	<b>99</b>
Crash Prevention	Opt.

**Base Price:** \$81,500-\$137,000  
**Body Styles:** sedan  
**Trim Lines:** 740e, 740i, 750i, Alpina B7, M760i  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter 6 turbo (320 hp); 2.0-liter 4 hybrid (326 hp); 4.4-liter V8 turbo (445 hp, 600 hp); 6.6-liter V12 turbo (600 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 207  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 126  
 Weight (lb.) . . . . . 4,710  
 % weight front/rear . . . . . 54/46

#### Cargo Measurement

Max. Load (lb.) . . . . . 960  
 Cargo Volume, cu.ft. . . . . 18  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 21

### Reliability History

TROUBLE SPOTS	BMW 7 Series		
	14	15	16

Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>	*	*	*
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**NEW CAR PREDICTION** Average ⬇️

## BMW X1



**THE X1 USES** a new platform and architecture shared with the Mini Clubman. While initially only offered with all-wheel drive, for 2017 a less-expensive front-wheel-drive version joins the line. In our tests of the AWD X1 the responsive 228-hp, 2.0-liter turbo four-cylinder engine returned 26 mpg overall. With a relatively low ride height, it almost feels like driving a BMW sedan. Although capable and responsive, ride and handling aren't up to BMW's sporty standard. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switchgear. The front seats are rather short and flat, however, while rear-seat passengers hit their shins against the backs for the front seats. Prices start at an inviting \$32,800, but a typically equipped X1 easily breaks the \$40,000 mark.



<b>Overall Score</b>	<b>72</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>74</b>
Crash Prevention	Opt.

**Base Price:** \$33,100-\$35,100  
**Body Styles:** 4-door SUV  
**Trim Lines:** sDrive28i, xDrive28i  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (228 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 175  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 63  
 Wheelbase (in.) . . . . . 105  
 Weight (lb.) . . . . . 3,725  
 % weight front/rear . . . . . 57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 900  
 Cargo Volume, cu.ft. . . . . 27  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 26

### Reliability History

TROUBLE SPOTS	BMW X1		
	14	15	16

Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
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**NEW CAR PREDICTION** Better than average ⬆️

## BMW X3



**THIS IS ONE** of the best upscale SUVs, melding SUV utility with luxury car attributes and driving fun. It has precise handling and a composed ride, although the body tends to rock side-to-side on uneven pavement. The 2.0-liter, turbo four-cylinder returned a very good 23 mpg overall and the eight-speed automatic shifts seamlessly. But this engine is a bit short on refinement, with a diesel-like clatter. The six-cylinder in the 35i is silky smooth. The interior is beautifully finished, with firm and supportive front seats, and while the rear seat is roomy, cargo capacity is modest. Once mastered, the iDrive control system proves logical. Despite the X3's price, the must-have rear-view camera is optional. A diesel and a rear-drive version are available.



Overall Score	76
Predicted Reliability	I
Owner Satisfaction	I
Road Test Score	82
Crash Prevention	Opt.

**Base Price:** \$39,250-\$47,950  
**Body Styles:** 4-door SUV  
**Trim Lines:** sDrive28i, xDrive28d, xDrive28i, xDrive35i  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)  
**Transmissions:** 8-speed automatic

Reliability History			
TROUBLE SPOTS	BMW X3		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	I	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	I	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	I	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	I	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	I	I
<b>NEW CAR PREDICTION</b>	Average I		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 4,135  
 % weight front/rear . . . . . 49/51

#### Cargo Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . . 33  
 Towing Capacity (lb.) . . . . . 3,000

#### Fuel

Premium or diesel  
 CR overall mpg . . . . . 23

## BMW X4



**EMPHASIZING SPORT OVER** utility, the X4 is a coupelike variant of the 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 is 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 350-hp, 3.0-liter turbo six-cylinder that is particularly smooth and powerful. 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. A higher-performance M40i uses a 355-hp version of the turbo six-cylinder.



Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	I*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$45,250-\$57,800  
**Body Styles:** 4-door SUV  
**Trim Lines:** M40i, xDrive28i  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (355 hp)  
**Transmissions:** 8-speed automatic

Reliability History			
TROUBLE SPOTS	BMW X4		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>		*	*
<b>NEW CAR PREDICTION</b>	Average I		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 184  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 64  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 4,130  
 % weight front/rear . . . . . 49/51

#### Cargo Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 3,000

#### Fuel

Premium  
 EPA combined mpg . . . . . 23

## BMW X5



**THE X5 DELIVERS** refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, 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. A plug-in hybrid with a 2.0-liter twin-turbo four-cylinder can drive on electric power for short distances.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>84</b>
Crash Prevention	Opt.

**Base Price:** \$55,500-\$98,800  
**Body Styles:** 4-door SUV  
**Trim Lines:** M, sDrive35i, xDrive35d, xDrive35i, xDrive40e, xDrive50i  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 2.0-liter 4 hybrid (308 hp); 4.4-liter V8 turbo (445 hp, 567 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .192  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 69  
 Wheelbase (in.) . . . . .116  
 Weight (lb.) . . . . .4,745  
 % weight front/rear . . . . . 50/50

#### Cargo Measurement

Max. Load (lb.) . . . . .1,345  
 Cargo Volume, cu.ft. . . . .34.5  
 Towing Capacity (lb.) . . . . 6,000

#### Fuel

Premium or diesel  
 CR overall mpg . . . . .21

Reliability History			
TROUBLE SPOTS	BMW X5		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬇️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬇️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬇️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬇️	⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️		

## BMW X6



**THIS COUPELIKE SPORTY** SUV is based on the smooth and capable X5, which is a good place to start. Unlike its sibling, the styling severely hampers rear visibility, cabin access, and cargo room in the X6. More than just a new 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, 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. Some controls, however, take time to master. A rear-wheel-drive version is available, as is a high performance M version that commands a six-figure price.



<b>Overall Score</b>	<b>NA</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$61,400-\$102,200  
**Body Styles:** 4-door SUV  
**Trim Lines:** M, sDrive35i, xDrive35i, xDrive50i  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .192  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 67  
 Wheelbase (in.) . . . . .116  
 Weight (lb.) . . . . .4,750  
 % weight front/rear . . . . .49/51

#### Cargo Measurement

Max. Load (lb.) . . . . .935  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . NR

**Fuel**  
 Premium  
 EPA combined mpg . . . . . 20

Reliability History			
TROUBLE SPOTS	BMW X6		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Average ⬆️		

## BMW Z4



**THE Z4 LOOKS** sharp but isn't as entertaining as we expect a sports car to be. Handling is secure, but vague steering, a penchant for pushing wide through corners, and a jittery ride undermine the fun factor. Its 2.0-liter, turbo four-cylinder is plenty powerful and returned 28 mpg overall, but it has a diesel-like idle. The six-speed manual feels crisp and is easy to shift. An eight-speed automatic is optional, as are powerful six-cylinder engines that come with a seven-speed sequential transmission. The well-finished cabin has plenty of leg and head room but feels narrow. The iDrive infotainment system can be fussy to use, especially when the Z4 is equipped with a manual transmission. The retractable hardtop keeps it fairly quiet inside. 2016 was the last year for this model.



<b>Overall Score</b>	<b>71</b>
Predicted Reliability	1*
Owner Satisfaction	^*
Road Test Score	74
Crash Prevention	NA

**Base Price:** \$49,700-\$66,350  
**Body Styles:** convertible  
**Trim Lines:** sDrive28i, sDrive35i, sDrive35is  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp); 3.0-liter 6 turbo (335 hp)  
**Transmissions:** 8-speed automatic; 6-speed manual; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .167  
 Width (in.) . . . . .71  
 Height (in.) . . . . .51  
 Wheelbase (in.) . . . . .96  
 Weight (lb.) . . . . .3,240  
 % weight front/rear . . . . .47/53

#### Car Measurement

Max. Load (lb.) . . . . .560  
 Cargo Volume, cu.ft. . . . .6  
 Towing Capacity (lb.) . . . . .NR

#### Fuel

Premium  
 CR overall mpg . . . . .28

Reliability History			
TROUBLE SPOTS	BMW Z4		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Average 1		

## BMW i3



**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.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	79
Crash Prevention	Opt.

**Base Price:** \$42,400-\$47,450  
**Body Styles:** 4-door hatchback  
**Trim Lines:** Giga, Mega, Tera  
**Drive Wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 0.7-liter 2 electric (170 hp)  
**Transmissions:** 1-speed direct

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .157  
 Width (in.) . . . . .70  
 Height (in.) . . . . .62  
 Wheelbase (in.) . . . . .101  
 Weight (lb.) . . . . .3,140  
 % weight front/rear . . . . .45/55

#### Car Measurement

Max. Load (lb.) . . . . .650  
 Cargo Volume, cu.ft. . . . .12  
 Towing Capacity (lb.) . . . . .NR

#### Fuel

Premium  
 CR overall mpg . . . . .139

Reliability History			
TROUBLE SPOTS	BMW i3		
	14	15	16
Engine Major	^	^	*
Engine Minor	1	^	*
Engine Cooling	^	^	*
Transmission Major	^	^	*
Transmission Minor	^	^	*
Drive System	^	^	*
Fuel System	^	^	*
Electrical	^	^	*
Climate System	1	^	*
Suspension	^	^	*
Brakes	^	^	*
Exhaust	^	^	*
Paint/Trim	^	^	*
Noises/Leaks	1	^	*
Body Hardware	^	^	*
Power Equipment	^	^	*
In-Car Electronics	^	1	*
<b>USED CAR VERDICTS</b>	1	^	*
<b>NEW CAR PREDICTION</b>	Average 1		

## Buick Cascada



**THE FRONT-WHEEL-DRIVE CASCADA** is a well thought out, four-seat soft-top convertible that keeps wind buffeting to a minimum. The ride is steady but can be a bit stiff due to the standard 20 inch tires. Handling is responsive, but power is modest and fuel economy isn't great. The leather seats are supportive but it's a long reach to access the touchscreen infotainment system, and the center dash is a mess of buttons. The power-operated, fully-insulated fabric roof takes 17 seconds to open, and can be operated at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. Safety equipment includes forward-collision alert, lane-departure warning if you opt for the Premium trim.



<b>Overall Score</b>	<b>60</b>
Predicted Reliability	▲*
Owner Satisfaction	▲*
Road Test Score	53
Crash Prevention	Opt.

**Base Price:** \$33,065-\$37,885  
**Body Styles:** convertible  
**Trim Lines:** Base, Premium, Sport Touring  
**Drive Wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.6-liter 4 turbo (200 hp)  
**Transmissions:** 6-speed automatic

Reliability History	
TROUBLE SPOTS	Buick Cascada
	14 15 16
Engine Major	*
Engine Minor	*
Engine Cooling	*
Transmission Major	*
Transmission Minor	*
Drive System	*
Fuel System	*
Electrical	*
Climate System	*
Suspension	*
Brakes	*
Exhaust	*
Paint/Trim	*
Noises/Leaks	*
Body Hardware	*
Power Equipment	*
In-Car Electronics	*
<b>USED CAR VERDICTS</b>	*
<b>NEW CAR PREDICTION</b>	Better than average ▲

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .185  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,980  
 % weight front/rear . . . . .57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 740  
 Cargo Volume, cu.ft. . . . .13  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Regular  
 CR overall mpg . . . . . 22

## Buick Enclave



**EVEN AFTER ALMOST** a decade on the market, the large Enclave remains a competitive three-row SUV. We liked its firm, comfortable ride and secure handling. The cabin is quiet, the interior is nicely finished, and the seats are comfortable. But the Enclave is beginning to show its age through some of the outdated controls and limited feature content. The 3.6-liter V6 engine and six-speed automatic transmission are smooth and unobtrusive, but the engine feels taxed and at times the powertrain has to work hard to move this large SUV. We got a paltry 15 mpg overall in our tests. Adults can fit in the roomy third row, a plus. Forward-collision and lane-departure warning systems are available.



<b>Overall Score</b>	<b>74</b>
Predicted Reliability	ⓘ
Owner Satisfaction	▲
Road Test Score	77
Crash Prevention	Opt.

**Base Price:** \$39,065-\$49,625  
**Body Styles:** 4-door SUV  
**Trim Lines:** Convenience, Leather, Premium  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.6-liter V6 (288 hp)  
**Transmissions:** 6-speed automatic

Reliability History	
TROUBLE SPOTS	Buick Enclave
	14 15 16
Engine Major	▲ ▲ ▲
Engine Minor	▲ ▲ ▲
Engine Cooling	▲ ▲ ▲
Transmission Major	▲ ▲ ▲
Transmission Minor	▲ ▲ ▲
Drive System	▲ ▲ ▲
Fuel System	▲ ▲ ▲
Electrical	▲ ▲ ▲
Climate System	▼ ⓘ ▲
Suspension	▲ ▲ ▲
Brakes	▲ ▲ ▲
Exhaust	▲ ▲ ▲
Paint/Trim	▲ ▲ ▲
Noises/Leaks	▲ ▲ ▲
Body Hardware	▲ ▲ ▲
Power Equipment	▲ ▲ ▲
In-Car Electronics	ⓘ ▼ ▲
<b>USED CAR VERDICTS</b>	ⓘ ⓘ ⓘ
<b>NEW CAR PREDICTION</b>	Average ⓘ

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 202  
 Width (in.) . . . . . 79  
 Height (in.) . . . . . 72  
 Wheelbase (in.) . . . . . 119  
 Weight (lb.) . . . . . 5,100  
 % weight front/rear . . . . .55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,335  
 Cargo Volume, cu.ft. . . . . 44  
 Towing Capacity (lb.) . . . . . 4,500

**Fuel**  
 Regular  
 CR overall mpg . . . . . 15

## Buick Encore



**DERIVED FROM THE** small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a ride that's better than some bigger SUVs. On the downside, the little 1.4-liter turbo four-cylinder and six-speed automatic deliver plodding acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver and its handling is sound, if unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view aft. Reliability has been above average, but the Encore scored too low in our testing to be recommended. A more powerful Sport Touring version is also available.



<b>Overall Score</b>	<b>71</b>
Predicted Reliability	
Owner Satisfaction	
Road Test Score	<b>69</b>
Crash Prevention	Opt.

**Base Price:** \$24,365-\$31,965  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Essence, Preferred, Preferred II, Premium, Sport Touring  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (138 hp); 1.4-liter 4 turbo (153 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 168  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 101  
 Weight (lb.) . . . . . 3,355  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 945  
 Cargo Volume, cu.ft. . . . . 26  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 23

TROUBLE SPOTS	Buick Encore		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Better than average		

## Buick Envision



**BUICK'S ENTRY INTO** the luxury compact SUV segment sits between the tiny Encore and giant Enclave, the new China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder 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. Oddly, 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 standard forward-collision warning and lane-departure mitigation systems, as well as optional automatic braking. A less-expensive 2.5-liter four-cylinder and front-wheel-drive versions are available for the 2017 model year.



<b>Overall Score</b>	<b>66</b>
Predicted Reliability	
Owner Satisfaction	
Road Test Score	<b>67</b>
Crash Prevention	Opt.

**Base Price:** \$34,065-\$45,335  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Convenience, Essence, Preferred, Premium, Premium II  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 184  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 67  
 Wheelbase (in.) . . . . . 108  
 Weight (lb.) . . . . . 4,050  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 950  
 Cargo Volume, cu.ft. . . . . 32.5  
 Towing Capacity (lb.) . . . . . 1,500

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 21

TROUBLE SPOTS	Buick Envision		
	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
<b>USED CAR VERDICTS</b>			*
<b>NEW CAR PREDICTION</b>	Average		



## Buick LaCrosse



**THE REDESIGN OF** Buick's flagship rests on a new structure that resulted in a weight reduction of 300 pounds and improved visibility. Buick stretched the wheelbase by three inches, resulting in more passenger space, while keeping the footprint the same. Under the hood, a revised 3.6-liter V6 is mated to an eight-speed automatic, forming a smooth powertrain. Handling is sound and the cabin is quiet. The ride on the optional 20-inch tires has trouble coping with some harshness. We think the standard 18-inch tires are a better choice. Inside, there's an 8-inch touchscreen, fewer buttons, and Apple CarPlay and Android Auto capability, but the unintuitive gear selector is maddening. Advanced electronic safety features and all-wheel drive are available.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$32,065-\$43,265  
**Body Styles:** sedan  
**Trim Lines:** Base, Essence, Preferred, Premium  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (310 hp)  
**Transmissions:** 8-speed automatic

Reliability History	Buick LaCrosse		
	TROUBLE SPOTS	14	15
Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▼	▲	▲
In-Car Electronics	▼	▲	▲
USED CAR VERDICTS	▲	▲	▲
NEW CAR PREDICTION	Average 1		

### Facts & Figures

**Exterior Dimensions**  
 Length (in.) . . . . . 198  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 114  
 Weight (lb.) . . . . . 3,600  
 % weight front/rear . . . . . NA  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 915  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . NA  
**Fuel**  
 Regular  
 EPA combined mpg. . . . . 25

## Buick Regal



**THIS WELL-HONED AND** satisfying sports sedan has a European feel thanks to its Opel roots. It is the antithesis of the whitewall-tired Buick of old. With its agile handling, quick steering, and a taut, steady ride, the Regal is one of Buick's best offerings. The 259-hp, 2.0-liter turbo four-cylinder delivers strong performance and 24 mpg overall. High-quality materials are used throughout the cabin. The front seats are firm and supportive, though the rear seat is quite snug. The large trunk is a bonus. Infotainment system controls are mostly simple, and all-wheel drive is available on all trim lines. Overall, this is a highly capable, yet understated car. The GS is a sportier version with a tauter suspension. A redesign is in the offing.



Overall Score	81
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	83
Crash Prevention	Opt.

**Base Price:** \$27,065-\$36,540  
**Body Styles:** sedan  
**Trim Lines:** Base, GS, Premium I, Premium II  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (259 hp); 2.4-liter 4 (182 hp)  
**Transmissions:** 6-speed automatic

Reliability History	Buick Regal		
	TROUBLE SPOTS	14	15
Engine Major	▲	▲	*
Engine Minor	▲	▲	*
Engine Cooling	▲	▲	*
Transmission Major	▲	▲	*
Transmission Minor	▲	▲	*
Drive System	▲	▲	*
Fuel System	▲	▲	*
Electrical	▲	▲	*
Climate System	▲	▲	*
Suspension	▲	▲	*
Brakes	▲	▲	*
Exhaust	▲	▲	*
Paint/Trim	▲	▲	*
Noises/Leaks	▲	▲	*
Body Hardware	▲	▲	*
Power Equipment	▲	▲	*
In-Car Electronics	▼	▼	*
USED CAR VERDICTS	▲	▲	*
NEW CAR PREDICTION	Much better than average ▲		

### Facts & Figures

**Exterior Dimensions**  
 Length (in.) . . . . . 190  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 108  
 Weight (lb.) . . . . . 3,710  
 % weight front/rear . . . . . 60/40  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 925  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR  
**Fuel**  
 Regular  
 CR overall mpg . . . . . 24

## Buick Verano



**THE VERANO IS** based on the previous generation Chevrolet Cruze, and tries to pack luxury into a compact package. A high point is its commendably quiet cabin. Power from the 2.4-liter four-cylinder is adequate, but the engine sounds raspy and its 24 mpg overall is among the worst in the class. An available 2.0-liter, turbocharged four-cylinder makes the car quicker and quieter. It rides relatively comfortably, and handling is responsive though not as sporty as the Regal's. The interior is roomy enough up front, but very cramped in the rear. The lack of power recline and adjustable lumbar support for the driver's seat is chintzy. Forward-collision and lane-departure warning systems are readily available. 2017 marks the final model year for the Verano.



<b>Overall Score</b>	<b>76</b>
Predicted Reliability	⬆️
Owner Satisfaction	1
Road Test Score	73
Crash Prevention	Opt.

**Base Price:** \$21,065-\$28,670  
**Body Styles:** sedan  
**Trim Lines:** 1SV, Base, Convenience, Leather, Premium  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (250 hp); 2.4-liter 4 (180 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 184  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,465  
 % weight front/rear . . . . . 61/39

#### Car Measurement

Max. Load (lb.) . . . . . 880  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular  
 CR overall mpg . . . . . 24

Reliability History	
TROUBLE SPOTS	Buick Verano
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬆️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ *
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

## Cadillac ATS



**OFFERED IN REAR-** or all-wheel drive, the ATS has nimble, capable handling and sharp steering that makes it a treat to drive. The 2.0-liter turbo is quick, but doesn't feel powerful and got just 23 mpg overall when we tested it with the old six-speed automatic, which has now 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, and a two-door coupe is also available. Reliability has remained much below average.



<b>Overall Score</b>	<b>60</b>
Predicted Reliability	⬇️
Owner Satisfaction	1
Road Test Score	79
Crash Prevention	Opt.

**Base Price:** \$34,595-\$62,895  
**Body Styles:** coupe; sedan  
**Trim Lines:** Luxury, Premium Luxury, Premium Performance, Standard, V  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (464 hp)  
**Transmissions:** 8-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 3,420  
 % weight front/rear . . . . . 51/49

#### Car Measurement

Max. Load (lb.) . . . . . 870  
 Cargo Volume, cu.ft. . . . . 10  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 23

Reliability History	
TROUBLE SPOTS	Cadillac ATS
	14 15 16
Engine Major	⬆️ ⬇️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬇️ ⬇️ *
Suspension	⬇️ ⬇️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬇️ *
In-Car Electronics	⬇️ ⬇️ *
<b>USED CAR VERDICTS</b>	⬇️ ⬇️ *
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

## Cadillac CT6



**CADILLAC'S NEW FLAGSHIP** fits above the CTS and below the BMW 7 Series and Mercedes-Benz S-Class. But it's price-positioned against the luxury mid-size crowd. This large sedan possesses some athletic chops and has a steady, controlled ride and a very quiet interior. Most buyers will opt for the mid-level nonturbo V6, while the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic is smooth and responsive. All-wheel drive comes standard with the V6s. The interior is posh and roomy, but cabin storage is a bit scant. Despite improvements, the updated Cue infotainment touch screen is still unintuitive.



<b>Overall Score</b>	<b>81</b>
Predicted Reliability	<span style="color: orange;">!</span> *
Owner Satisfaction	<span style="color: green;">^</span> *
Road Test Score	<b>95</b>
Crash Prevention	Opt.

**Base Price:** \$53,495-\$87,465  
**Body Styles:** sedan  
**Trim Lines:** Base, Luxury, Platinum, Premium Luxury  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 turbo (265 hp); 3.0-liter V6 turbo (404 hp); 3.6-liter V6 (335 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 204  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 122  
 Weight (lb.) . . . . . 4,040  
 % weight front/rear . . . . . 53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 910  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 22

Reliability History	
TROUBLE SPOTS	Cadillac CT6
	14 15 16
Engine Major	*
Engine Minor	*
Engine Cooling	*
Transmission Major	*
Transmission Minor	*
Drive System	*
Fuel System	*
Electrical	*
Climate System	*
Suspension	*
Brakes	*
Exhaust	*
Paint/Trim	*
Noises/Leaks	*
Body Hardware	*
Power Equipment	*
In-Car Electronics	*
<b>USED CAR VERDICTS</b>	*
<b>NEW CAR PREDICTION</b>	Average <span style="color: orange;">!</span>

## Cadillac CTS



**THE CTS IS** a 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. Much of the blame goes to 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 is as refined as the best in class. The high-end V-Sport is better, 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 trackworthy handling and braking.



<b>Overall Score</b>	<b>71</b>
Predicted Reliability	<span style="color: orange;">!</span>
Owner Satisfaction	<span style="color: orange;">!</span>
Road Test Score	<b>83</b>
Crash Prevention	Opt.

**Base Price:** \$45,995-\$85,995  
**Body Styles:** sedan  
**Trim Lines:** Base, Luxury, Premium Luxury, V, V Sport, V Sport  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335, 420 hp); 6.2-liter V8 supercharged (640 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 196  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 115  
 Weight (lb.) . . . . . 3,915  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 890  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 22

Reliability History	
TROUBLE SPOTS	Cadillac CTS
	14 15 16
Engine Major	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Engine Minor	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Engine Cooling	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Transmission Major	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Transmission Minor	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Drive System	<span style="color: orange;">!</span> <span style="color: green;">^</span> *
Fuel System	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Electrical	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Climate System	<span style="color: orange;">v</span> <span style="color: green;">^</span> *
Suspension	<span style="color: red;">v</span> <span style="color: green;">^</span> *
Brakes	<span style="color: green;">^</span> <span style="color: orange;">!</span> *
Exhaust	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Paint/Trim	<span style="color: green;">^</span> <span style="color: orange;">!</span> *
Noises/Leaks	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Body Hardware	<span style="color: green;">^</span> <span style="color: orange;">!</span> *
Power Equipment	<span style="color: green;">^</span> <span style="color: green;">^</span> *
In-Car Electronics	<span style="color: orange;">v</span> <span style="color: green;">^</span> *
<b>USED CAR VERDICTS</b>	<span style="color: orange;">v</span> <span style="color: orange;">!</span> *
<b>NEW CAR PREDICTION</b>	Average <span style="color: orange;">!</span>

## Cadillac Escalade



**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 space, there is a longer ESV version that provides more cargo space. The Cue infotainment system is confounding. The real strength of the Escalade is in its work abilities, with a powerful 420-hp V8 and impressive tow capacity. Reliability has been well below average, ranking worst in class. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.



<b>Overall Score</b>	<b>44</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>61</b>
Crash Prevention	Opt.

**Base Price:** \$73,395-\$97,795  
**Body Styles:** 4-door SUV; extended SUV  
**Trim Lines:** Luxury, Platinum, Premium Luxury, Standard  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 6.2-liter V8 (420 hp)  
**Transmissions:** 8-speed automatic

Reliability History	
TROUBLE SPOTS	Cadillac Escalade
	14 15 16
Engine Major	* ⬆️ ⬆️
Engine Minor	* ⬇️ ⬆️
Engine Cooling	* ⬆️ ⬆️
Transmission Major	* ⬇️ ⬆️
Transmission Minor	* ⬇️ ⬆️
Drive System	* ⬇️ ⬇️
Fuel System	* ⬆️ ⬆️
Electrical	* ⬇️ ⬆️
Climate System	* ⬆️ ⬆️
Suspension	* ⬇️ ⬆️
Brakes	* ⬆️ ⬆️
Exhaust	* ⬆️ ⬆️
Paint/Trim	* ⬇️ ⬆️
Noises/Leaks	* ⬇️ ⬆️
Body Hardware	* ⬇️ ⬆️
Power Equipment	* ⬇️ ⬇️
In-Car Electronics	* ⬇️ ⬇️
<b>USED CAR VERDICTS</b>	* ⬇️ ⬇️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 204  
 Width (in.) . . . . . 81  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . . 116  
 Weight (lb.) . . . . . 5,820  
 % weight front/rear . . . . . 51/49

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,310  
 Cargo Volume, cu.ft. . . . . 48  
 Towing Capacity (lb.) . . . . . 8,100

#### Fuel

Regular  
 CR overall mpg . . . . . 16

## Cadillac XT5



**THE XT5 IS** Cadillac's new luxury crossover and replaces the heavy and dated SRX. It's powered by a new 3.6-liter V6 paired with an eight-speed automatic. Despite decent measured acceleration, it feels a bit lethargic in everyday driving. 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 rear view 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.



<b>Overall Score</b>	<b>68</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	<b>76</b>
Crash Prevention	Opt.

**Base Price:** \$38,995-\$62,500  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Luxury, Platinum, Premium Luxury  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (310 hp)  
**Transmissions:** 8-speed automatic

Reliability History	
TROUBLE SPOTS	Cadillac XT5
	14 15 16
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 190  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 113  
 Weight (lb.) . . . . . 4,300  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,620  
 Cargo Volume, cu.ft. . . . . 33  
 Towing Capacity (lb.) . . . . . 3,500

#### Fuel

Regular  
 CR overall mpg . . . . . 20

# Cadillac XTS



**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 powertrain lacks the finesse and brawn of some German and Asian competitors. The 3.6-liter V6 sounds coarse when prodded, though it ultimately performs well and returns a respectable 22 mpg overall. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view aft. A V-Sport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. Reliability has improved to above average.



<b>Overall Score</b>	<b>77</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>82</b>
Crash Prevention	Opt.

**Base Price:** \$45,295-\$72,395  
**Body Styles:** sedan  
**Trim Lines:** Luxury, Platinum, Premium Luxury, Standard, Vsport  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)  
**Transmissions:** 6-speed automatic

Reliability History	
TROUBLE SPOTS	Cadillac XTS
	14 15 16
Engine Major	⬆️ * *
Engine Minor	⬆️ * *
Engine Cooling	⬆️ * *
Transmission Major	⬆️ * *
Transmission Minor	⬆️ * *
Drive System	⬆️ * *
Fuel System	⬆️ * *
Electrical	⬆️ * *
Climate System	⬆️ * *
Suspension	⬆️ * *
Brakes	⬆️ * *
Exhaust	⬆️ * *
Paint/Trim	⬆️ * *
Noises/Leaks	⬆️ * *
Body Hardware	⬆️ * *
Power Equipment	⬆️ * *
In-Car Electronics	⬆️ * *
<b>USED CAR VERDICTS</b>	⬆️ * *
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

## Facts & Figures

### Exterior Dimensions

Length (in.) . . . . . 202  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 4,090  
 % weight front/rear . . . . . 59/41

### Cargo Measurement

Max. Load (lb.) . . . . . 925  
 Cargo Volume, cu.ft. . . . . 18  
 Towing Capacity (lb.) . . . . . 1,000

### Fuel

Regular or premium  
 CR overall mpg . . . . . 22

# Chevrolet Camaro



**FOR 2016 THE** redesigned Camaro ratchets up both performance and sophistication. It is lighter, shorter, narrower, and lower than the previous car. These benefits come to light with impressive handling agility and sharp steering. The optional magnetic ride suspension impressively keeps the car planted. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder, while the new 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 higher-quality interior features the easy-to-use MyLink infotainment system. Visibility is atrocious and rear-seat room is extremely tight. A performance ZL1 version arrives as a 2017 model with 640-hp, 6.2-liter V8 supercharged engine and available 10-speed automatic.



<b>Overall Score</b>	<b>76</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️
Road Test Score	<b>85</b>
Crash Prevention	NA

**Base Price:** \$26,305-\$69,135  
**Body Styles:** convertible; coupe  
**Trim Lines:** LT, SS, ZL1  
**Drive Wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 (650 hp)  
**Transmissions:** 8-speed automatic; 10-speed automatic; 6-speed manual

Reliability History	
TROUBLE SPOTS	Chevrolet Camaro
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬆️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ *
<b>NEW CAR PREDICTION</b>	Average ⬆️

## Facts & Figures

### Exterior Dimensions

Length (in.) . . . . . 188  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 53  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 3,730  
 % weight front/rear . . . . . 54/46

### Cargo Measurement

Max. Load (lb.) . . . . . 725  
 Cargo Volume, cu.ft. . . . . 11  
 Towing Capacity (lb.) . . . . . NR

### Fuel

Regular or premium  
 CR overall mpg . . . . . 20

## Chevrolet Colorado



**GM'S SMALL PICKUPS**, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. Buyers can choose from gas four-cylinder, an 18-mpg V6, or a four-cylinder diesel that returned 24 mpg overall. The ride is rather choppy, as befitting 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, and a backup camera is standard. New for 2017 are an 8-speed automatic transmission and an updated, more responsive V6. Reliability has been below average.



Overall Score	<b>56-57</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>67-69</b>
Crash Prevention	Opt.

**Base Price:** \$21,000-\$40,500E  
**Body Styles:** crew cab; extended cab  
**Trim Lines:** Base, LT, WT, Z71  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .213  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 79  
 Wheelbase (in.) . . . . .128  
 Weight (lb.) . . . . . 4,500  
 % weight front/rear . . . . .57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,555  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 7,000

#### Fuel

Regular or diesel  
 CR overall mpg . . . . . 18-24

Reliability History	
TROUBLE SPOTS	Chevrolet Colorado
	<b>14 15 16</b>
Engine Major	⬆️ ⬆️
Engine Minor	⬆️ ⬆️
Engine Cooling	⬆️ ⬆️
Transmission Major	⬆️ ⬆️
Transmission Minor	⬇️ ⬆️
Drive System	⬇️ ⬆️
Fuel System	⬆️ ⬆️
Electrical	⬆️ ⬆️
Climate System	⬇️ ⬆️
Suspension	⬇️ ⬆️
Brakes	⬆️ ⬆️
Exhaust	⬆️ ⬆️
Paint/Trim	⬆️ ⬆️
Noises/Leaks	⬇️ ⬆️
Body Hardware	⬆️ ⬆️
Power Equipment	⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬇️ ⬆️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## Chevrolet Corvette



**THE SHARP-EDGED CORVETTE** has abundant power from its 455-hp, 6.2-liter V8 and an interior worthy of the price. A seven-speed manual 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 pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires near-acrobatic skills to access, the vague manual shifter, and the omnipresent tire noise. Reliability has improved to average.



Overall Score	<b>83</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>92</b>
Crash Prevention	NA

**Base Price:** \$55,490-\$92,394  
**Body Styles:** 2-door hatchback; convertible  
**Trim Lines:** 1LT, 2LT, 3LT, Grand Sport, Z06  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 6.2-liter V8 (455 hp); 6.2-liter V8 (460 hp); 6.2-liter V8 supercharged (650 hp)  
**Transmissions:** 8-speed automatic; 7-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .177  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 49  
 Wheelbase (in.) . . . . .107  
 Weight (lb.) . . . . . 3,470  
 % weight front/rear . . . . .49/51

#### Cargo Measurement

Max. Load (lb.) . . . . . 525  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 20

Reliability History	
TROUBLE SPOTS	Chevrolet Corvette
	<b>14 15 16</b>
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬇️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬇️ ⬇️ ⬇️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️

# Chevrolet Cruze



**THE REDESIGNED 2016** Cruze possesses big car qualities such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter, four-cylinder turbo 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. A new 1.6-liter turbodiesel and a hatchback version will be available later. A new infotainment system, featuring Apple CarPlay and Android Auto, mirrors some of your smart-phone 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, unfortunately only on the top-trim premier version. First year reliability of the redesign has been well above average.



<b>Overall Score</b>	<b>78</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>77</b>
Crash Prevention	Opt.

**Base Price:** \$16,975-\$23,945  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** L, LS, LT, Premier  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (153 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

TROUBLE SPOTS	Chevrolet Cruze		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

**Facts & Figures**  
**Exterior Dimensions**  
 Length (in.) . . . . . 184  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 2,915  
 % weight front/rear . . . . . 61/39  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 870  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . 1,000  
**Fuel**  
 Regular  
 CR overall mpg . . . . . 30

# Chevrolet Equinox



**THE EQUINOX AND** its twin, the GMC Terrain, straddle the small and midsized SUV categories. They have a taut, yet supple and controlled, ride with responsive and secure handling. But both the 3.6-liter V6 and the more fuel-efficient four-cylinder feel sluggish. The transmission blunts the performance of the V6, and fuel economy is mediocre. The 2016 models got a smattering of cosmetic updates, and the availability of advanced safety features, such as blind-spot monitoring, rear cross-traffic alert, and forward-collision and lane-departure warning. A rear-view camera is standard. Reliability has been above average, but the Equinox scored too low in our testing for us to recommend. A 2018 redesign arrives in spring 2017.



<b>Overall Score</b>	<b>70-71</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>68-69</b>
Crash Prevention	Opt.

**Base Price:** \$22,600-\$31,490  
**Body Styles:** 4-door SUV  
**Trim Lines:** L, LS, LT, LTZ  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (182 hp); 3.6-liter V6 (301 hp)  
**Transmissions:** 6-speed automatic

TROUBLE SPOTS	Chevrolet Equinox		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

**Facts & Figures**  
**Exterior Dimensions**  
 Length (in.) . . . . . 188  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 113  
 Weight (lb.) . . . . . 4,155  
 % weight front/rear . . . . . 57/43  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 1,040  
 Cargo Volume, cu.ft. . . . . 33.5  
 Towing Capacity (lb.) . . . . . 3,500  
**Fuel**  
 Regular  
 CR overall mpg . . . . . 18-21

## Chevrolet Impala



Recommended

**OUR 2016 TOP PICK** for large sedans, 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 and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, while handling is secure and responsive. The full-featured cabin stays very quiet, and features a sumptuous backseat and a huge trunk. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. Updates for 2016 include Apple CarPlay capability and wireless cell-phone charging.



<b>Overall Score</b>	<b>84</b>
Predicted Reliability	
Owner Satisfaction	
Road Test Score	<b>91</b>
Crash Prevention	Opt.

**Base Price:** \$27,060-\$35,440  
**Body Styles:** sedan  
**Trim Lines:** 1LT, 1LTZ, 2LT, 2LTZ, LS  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (196 hp); 3.6-liter V6 (230 hp); 3.6-liter V6 (305 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Chevrolet Impala		
	14	15	16

Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

<b>USED CAR VERDICTS</b>			
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<b>NEW CAR PREDICTION</b>	Average
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### Facts & Figures

#### Exterior Dimensions

Length (in.)	201
Width (in.)	73
Height (in.)	59
Wheelbase (in.)	112
Weight (lb.)	3,855
% weight front/rear	59/41

#### Cargo Measurement

Max. Load (lb.)	945
Cargo Volume, cu.ft.	19
Towing Capacity (lb.)	1,000

**Fuel**

Regular or CNG

CR overall mpg ..... 22

## Chevrolet Malibu



Recommended

**SWOOPY STYLING AND** modern powertrains are highlights of Chevrolet's redesigned midsize sedan. The new Malibu is competitive among midsize sedans with a quiet cabin and easy to use controls. In tests we found the Malibu 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 more powerful and refined 2.0-liter backed by an eight-speed automatic. A new hybrid, utilizing some of the Chevrolet Volt technology, is also available. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. Unfortunately the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.



<b>Overall Score</b>	<b>76</b>
Predicted Reliability	
Owner Satisfaction	
Road Test Score	<b>80</b>
Crash Prevention	Opt.

**Base Price:** \$21,625-\$30,920

**Body Styles:** sedan

**Trim Lines:** Hybrid, L, LS, LT, Premier

**Drive Wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 1.5-liter 4 turbo (163 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)

**Transmissions:** 6-speed automatic; 8-speed automatic; CVT

### Reliability History

TROUBLE SPOTS	Chevrolet Malibu		
	14	15	16

Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

<b>USED CAR VERDICTS</b>			
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<b>NEW CAR PREDICTION</b>	Average
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### Facts & Figures

#### Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,125
% weight front/rear	61/39

#### Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

**Fuel**

Regular

CR overall mpg ..... 29



## Chevrolet SS



**YOU CAN THINK** of the seemingly nondescript SS as a stealth weapon: A serious performance car cloaked in an innocuous exterior with a spacious, comfortable cabin. Its ferocious speed, sporty handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling 415-hp, 6.2-liter V8 from the last-generation Corvette. Fuel economy isn't its forte: We got a paltry 17 mpg overall with the automatic. Controls are simple, and standard safety gear includes forward-collision alert, lane-departure warning, blind-spot monitors, and rear cross-traffic alert. The firm but tolerable ride is a modest drawback for this kind of performance. A six-speed manual is available.



<b>Overall Score</b>	<b>74</b>
Predicted Reliability	🟡*
Owner Satisfaction	🟢
Road Test Score	<b>87</b>
Crash Prevention	Std./🟡

**Base Price:** \$46,575

**Body Styles:** sedan

**Trim Lines:** —

**Drive Wheels:** Rear

**Seating:** 2 front, 3 rear

**Engines:** 6.2-liter V8 (415 hp)

**Transmissions:** 6-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.)	196
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	115
Weight (lb.)	4,025
% weight front/rear	.52/48

#### Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	.18
Towing Capacity (lb.)	NR

#### Fuel

Premium	
CR overall mpg	.17

### Reliability History

TROUBLE SPOTS	Chevrolet SS		
	14	15	16

Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>	*	*	*
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<b>NEW CAR PREDICTION</b>	Worse than average	🟡
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## Chevrolet Silverado 1500



**THE SILVERADO AND** similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels sluggish. Other engines include 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 some competitors. For 2016 more versions will get the eight-speed automatic, which should improve engine response. Other changes include available lane-keeping assist, and the addition of Apple CarPlay and Android Auto capabilities. Reliability has remained below average.



<b>Overall Score</b>	<b>65</b>
Predicted Reliability	🟡
Owner Satisfaction	🟡
Road Test Score	<b>80</b>
Crash Prevention	Opt.

**Base Price:** \$26,105-\$53,645

**Body Styles:** crew cab; extended cab; regular cab

**Trim Lines:** Custom, High Country, LS, LT, LTZ, WT

**Drive Wheels:** Rear or 4WD

**Seating:** 3 front, 3 rear

**Engines:** 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

**Transmissions:** 6-speed automatic; 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.)	230
Width (in.)	80
Height (in.)	74
Wheelbase (in.)	144
Weight (lb.)	5,415
% weight front/rear	.59/41

#### Cargo Measurement

Max. Load (lb.)	1,705
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	11,200

#### Fuel

Regular	
CR overall mpg	.16

### Reliability History

TROUBLE SPOTS	Chevrolet Silverado 1500		
	14	15	16

Engine Major	🟢	🟢	🟢
Engine Minor	🟢	🟢	🟢
Engine Cooling	🟢	🟢	🟢
Transmission Major	🟢	🟢	🟢
Transmission Minor	🟡	🟢	🟢
Drive System	🟡	🟡	🟢
Fuel System	🟢	🟢	🟡
Electrical	🟢	🟢	🟢
Climate System	🟡	🟡	🟢
Suspension	🟡	🟢	🟢
Brakes	🟢	🟢	🟢
Exhaust	🟢	🟢	🟢
Paint/Trim	🟡	🟡	🟢
Noises/Leaks	🟡	🟡	🟡
Body Hardware	🟢	🟢	🟢
Power Equipment	🟡	🟡	🟢
In-Car Electronics	🟡	🟡	🟡

<b>USED CAR VERDICTS</b>	🟡	🟡	🟡
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<b>NEW CAR PREDICTION</b>	Worse than average	🟡
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## Chevrolet Sonic



**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 darty. The sedan has a large trunk, the hatch offers more utility. Creature comforts such as keyless entry and push-button start, and optional heated seats and steering wheel bring some maturity to the subcompact. A standard 7-inch touch screen is backed by Apple CarPlay and Android Auto capabilities. A rear camera is standard and on the safety front, optional forward-collision warning and lane-departure warning are welcome additions.



<b>Overall Score</b>	<b>64</b>
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	66
Crash Prevention	Opt.

**Base Price:** \$14,200-\$21,485  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** LS, LT, Premier, RS  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)  
**Transmissions:** 6-speed automatic; 5-speed manual; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .174  
 Width (in.) . . . . . 68  
 Height (in.) . . . . . 60  
 Wheelbase (in.) . . . . . 99  
 Weight (lb.) . . . . .2,765  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 895  
 Cargo Volume, cu.ft. . . . .15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 28

### Reliability History

TROUBLE SPOTS	Chevrolet Sonic		
	14	15	16
Engine Major	2	2	*
Engine Minor	1	2	*
Engine Cooling	1	2	*
Transmission Major	2	2	*
Transmission Minor	2	2	*
Drive System	2	2	*
Fuel System	2	2	*
Electrical	1	2	*
Climate System	2	1	*
Suspension	2	2	*
Brakes	2	2	*
Exhaust	2	1	*
Paint/Trim	1	2	*
Noises/Leaks	1	2	*
Body Hardware	2	2	*
Power Equipment	1	2	*
In-Car Electronics	2	2	*
<b>USED CAR VERDICTS</b>	2	2	*
<b>NEW CAR PREDICTION</b>	Average 1		

## Chevrolet Spark



**WITH A SLIGHTLY** longer wheelbase and lower roof, the redesigned Spark looks less goofy. Power comes from a 98-hp, 1.4-liter four-cylinder that delivers leisurely acceleration along with plenty of engine drone. Handling is very responsive but the darty steering makes it feel unsettling at speed. The ride is unyieldingly stiff. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is better suited for a backpack. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other updates include forward-collision alert, lane-departure warning, and blind-spot warning.



<b>Overall Score</b>	<b>50</b>
Predicted Reliability	1*
Owner Satisfaction	1*
Road Test Score	47
Crash Prevention	Opt.

**Base Price:** \$12,270-\$16,535  
**Body Styles:** 4-door hatchback  
**Trim Lines:** 1LT, 2LT, LS  
**Drive Wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.4-liter 4 (98 hp)  
**Transmissions:** 5-speed manual; CVT

### Reliability History

TROUBLE SPOTS	Chevrolet Spark		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 143  
 Width (in.) . . . . . 63  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 94  
 Weight (lb.) . . . . .2,280  
 % weight front/rear . . . . . 64/36

#### Cargo Measurement

Max. Load (lb.) . . . . . 660  
 Cargo Volume, cu.ft. . . . .11  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 33

## Chevrolet Suburban



**IF YOU NEED** space for seven or more people, all their stuff, and towing capacity to boot, little else but 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 mated to a six-speed automatic, and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on LTZ trims improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay. Reliability has been much below average.



<b>Overall Score</b>	<b>54</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>74</b>
Crash Prevention	Opt.

**Base Price:** \$47,595-\$64,700  
**Body Styles:** 4-door SUV  
**Trim Lines:** LS, LT, LTZ  
**Drive Wheels:** Rear or 4WD  
**Seating:** 3 front, 3 rear, 3 third  
**Engines:** 5.3-liter V8 (355 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Chevrolet Suburban		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬇️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬇️	⬇️
Transmission Minor	⬆️	⬇️	⬇️
Drive System	⬇️	⬇️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬆️	⬆️
Suspension	⬇️	⬆️	⬇️
Brakes	⬇️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬇️	⬇️	⬆️
Noises/Leaks	⬇️	⬇️	⬇️
Body Hardware	⬇️	⬆️	⬆️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬇️	⬇️	⬇️
<b>USED CAR VERDICTS</b>	⬇️	⬇️	⬇️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 224  
 Width (in.) . . . . . 81  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . . 130  
 Weight (lb.) . . . . . 5,945  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,455  
 Cargo Volume, cu.ft. . . . . 62.5  
 Towing Capacity (lb.) . . . . . 8,000

#### Fuel

Regular  
 CR overall mpg . . . . . 16

## Chevrolet Tahoe



**THE TAHOE HAS** a luxurious and quiet interior, decent second- and third-row seats, and available features such as blind-spot monitoring and cross-traffic alert. Beyond that, fuel economy from the 5.3-liter V8 and six-speed automatic is 16 mpg. But the engine doesn't feel responsive enough in everyday driving. The touch-screen infotainment system is easy to use. The ride is stiff, although the Magnetic Ride Control suspension on LTZ trims improves ride comfort and handling response and capability. Properly equipped versions can tow 8,500 pounds. But car-based SUVs have better handling and are more efficient. Lane-keeping assist is now available. Reliability has been much below average.



<b>Overall Score</b>	<b>51</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>67</b>
Crash Prevention	Opt.

**Base Price:** \$44,895-\$62,000  
**Body Styles:** 4-door SUV  
**Trim Lines:** LS, LT, LTZ  
**Drive Wheels:** Rear or 4WD  
**Seating:** 3 front, 3 rear, 3 third  
**Engines:** 5.3-liter V8 (355 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Chevrolet Tahoe		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬇️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬆️	⬆️
Suspension	⬆️	⬇️	⬇️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬇️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⬆️
Body Hardware	⬇️	⬇️	⬆️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬇️	⬇️	⬇️
<b>USED CAR VERDICTS</b>	⬇️	⬇️	⬇️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 204  
 Width (in.) . . . . . 81  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . . 116  
 Weight (lb.) . . . . . 5,635  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,580  
 Cargo Volume, cu.ft. . . . . 47.5  
 Towing Capacity (lb.) . . . . . 8,300

#### Fuel

Regular  
 CR overall mpg . . . . . 16

## Chevrolet Traverse



**ALTHOUGH IT DATES** back to 2008, the large Traverse is still a competitive three-row SUV. We liked its firm, comfortable, and quiet ride and its relatively agile, secure handling. But like its corporate cousins, the Buick Enclave and GMC Acadia, it's beginning to show its age. The 3.6-liter V6 and six-speed automatic powertrain is smooth and powerful enough, but it works hard in this large SUV, and its 16 mpg overall is uncompetitive. A big plus is the ability to fit adults in the roomy third row. Fit and finish has been improved, and forward-collision and lane-departure warning systems are available. A redesign is around the corner based on the same platform as the new GMC Acadia.



<b>Overall Score</b>	<b>76</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>77</b>
Crash Prevention	Opt.

**Base Price:** \$30,995-\$43,935  
**Body Styles:** 4-door SUV  
**Trim Lines:** LS, LT, LTZ  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.6-liter V6 (281 hp); 3.6-liter V6 (288 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Chevrolet Traverse		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 204  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 70  
 Wheelbase (in.) . . . . . 119  
 Weight (lb.) . . . . . 4,975  
 % weight front/rear . . . . . 55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,405  
 Cargo Volume, cu.ft. . . . . 48.5  
 Towing Capacity (lb.) . . . . . 5,200

#### Fuel

Regular  
 CR overall mpg . . . . . 16

## Chevrolet Trax



**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 and six-speed automatic, which didn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and a 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, our Trax LT AWD test car costs as much as larger, more substantial SUVs such as the Subaru Forester.



<b>Overall Score</b>	<b>62</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>55</b>
Crash Prevention	Opt.

**Base Price:** \$21,871-\$28,495  
**Body Styles:** 4-door SUV  
**Trim Lines:** LS, LT, Premier  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (138 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Chevrolet Trax		
	14	15	16
Engine Major	⬆️	*	*
Engine Minor	⬆️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬇️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬆️	*	*
In-Car Electronics	⬆️	*	*
<b>USED CAR VERDICTS</b>	⬆️	*	*
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 167  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 101  
 Weight (lb.) . . . . . 3,255  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 945  
 Cargo Volume, cu.ft. . . . . 26  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 25

## Chevrolet Volt



**GM'S SECOND-GENERATION ELECTRIC** car with a backup gas engine is much improved. It is quicker, quieter, rides more comfortably, and has easier-to-use controls. Electric-only range is 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240V connection. We got 38 mpg in gas mode. This new 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Driver visibility is slightly improved, and the infotainment system is among the best. The rear seat is tight and difficult to get into. Heated seats and steering wheel are needed because of the car's tepid heat. First-year reliability of the redesign has been well-below average.



<b>Overall Score</b>	<b>54</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️*
Road Test Score	<b>70</b>
Crash Prevention	Opt.

**Base Price:** \$33,220-\$37,570  
**Body Styles:** 4-door hatchback  
**Trim Lines:** LT, Premier  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 + electric (149 hp)  
**Transmissions:** 1-speed direct

Reliability History	
TROUBLE SPOTS	Chevrolet Volt
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬇️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬇️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬇️ ⬇️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬇️ ⬆️ ⬇️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬇️ ⬆️
In-Car Electronics	⬇️ ⬇️ ⬇️
<b>USED CAR VERDICTS</b>	⬇️ ⬇️ ⬇️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 180  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,520  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 750  
 Cargo Volume, cu.ft. . . . . 11  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 105

## Chrysler 200



**A MEDIocre CAR** in a category overflowing with competent, and even excellent, alternatives, the 200 drives like it's from a previous era. Handling is clumsy, the ride is rough and unsettled, and the four-cylinder engine is underwhelming. But the V6 is fairly polished and can be had with AWD. Not only is the transmission uncooperative, but it has proven to be a reliability albatross. A relatively quiet cabin is the only consolation. Sitting in the tight rear seat feels claustrophobic and access is compromised. The 200 has the dubious distinction of carrying the lowest overall road test score in the class, as well as the lowest predicted reliability rating. The 200 is late into its model life span and frankly feels it.



<b>Overall Score</b>	<b>47-49</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>63-66</b>
Crash Prevention	Opt.

**Base Price:** \$21,995-\$31,785  
**Body Styles:** sedan  
**Trim Lines:** C, Limited, LX, S, Touring  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (184 hp); 3.6-liter V6 (295 hp)  
**Transmissions:** 9-speed automatic

Reliability History	
TROUBLE SPOTS	Chrysler 200
	14 15 16
Engine Major	* ⬆️ *
Engine Minor	* ⬆️ *
Engine Cooling	* ⬆️ *
Transmission Major	* ⬇️ *
Transmission Minor	* ⬇️ *
Drive System	* ⬇️ *
Fuel System	* ⬆️ *
Electrical	* ⬆️ *
Climate System	* ⬆️ *
Suspension	* ⬆️ *
Brakes	* ⬆️ *
Exhaust	* ⬆️ *
Paint/Trim	* ⬆️ *
Noises/Leaks	* ⬆️ *
Body Hardware	* ⬆️ *
Power Equipment	* ⬆️ *
In-Car Electronics	* ⬇️ *
<b>USED CAR VERDICTS</b>	* ⬇️ *
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 192  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 55  
 Wheelbase (in.) . . . . . 108  
 Weight (lb.) . . . . . 3,465  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 900  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 25-30

## Chrysler 300



**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, comfortable seats, and attractive trim. The 5.7-liter V8 is punchy, but thirsty. We prefer the 3.6-liter V6, which got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic. All-wheel drive is optional. A stately ride, responsive handling, and a quiet cabin make the 300 feel like a true luxury car at thousands less than 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. Reliability has improved to average.



**Base Price:** \$31,395-\$43,695  
**Body Styles:** sedan  
**Trim Lines:** C, C Platinum, Limited, S  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 199  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 120  
 Weight (lb.) . . . . . 4,095  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 865  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular  
 CR overall mpg . . . . . 20-22

<b>Overall Score</b>	<b>71</b>
Predicted Reliability	ⓘ
Owner Satisfaction	⬆️*
Road Test Score	83-84
Crash Prevention	Opt.

### Reliability History

TROUBLE SPOTS	Chrysler 300		
	14	15	16
Engine Major	⬆️*	⬆️*	*
Engine Minor	⬆️*	⬆️*	*
Engine Cooling	⬆️*	⬆️*	*
Transmission Major	⬆️*	⬆️*	*
Transmission Minor	⬆️*	ⓘ	*
Drive System	⬆️*	⬆️*	*
Fuel System	⬆️*	⬆️*	*
Electrical	⬆️*	⬆️*	*
Climate System	⬆️*	⬆️*	*
Suspension	⬆️*	⬆️*	*
Brakes	⬆️*	⬆️*	*
Exhaust	⬆️*	⬆️*	*
Paint/Trim	⬆️*	⬆️*	*
Noises/Leaks	⬆️*	ⓘ	*
Body Hardware	⬆️*	⬆️*	*
Power Equipment	⬆️*	⬆️*	*
In-Car Electronics	⬆️*	⬆️*	*
<b>USED CAR VERDICTS</b>	⬆️*	⬆️*	*
<b>NEW CAR PREDICTION</b>	Average ⓘ		

## Chrysler Pacifica



**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 fold into the floor seats. The 3.6-liter V6, paired to a 9-speed automatic, 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 will be available with a claimed electric range of 30 miles. The power sliding doors can be opened with the press of a small button, making it easy for kids. The latest version of the Uconnect touchscreen system is intuitive, and a shifter in the form of a rotating knob. High-end versions feature individual screens for rear passengers with built-in games. An all-wheel-drive version won't be available, at least initially.



**Base Price:** \$28,595-\$42,495  
**Body Styles:** minivan  
**Trim Lines:** Hybrid, Limited, LX, Touring, Touring L, Touring L Plus  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.6-liter V6 (248 hp); 3.6-liter V6 (287 hp)  
**Transmissions:** 9-speed automatic; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 204  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 70  
 Wheelbase (in.) . . . . . 122  
 Weight (lb.) . . . . . 4,535  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,300  
 Cargo Volume, cu.ft. . . . . 66  
 Towing Capacity (lb.) . . . . . 3,600

#### Fuel

Regular  
 CR overall mpg . . . . . 21

<b>Overall Score</b>	<b>67</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️*
Road Test Score	85
Crash Prevention	Opt.

### Reliability History

TROUBLE SPOTS	Chrysler Pacifica		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Worse than average ⬆️*		

## Dodge Challenger



**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. The V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out is dreadful. The rear seat is relatively roomy but access is awkward. Performance packages include a 485-hp, 6.4-liter V8, and a 707-hp, 6.2-liter supercharged V8 in the Hellcat. 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 monitoring, rear cross-path detection, and forward-collision warning. Reliability has been below average.



<b>Overall Score</b>	<b>53</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>70</b>
Crash Prevention	Opt.

**Base Price:** \$26,995-\$58,295  
**Body Styles:** coupe  
**Trim Lines:** R/T, R/T Plus, SRT, SXT  
**Drive Wheels:** Rear  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 (707 hp); 6.4-liter V8 supercharged (485 hp)  
**Transmissions:** 8-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 198  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 116  
 Weight (lb.) . . . . . 4,190  
 % weight front/rear . . . . . 54/46

#### Cargo Measurement

Max. Load (lb.) . . . . . 865  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 20

Reliability History	
TROUBLE SPOTS	Dodge Challenger
	14 15 16
Engine Major	* ⬆️ *
Engine Minor	* ⬆️ *
Engine Cooling	* ⬆️ *
Transmission Major	* ⬆️ *
Transmission Minor	* ⬆️ *
Drive System	* ⬆️ *
Fuel System	* ⬇️ *
Electrical	* ⬆️ *
Climate System	* ⬆️ *
Suspension	* ⬆️ *
Brakes	* ⬇️ *
Exhaust	* ⬆️ *
Paint/Trim	* ⬆️ *
Noises/Leaks	* ⬇️ *
Body Hardware	* ⬆️ *
Power Equipment	* ⬇️ *
In-Car Electronics	* ⬇️ *
<b>USED CAR VERDICTS</b>	* ⬇️ *
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

## Dodge Charger



**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, while 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. Forward-collision warning, which can slow or bring the vehicle to a full stop to avoid a collision, is available. The well-designed Uconnect touch-screen infotainment system is optional. Reliability has remained much below average.



<b>Overall Score</b>	<b>60-61</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>82-85</b>
Crash Prevention	NA

**Base Price:** \$27,995-\$63,995  
**Body Styles:** sedan  
**Trim Lines:** R/T, SE, SRT, SXT  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (292 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 198  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 120  
 Weight (lb.) . . . . . 4,335  
 % weight front/rear . . . . . 54/46

#### Cargo Measurement

Max. Load (lb.) . . . . . 865  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 20-22

Reliability History	
TROUBLE SPOTS	Dodge Charger
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬇️ ⬇️ *
Transmission Minor	⬆️ ⬇️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬇️ ⬆️ *
Suspension	⬇️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬆️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬇️ ⬇️ *
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

## Dodge Dart



**DESPITE SOME RECENT** updates, the compact Dart still falls short of the big leagues. Strong points include taut handling and a composed ride. In addition, the front cabin is quite spacious and the Uconnect infotainment system on the upper trims is one of the better ones. Despite improvements, the rear-seat accommodations don't measure up to the class. The 2.4-liter four-cylinder is mated to a smooth six-speed automatic. This combo returned 27 mpg overall in our tests, unimpressive by class standards. Though it lacks refinement, this engine is a better choice than the sluggish base 2.0-liter (which got the same mileage) or the 1.4-liter turbo that's linked to the dual-clutch transmission. The Dart will be discontinued after the 2017 model year.



<b>Overall Score</b>	<b>56</b>
Predicted Reliability	🟡*
Owner Satisfaction	🔴
Road Test Score	<b>68</b>
Crash Prevention	NA

**Base Price:** \$16,995-\$24,395  
**Body Styles:** sedan  
**Trim Lines:** GT Sport, SXT Sport, Turbo  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (160 hp); 2.0-liter 4 (160 hp); 2.4-liter 4 (184 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual; 6-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 184  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,260  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . 1,000

**Fuel**  
 Regular  
 CR overall mpg . . . . . 27

TROUBLE SPOTS	Dodge Dart		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Worse than average 🟡		

## Dodge Durango



**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 improved performance and fuel economy with both the V6 and V8 engines. 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. Limited visibility is a downside, but a rear-view camera is standard on all but the lowest trim lines. Reliability has dropped to below average.



<b>Overall Score</b>	<b>63</b>
Predicted Reliability	🟡
Owner Satisfaction	🟢
Road Test Score	<b>83</b>
Crash Prevention	Opt.

**Base Price:** \$29,995-\$45,090  
**Body Styles:** 4-door SUV  
**Trim Lines:** Citadel, GT, R/T, SXT  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.6-liter V6 (290 hp); 5.7-liter V8 (360 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 200  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 71  
 Wheelbase (in.) . . . . . 120  
 Weight (lb.) . . . . . 5,105  
 % weight front/rear . . . . . 50/50

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,200  
 Cargo Volume, cu.ft. . . . . 44  
 Towing Capacity (lb.) . . . . . 6,200

**Fuel**  
 Regular  
 CR overall mpg . . . . . 18

TROUBLE SPOTS	Dodge Durango		
	14	15	16
Engine Major	🟢	🟢	*
Engine Minor	🟢	🟡	*
Engine Cooling	🟢	🟢	*
Transmission Major	🟢	🟢	*
Transmission Minor	🟢	🟡	*
Drive System	🟡	🟡	*
Fuel System	🟡	🟡	*
Electrical	🟢	🟢	*
Climate System	🟡	🟡	*
Suspension	🟡	🟡	*
Brakes	🟢	🟢	*
Exhaust	🟢	🟢	*
Paint/Trim	🟡	🟡	*
Noises/Leaks	🔴	🟡	*
Body Hardware	🟡	🟡	*
Power Equipment	🔴	🟡	*
In-Car Electronics	🔴	🟡	*
<b>USED CAR VERDICTS</b>	🟡	🔴	*
<b>NEW CAR PREDICTION</b>	Worse than average 🟡		



## Dodge Grand Caravan



**THE DODGE GRAND** Caravan continues on, as its corporate sibling Chrysler Town & Country is redesigned, complete with a new name: Pacifica. The Dodge offers a lower price point, but there is no escaping that this is an older design that falls short as a family road-trip machine. For instance, the second-row seats are thin, low, and uncomfortable. Although the 283-hp V6 is powerful, the fuel economy is lousy at just 17 mpg overall—the worst among all minivans. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will likely be available on this minivan, already the cheapest one on the market.



<b>Overall Score</b>	<b>62</b>
Predicted Reliability	⚠️
Owner Satisfaction	⚠️
Road Test Score	<b>72</b>
Crash Prevention	NA

**Base Price:** \$23,995-\$32,395  
**Body Styles:** minivan extended  
**Trim Lines:** GT, SE, SE Plus, SXT  
**Drive Wheels:** Front  
**Seating:** 2 front, 2 rear, 3 third  
**Engines:** 3.6-liter V6 (283 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Dodge Grand Caravan	14	15	16
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Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⚠️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⚠️	⚠️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⚠️	⚠️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

<b>USED CAR VERDICTS</b>	⚠️	⚠️	⚠️
<b>NEW CAR PREDICTION</b>	Average ⚠️		

### Facts & Figures

#### Exterior Dimensions

Length (in.)	203
Width (in.)	79
Height (in.)	68
Wheelbase (in.)	121
Weight (lb.)	4,685
% weight front/rear	.55/45

#### Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	61.5
Towing Capacity (lb.)	3,600

#### Fuel

Regular	
CR overall mpg	.17

## Dodge Journey



**DON'T START BELIEVING** in the Dodge Journey. On paper, this mid-sized SUV may sound compelling, but in our tests, we found that it has a confining interior, lacks agility, and the V6 delivers the worst fuel economy in its class. Add to that, it suffers from below average reliability and poor performance in IIHS small-overlap frontal crash test. But it rides well, the cabin is relatively quiet, and it offers a snug third-row seat. 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.



<b>Overall Score</b>	<b>49</b>
Predicted Reliability	⚠️
Owner Satisfaction	⚠️
Road Test Score	<b>64</b>
Crash Prevention	NA

**Base Price:** \$20,995-\$33,695  
**Body Styles:** 4-door SUV  
**Trim Lines:** Crossroad, Crossroad Plus, GT, SE, SXT  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)  
**Transmissions:** 4-speed automatic; 6-speed automatic

### Reliability History

TROUBLE SPOTS	Dodge Journey	14	15	16
---------------	---------------	----	----	----

Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⚠️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⚠️	⚠️	*
Brakes	⚠️	⚠️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⚠️	⚠️	*

<b>USED CAR VERDICTS</b>	⚠️	⚠️	*
<b>NEW CAR PREDICTION</b>	Worse than average ⚠️		

### Facts & Figures

#### Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	68
Wheelbase (in.)	114
Weight (lb.)	4,410
% weight front/rear	.55/45

#### Cargo Measurement

Max. Load (lb.)	1,165
Cargo Volume, cu.ft.	37
Towing Capacity (lb.)	2,500

#### Fuel

Regular	
CR overall mpg	.16

## Fiat 124



**WITH THE FIAT 124** Spider, Mazda and Fiat have collaborated to share the latest MX-5 Miata roadster platform. But the Spider is more than a rebadged Miata. It carries a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. While that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. We were pleased to find the seats in the 124 are more comfortable than the ones in the Miata. Fiat tuned the suspension differently and the 124 corners with less body lean and a more relaxed turn-in response than the Mazda does.



<b>Overall Score</b>	NA
<b>Predicted Reliability</b>	1*
<b>Owner Satisfaction</b>	4*
<b>Road Test Score</b>	NA
<b>Crash Prevention</b>	NA

**Base Price:** \$24,995-\$28,195  
**Body Styles:** convertible  
**Trim Lines:** Abarth, Classica, Lusso  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 1.4-liter 4 turbo (160 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

Reliability History	
TROUBLE SPOTS	Fiat 124
	14 15 16

Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 160  
 Width (in.) . . . . . 69  
 Height (in.) . . . . . 49  
 Wheelbase (in.) . . . . . 91  
 Weight (lb.) . . . . . 2,435  
 % weight front/rear . . . . . NA

#### Cargo Measurement

Max. Load (lb.) . . . . . 340  
 Cargo Volume, cu.ft. . . . . 5  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg. . . . . 30

Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	

<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

## Fiat 500



**THE 500'S ALERT** handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The base engine and manual returned 33 mpg overall, but it lacks low-end thrust. The 135-hp turbo improves the experience. On all versions the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away and the driving position awkward. The tight rear seats are difficult to access, and the cargo area is miniscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips well, while the electric 500e is enjoyable for its silence and efficiency. Reliability has been well below average. The 500 scored a Poor in the IIHS small-overlap crash test.



<b>Overall Score</b>	40-52
<b>Predicted Reliability</b>	2
<b>Owner Satisfaction</b>	3
<b>Road Test Score</b>	52-66
<b>Crash Prevention</b>	NA

**Base Price:** \$15,990-\$21,490  
**Body Styles:** 2-door hatchback; convertible  
**Trim Lines:** Abarth, e, Easy, Lounge, Pop, Sport, Turbo  
**Drive Wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** Electric (111 hp); 1.4-liter 4 (101 hp); 1.4-liter 4 turbo (135 hp); 1.4-liter 4 turbo (160 hp)  
**Transmissions:** 6-speed automatic; 5-speed manual

Reliability History	
TROUBLE SPOTS	Fiat 500
	14 15 16

Engine Major	*	4	*
Engine Minor	*	4	*
Engine Cooling	*	4	*
Transmission Major	*	4	*
Transmission Minor	*	4	*
Drive System	*	2	*
Fuel System	*	4	*
Electrical	*	4	*
Climate System	*	1	*

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 140  
 Width (in.) . . . . . 64  
 Height (in.) . . . . . 60  
 Wheelbase (in.) . . . . . 91  
 Weight (lb.) . . . . . 2,415  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 750  
 Cargo Volume, cu.ft. . . . . 10  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular or premium or electric  
 CR overall mpg . . . . . 28-34

Brakes	*	4	*
Exhaust	*	4	*
Paint/Trim	*	4	*
Noises/Leaks	*	4	*
Body Hardware	*	4	*
Power Equipment	*	4	*
In-Car Electronics	*	4	*

<b>USED CAR VERDICTS</b>	*	2	*
<b>NEW CAR PREDICTION</b>	Much worse than average 2		

## Fiat 500L



**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 odd driving position. No surprise, owner satisfaction is low—meaning a strong percentage of owners wish they hadn't bought this hatchback. The 500L also has one of the worst reliability scores among all new cars in our recent survey. If that still isn't enough to dissuade you, it scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in turn, handles securely at its limit, and has a roomy cabin. But it would take more those virtues for this to earn a place on a smart-shopper's list.



<b>Overall Score</b>	<b>35</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	50
Crash Prevention	NA

**Base Price:** \$19,495-\$24,795  
**Body Styles:** 4-door hatchback  
**Trim Lines:** Lounge, Pop, Trekking  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (160 hp)  
**Transmissions:** 6-speed automatic

Reliability History	
TROUBLE SPOTS	Fiat 500L
	14 15 16
Engine Major	⬆️ * *
Engine Minor	⬆️ * *
Engine Cooling	⬆️ * *
Transmission Major	⬆️ * *
Transmission Minor	⬇️ * *
Drive System	⚠️ * *
Fuel System	⬆️ * *
Electrical	⚠️ * *
Climate System	⬆️ * *
Suspension	⬆️ * *
Brakes	⚠️ * *
Exhaust	⬆️ * *
Paint/Trim	⚠️ * *
Noises/Leaks	⬆️ * *
Body Hardware	⬆️ * *
Power Equipment	⬇️ * *
In-Car Electronics	⬇️ * *
<b>USED CAR VERDICTS</b>	⬇️ * *
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .167  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 103  
 Weight (lb.) . . . . . 3,330  
 % weight front/rear . . . . .61/39  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 860  
 Cargo Volume, cu.ft. . . . . 22.5  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Premium  
 CR overall mpg . . . . . 27

## Fiat 500X



**WITH ITS ADORABLE** styling you almost want to hug this latest Fiat. 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: the 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 a number of upscale features, such as heated seats, blind-spot warning, and lane-departure warning, are available.



<b>Overall Score</b>	<b>42</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	50
Crash Prevention	Opt.

**Base Price:** \$19,995-\$27,035  
**Body Styles:** 4-door SUV  
**Trim Lines:** Lounge, Pop, Trekking  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)  
**Transmissions:** 9-speed automatic; 6-speed manual

Reliability History	
TROUBLE SPOTS	Fiat 500X
	14 15 16
Engine Major	*
Engine Minor	*
Engine Cooling	*
Transmission Major	*
Transmission Minor	*
Drive System	*
Fuel System	*
Electrical	*
Climate System	*
Suspension	*
Brakes	*
Exhaust	*
Paint/Trim	*
Noises/Leaks	*
Body Hardware	*
Power Equipment	*
In-Car Electronics	*
<b>USED CAR VERDICTS</b>	*
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .167  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 64  
 Wheelbase (in.) . . . . .101  
 Weight (lb.) . . . . . 3,280  
 % weight front/rear . . . . .61/39  
**Cargo Measurement**  
 Max. Load (lb.) . . . . .1,080  
 Cargo Volume, cu.ft. . . . . 19.5  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Regular  
 CR overall mpg . . . . . 23

## Ford C-MAX



**BASED ON THE** compact Focus, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. 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. The Energi plug-in can travel in electric-only mode for about 18 miles before switching to hybrid operation. It takes 6 hours to charge on 120-volt and 2 hours on 240-volt. Ford's new Sync 3 infotainment system is standard. Reliability has been average.



<b>Overall Score</b>	<b>73</b>
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	<b>77</b>
Crash Prevention	NA

**Base Price:** \$24,170-\$31,770

**Body Styles:** wagon

**Trim Lines:** Energi, Hybrid SE, Hybrid SEL

**Drive Wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 + electric (188 hp); 2.0-liter 4 hybrid (188 hp)

**Transmissions:** CVT

Reliability History			
TROUBLE SPOTS	Ford C-MAX		
	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⚠	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⚠
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⚠	⬆	⬆
Noises/Leaks	⬆	⚠	⬆
Body Hardware	⚠	⬆	⬆
Power Equipment	⚠	⬆	⬆
In-Car Electronics	⚠	⬆	⬆
<b>USED CAR VERDICTS</b>	⚠	⚠	⬆
<b>NEW CAR PREDICTION</b>	Average ⚠		

### Facts & Figures

#### Exterior Dimensions

Length (in.)	174
Width (in.)	72
Height (in.)	64
Wheelbase (in.)	104
Weight (lb.)	3,615
% weight front/rear	.58/42

#### Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	28
Towing Capacity (lb.)	NR

#### Fuel

Regular	
CR overall mpg	37-47

## Ford Edge



**NEW AND VASTLY** improved, the second-generation Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge likewise delivers a steady, comfortable ride and confident handling that makes it fun to drive. The quiet cabin wouldn't be out of place in a luxury car. Roomy interior provides comfortable quarters, front and rear, while also delivering generous cargo space. The standard 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. Front- and all-wheel drive is available. Safety options include blind-spot monitoring, forward and rear-view cameras, and cross-traffic alert.



<b>Overall Score</b>	<b>73</b>
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	<b>84</b>
Crash Prevention	Opt.

**Base Price:** \$28,700-\$40,900

**Body Styles:** 4-door SUV

**Trim Lines:** SE, SEL, Sport, Titanium

**Drive Wheels:** Front or AWD

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (315 hp); 3.5-liter V6 (280 hp)

**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Ford Edge		
	14	15	16
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⚠	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⚠	⬆
Noises/Leaks	⬆	⚠	⚠
Body Hardware	⬆	⚠	⬆
Power Equipment	⬆	⚠	⬆
In-Car Electronics	⚠	⚠	⚠
<b>USED CAR VERDICTS</b>	⚠	⚠	⬆
<b>NEW CAR PREDICTION</b>	Average ⚠		

### Facts & Figures

#### Exterior Dimensions

Length (in.)	188
Width (in.)	76
Height (in.)	69
Wheelbase (in.)	112
Weight (lb.)	4,205
% weight front/rear	.58/42

#### Cargo Measurement

Max. Load (lb.)	935
Cargo Volume, cu.ft.	39
Towing Capacity (lb.)	3,500

#### Fuel

Regular	
CR overall mpg	21

## Ford Escape



**FOR 2017 THE** Ford Escape gets some major updates, including new 1.5- and 2.0-liter turbocharged engines with start/stop capability, and advanced safety features such as forward-collision warning with automatic braking. The fleet-footed Escape has impressive handling prowess, which makes it one of the most entertaining to drive 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, replacing the old MyFord Touch infotainment system. 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. Reliability has improved to average.



<b>Overall Score</b>	<b>71-74</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>75-79</b>
Crash Prevention	Opt.

**Base Price:** \$23,600-\$30,800  
**Body Styles:** 4-door SUV  
**Trim Lines:** S, SE, Titanium  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 turbo (179 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (168 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Ford Escape		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️		

### Facts & Figures

**Exterior Dimensions**  
 Length (in.) . . . . .178  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . .3,885  
 % weight front/rear . . . . .57/43  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 35  
 Towing Capacity (lb.) . . . . 3,500  
**Fuel**  
 Regular  
 CR overall mpg . . . . . 22

## Ford Expedition



**THIS IMPOSING SUV'S** 3.5-liter turbocharged V6 delivers more power and better fuel economy than the V8 it replaced. Paired with the standard six-speed automatic, our Expedition returned 14 mpg overall in testing, a 1-mpg improvement. The V6 also has plenty of torque for trailer towing. Regular- and long-wheelbase versions are available, as well as eight-passenger seating. And that's where the fun stops. The aging Expedition trails the competition because of its clumsy handling, noisy cabin, and low-rent interior. For the 2016 model year, Sync 3 replaces the much-maligned MyFord Touch infotainment system. Reliability is now much above average.



<b>Overall Score</b>	<b>67</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>61</b>
Crash Prevention	NA

**Base Price:** \$41,700-\$68,996  
**Body Styles:** 4-door SUV; extended SUV  
**Trim Lines:** King Ranch, King Ranch EL, Limited, Limited EL, Platinum, XLT, XLT EL  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Ford Expedition		
	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
<b>USED CAR VERDICTS</b>	⬆️	⬆️	*
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

**Exterior Dimensions**  
 Length (in.) . . . . .221  
 Width (in.) . . . . . 79  
 Height (in.) . . . . . 79  
 Wheelbase (in.) . . . . .131  
 Weight (lb.) . . . . .6,265  
 % weight front/rear . . . . .50/50  
**Cargo Measurement**  
 Max. Load (lb.) . . . . .1,440  
 Cargo Volume, cu.ft. . . . . 71  
 Towing Capacity (lb.) . . . . 9,100  
**Fuel**  
 Regular  
 CR overall mpg . . . . .14

## Ford Explorer



**WHILE IT IS** roomy and has a livable third-row seat, the Explorer still trails the competition. Handling is ungainly, the ride is not entirely settled, and the non-turbo V6 powertrain is unrefined. For its 2016 model year freshening, Ford gave the Explorer new optional safety systems, a 2.3-liter turbo four-cylinder engine, revised front and rear fascias, and a new Platinum top trim level. Also new are front and rear 180-degree cameras that have a wash function to keep the lens clean. Lane-keeping assist and adaptive cruise control are optional. The MyFord Touch system now includes redundant knobs and buttons to compensate for the unresponsive onscreen touch-sensitive buttons and controls.



<b>Overall Score</b>	<b>59</b>
Predicted Reliability	
Owner Satisfaction	
Road Test Score	<b>67</b>
Crash Prevention	Opt.

**Base Price:** \$31,160-\$53,235  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Limited, Platinum, Sport, XLT  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.3-liter 4 turbo(280 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 198  
 Width (in.) . . . . . 79  
 Height (in.) . . . . . 70  
 Wheelbase (in.) . . . . . 113  
 Weight (lb.) . . . . . 4,780  
 % weight front/rear . . . . . 54/46

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,280  
 Cargo Volume, cu.ft. . . . . 42  
 Towing Capacity (lb.) . . . . . 5,000

#### Fuel

Regular  
 CR overall mpg . . . . . 18

Reliability History	
TROUBLE SPOTS	Ford Explorer
	14 15 16
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Worse than average

## Ford F-150



**FORD'S BIG-SELLING PICKUP** truck uses an all-aluminum body, which saves about 700 pounds over steel. Powertrain choices include a 3.5-liter V6, 2.7- or 3.5-liter turbo V6s, and a 5.0-liter V8, each paired with a six-speed automatic. We tested the 2.7- and 3.5-liter turbo engines, and each delivered abundant power. In our tests the 2.7 got 17 mpg overall, 1 mpg better than the turbo 3.5. The 2.7 is also surprisingly quicker from 0 to 60 mph. The cabin is very quiet, but the ride is jittery and handling is rather ponderous. New safety offerings include lane-departure warning and blind-spot detection. Other notable features include a 360-degree-view camera and integrated loading ramps. Reliability has dropped to below average.



<b>Overall Score</b>	<b>64-65</b>
Predicted Reliability	
Owner Satisfaction	
Road Test Score	<b>78-80</b>
Crash Prevention	Opt.

**Base Price:** \$26,540-\$63,025  
**Body Styles:** crew cab; extended cab; regular cab  
**Trim Lines:** King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT  
**Drive Wheels:** Rear or 4WD  
**Seating:** 3 front, 3 rear  
**Engines:** 3.5-liter V6 (282 hp); 2.7-liter V6 turbo (325 hp); 3.5-liter V6 turbo (365 hp); 5.0-liter V8 (385 hp)  
**Transmissions:** 6-speed automatic; 10-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 232  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 77  
 Wheelbase (in.) . . . . . 145  
 Weight (lb.) . . . . . 5,025  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,925  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 10,700

#### Fuel

Regular  
 CR overall mpg . . . . . 16-17

Reliability History	
TROUBLE SPOTS	Ford F-150
	14 15 16
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Worse than average

## Ford Fiesta



**THIS SUBCOMPACT HAS** agile handling that makes it fun to drive, as well as a supple, controlled ride. 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. Other choices include a 1.0-liter, three-cylinder turbo and the sporty Fiesta ST that is truly a treat to drive if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system. Reliability of the Fiesta has remained well below average.



Overall Score	46-52
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	64-74
Crash Prevention	NA

**Base Price:** \$14,580-\$21,460  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** S, SE, ST, Titanium  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.0-liter 3 turbo (123 hp); 1.6-liter 4 (120 hp); 1.6-liter 4 turbo (197 hp)  
**Transmissions:** 5-speed manual; 6-speed manual; 6-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.)	174
Width (in.)	68
Height (in.)	58
Wheelbase (in.)	98
Weight (lb.)	2,665
% weight front/rear	59/41

#### Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

**Fuel**  
 Regular  
 CR overall mpg 29-35

### Reliability History

TROUBLE SPOTS	Ford Fiesta		
	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬇️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬇️	⬆️	*
Transmission Minor	⬇️	⬇️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬇️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬇️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬇️	⬆️	*
In-Car Electronics	⬆️	⬇️	*
<b>USED CAR VERDICTS</b>	⬇️	⬇️	*
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

## Ford Flex



**THE BOXY FLEX** combines SUV-like versatility with near-carlike driving dynamics. The interior is highly functional, with room for up to seven passengers in three rows, and its shipping-container shape works well for cargo. Rear visibility is hampered by big head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 has been updated and gets 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of just 1 mpg overall. Sync 3 has replaced the complicated and distracting MyFord Touch infotainment system.



Overall Score	74
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	73
Crash Prevention	Opt.

**Base Price:** \$29,600-\$42,600  
**Body Styles:** 4-door SUV  
**Trim Lines:** Limited, SE, SEL  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.)	202
Width (in.)	80
Height (in.)	68
Wheelbase (in.)	118
Weight (lb.)	4,820
% weight front/rear	54/46

#### Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	47.5
Towing Capacity (lb.)	4,500

**Fuel**  
 Regular or premium  
 CR overall mpg 18

### Reliability History

TROUBLE SPOTS	Ford Flex		
	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬇️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬇️	*
Noises/Leaks	⬇️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬇️	⬆️	*
<b>USED CAR VERDICTS</b>	⬆️	⬆️	*
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

## Ford Focus



**AVAILABLE AS A** sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by poor reliability and, at low speeds, a jerky transmission. The car is fun to drive, thanks to its agile handling and supple ride. The cabin is quiet, with good-quality materials for the class. But the cabin is narrow compared to newer competitors. A new 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is available, but it's slow and returns the same 29 mpg overall as the 2.0-liter. A rear-view camera is now standard. Sync 3 has replaced the problematic MyFord Touch infotainment system. The sporty ST version is quick, fun, and sounds thrilling, while the new high-performance AWD RS uses a 350-hp turbo four-cylinder. Reliability has remained well below average.



<b>Overall Score</b>	<b>45-51</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>62-74</b>
Crash Prevention	NA

**Base Price:** \$17,225-\$29,170  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** Electric, RS, S, SE, ST, Titanium  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (143 hp); 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (160 hp); 2.0-liter 4 turbo (252 hp); 2.3-liter 4 turbo (350 hp)  
**Trans.:** 6-spd auto.; 5-spd man.; 6-spd man.; 6-spd seq.; 1-spd direct

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .179  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 2,990  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular or premium or electric  
 CR overall mpg . . . . .26-107

Reliability History	Ford Focus		
	TROUBLE SPOTS	14	15
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬇️	⬇️	⬆️
Transmission Minor	⬇️	⬇️	⬇️
Drive System	⬇️	⬇️	⬇️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬇️	⬇️	⬇️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

## Ford Fusion



**THE FUSION IS** a delight to drive, with a supple ride and handling rivaling that of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin, and comfortable seats. But the rear seat is somewhat snug. Both 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 V6 Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter four-cylinder. It is quick, comfortable, and quiet, but costs more than \$40,000. The Hybrid and Energi plug-in hybrid both receive more efficient electric motors for 2017. A new rotary shift dial and Ford's new-and-improved Sync 3 infotainment system highlight the updates to the interior.



<b>Overall Score</b>	<b>75-77</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>78-81</b>
Crash Prevention	Opt.

**Base Price:** \$22,610-\$41,120  
**Body Styles:** sedan  
**Trim Lines:** Energi SE, Energi Titanium, Platinum, S, SE, SE Hybrid, S Hybrid, Sport, Titanium, Titanium Hybrid  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (175 hp); 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (231 hp); 2.7-liter V6 turbo (325 hp)  
**Transmissions:** 6-spd auto.; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .192  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 3,505  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular  
 CR overall mpg . . . . .22-39

Reliability History	Ford Fusion		
	TROUBLE SPOTS	14	15
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		



## Ford Mustang



**THE MUSTANG IS** stylish and enjoyable to drive, thanks in part to its independent rear suspension. Base models use a 300-hp, 3.7-liter V6. The optional 310-hp, 2.3-liter turbo four-cylinder delivers some punch but sounds raspy. The GT features a muscular 5.0-liter V8. We found the slick six-speed manual particularly satisfying, and the automatic works well. Coupe and convertible body styles are available, but the convertible uses an annoying manual latch to secure the top. Handling is balanced, and the firm ride is well controlled. Safety gear includes blind-spot detection with rear cross-traffic alert. Sync 3 has replaced the inferior MyFord Touch infotainment system, and a high-performance GT 350 trim has been added to the lineup. Reliability has been below average.



Overall Score	<b>58-62</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>76-84</b>
Crash Prevention	Opt.

**Base Price:** \$24,915-\$54,570  
**Body Styles:** 2-door hatchback; convertible  
**Trim Lines:** Base, GT, GT 350, GT 350R, GT Premium, Premium  
**Drive Wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 2.3-liter 4 turbo (310 hp); 3.7-liter V6 (300 hp); 5.0-liter V8 (435 hp); 5.2-liter V8 (526 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 188  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 54  
 Wheelbase (in.) . . . . . 107  
 Weight (lb.) . . . . . 3,845  
 % weight front/rear . . . . . 54/46

#### CRGO Measurement

Max. Load (lb.) . . . . . 670  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 19-25

Reliability History	
TROUBLE SPOTS	Ford Mustang
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬆️

## Ford Taurus



**PUTTING STYLING AHEAD** of interior comfort and driver visibility, the Taurus wasn't helped by the convoluted MyFord Touch control system. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. A more fuel-efficient turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard AWD, is quick but not engaging to drive. A rear-view camera is standard. Ford has replaced the MyFord Touch infotainment system with the new Sync 3 system, which is superior. Reliability has been average, but it scored too low to recommend.



Overall Score	<b>65</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>72</b>
Crash Prevention	Opt.

**Base Price:** \$27,110-\$40,275  
**Body Styles:** sedan  
**Trim Lines:** Limited, SE, SEL, SHO  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 203  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 61  
 Wheelbase (in.) . . . . . 113  
 Weight (lb.) . . . . . 4,090  
 % weight front/rear . . . . . 60/40

#### CRGO Measurement

Max. Load (lb.) . . . . . 950  
 Cargo Volume, cu.ft. . . . . 20  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 21

Reliability History	
TROUBLE SPOTS	Ford Taurus
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬆️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ *
<b>NEW CAR PREDICTION</b>	Average ⬆️

## Ford Transit Connect



**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 level of standard features. Unlike a minivan, you don't get 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 turbo-four would be more frugal.



<b>Overall Score</b>	<b>68</b>
Predicted Reliability	1*
Owner Satisfaction	⬇️
Road Test Score	76
Crash Prevention	NA

**Base Price:** \$22,675-\$29,300  
**Body Styles:** van; wagon  
**Trim Lines:** Titanium, XL, XLT  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 1.6-liter 4 turbo (173 hp); 2.5-liter 4 (169 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Ford Transit Connect		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 190  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 72  
 Wheelbase (in.) . . . . . 121  
 Weight (lb.) . . . . . 3,580  
 % weight front/rear . . . . . 55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,270  
 Cargo Volume, cu.ft. . . . . 61  
 Towing Capacity (lb.) . . . . . 2,000

#### Fuel

Regular  
 CR overall mpg . . . . . 21

## GMC Acadia



**NEARLY A DECADE** after its original introduction, the second-generation GMC Acadia has arrived with a new platform. It is shorter and lighter than the old model, and should be more fuel efficient. The ride is steady and composed and handling is responsive. A new 2.5-liter four-cylinder engine is standard, while the mainstream engine is a smooth 3.6-liter V6. This family-friendly, three-row SUV comes in five-, six-, or seven-passenger seating configurations. The cabin 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. A bevy of safety features are available, including forward-collision warning with automatic braking, pedestrian detection, lane warning, and blind-spot monitoring.



<b>Overall Score</b>	<b>NA</b>
Predicted Reliability	1*
Owner Satisfaction	⬆️*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$29,070-\$46,920  
**Body Styles:** 4-door SUV  
**Trim Lines:** All Terrain, Denali, SL, SLE, SLT  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 2 rear, 2 third  
**Engines:** 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	GMC Acadia		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	1	⬆️	⬆️
Body Hardware	1	⬆️	⬆️
Power Equipment	1	⬆️	⬆️
In-Car Electronics	1	1	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 194  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 113  
 Weight (lb.) . . . . . 4,395  
 % weight front/rear . . . . . 57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,585  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 4,000

#### Fuel

Regular  
 EPA combined mpg . . . . . 20

## GMC Canyon



**GM'S SMALL PICKUPS**, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-size trucks and better equipped than their Nissan and Toyota competitors. In our tests the V6 version got 18 mpg overall, while 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, and a backup camera is standard. New for 2017 are an eight-speed automatic and more horsepower to the V6. Reliability has been below average.



Overall Score	<b>56-57</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>67-69</b>
Crash Prevention	Opt.

**Base Price:** \$20,995-\$37,250  
**Body Styles:** crew cab; extended cab  
**Trim Lines:** Base, Denali, SLE, SLT  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 212  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 79  
 Wheelbase (in.) . . . . . 128  
 Weight (lb.) . . . . . 4,500  
 % weight front/rear . . . . . 57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,555  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 7,000

#### Fuel

Regular or diesel  
 CR overall mpg . . . . . 18-24

Reliability History	
TROUBLE SPOTS	GMC Canyon
	14 15 16
Engine Major	⬆️ ⬆️
Engine Minor	⬆️ ⬆️
Engine Cooling	⬆️ ⬆️
Transmission Major	⬆️ ⬆️
Transmission Minor	⬇️ ⬆️
Drive System	⬇️ ⬆️
Fuel System	⬆️ ⬆️
Electrical	⬆️ ⬆️
Climate System	⬇️ ⬆️
Suspension	⬇️ ⬆️
Brakes	⬆️ ⬆️
Exhaust	⬆️ ⬆️
Paint/Trim	⬆️ ⬆️
Noises/Leaks	⬇️ ⬆️
Body Hardware	⬆️ ⬆️
Power Equipment	⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬇️ ⬇️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## GMC Sierra 1500



**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 powerful 6.2-liter V8. Its few shortcomings include a jittery ride, and front seats that aren't as supportive as those in some competitors. For 2016 more versions get the eight-speed automatic, lane-keeping assist is offered, and Apple CarPlay and Android Auto are available. Reliability has been below average.



Overall Score	<b>65</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>80</b>
Crash Prevention	Opt.

**Base Price:** \$27,815-\$54,640  
**Body Styles:** crew cab; extended cab; regular cab  
**Trim Lines:** All Terrain X, Denali, SL, SLE, SLT  
**Drive Wheels:** Rear or 4WD  
**Seating:** 3 front, 3 rear  
**Engines:** 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 5.3-liter V8 (365 hp); 6.2-liter V8 (420 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 230  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . . 144  
 Weight (lb.) . . . . . 5,415  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,705  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 11,200

#### Fuel

Regular  
 CR overall mpg . . . . . 16

Reliability History	
TROUBLE SPOTS	GMC Sierra 1500
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬇️ ⬇️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬇️ ⬆️ ⬆️
In-Car Electronics	⬇️ ⬇️ ⬆️
<b>USED CAR VERDICTS</b>	⬇️ ⬇️ ⬇️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## GMC Terrain



**LIKE ITS CHEVROLET** Equinox twin, the GMC Terrain straddles the small- and midsize-SUV categories. The Terrain has a taut yet supple and controlled ride, with responsive and secure handling. Both the 3.6-liter V6 and the more fuel-efficient four-cylinder engine feel sluggish and have to work hard. The reluctant transmission blunts the performance of the V6, and its gas mileage is mediocre. Visibility to the side and rear is limited. At least the rear seat is roomy. 2016 models get a standard rear-view camera and available blind-spot monitoring and rear cross-traffic alert. Reliability has been above average but the Terrain scored too low for us to recommend.

## GMC Yukon



**THIS MORE LUXURIOUS** 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 is a meaningful upgrade. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Like in the Tahoe, the third-row seat is low and tiny. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are optional. Reliability has been much below average.



Overall Score	<b>70-71</b>
Predicted Reliability	⬆️
Owner Satisfaction	⚠️
Road Test Score	<b>68-69</b>
Crash Prevention	Opt.

**Base Price:** \$23,975-\$35,725  
**Body Styles:** 4-door SUV  
**Trim Lines:** Denali, SL, SLE, SLT  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (182 hp); 3.6-liter V6 (301 hp)  
**Transmissions:** 6-speed automatic

TROUBLE SPOTS	GMC Terrain		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⚠️	⚠️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⚠️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 188  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 113  
 Weight (lb.) . . . . . 3,945  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,095  
 Cargo Volume, cu.ft. . . . . 33.5  
 Towing Capacity (lb.) . . . . . 1,500

#### Fuel

Regular  
 CR overall mpg . . . . . 18-21



Overall Score	<b>51</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>67</b>
Crash Prevention	Opt.

**Base Price:** \$48,315-\$68,325  
**Body Styles:** 4-door SUV  
**Trim Lines:** Denali, SLE, SLT  
**Drive Wheels:** Rear or AWD or 4WD  
**Seating:** 3 front, 3 rear, 3 third  
**Engines:** 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 204  
 Width (in.) . . . . . 81  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . . 116  
 Weight (lb.) . . . . . 5,635  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,580  
 Cargo Volume, cu.ft. . . . . 47.5  
 Towing Capacity (lb.) . . . . . 8,200

#### Fuel

Regular  
 CR overall mpg . . . . . 16

TROUBLE SPOTS	GMC Yukon		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⚠️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⚠️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⚠️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

## GMC Yukon XL



**CONSIDER THIS TRUCK-BASED** SUV a more luxurious Chevrolet Suburban. Unlike the shorter Yukon, the third-row seat in the XL is a bit roomier, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and six-speed automatic that returns 16 mpg and is just this side of sluggish. The Magnetic Ride Control suspension on the Denali improves ride comfort and handling response. The 6.2-liter engine is a meaningful upgrade but can't make this big barge quick. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Changes for 2016 include available lane-keeping assist and Apple CarPlay capability. Reliability has been much below average.



<b>Overall Score</b>	<b>50</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>67</b>
Crash Prevention	Opt.

**Base Price:** \$51,015-\$71,025  
**Body Styles:** 4-door SUV  
**Trim Lines:** Denali, SLE, SLT  
**Drive Wheels:** Rear or AWD or 4WD  
**Seating:** 3 front, 3 rear, 3 third  
**Engines:** 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

TROUBLE SPOTS	GMC Yukon XL		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 224  
 Width (in.) . . . . . 81  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . . 130  
 Weight (lb.) . . . . . 5,945  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,455  
 Cargo Volume, cu.ft. . . . . 62.5  
 Towing Capacity (lb.) . . . . . 8,000

**Fuel**  
 Regular  
 CR overall mpg . . . . . 16

## Genesis G80



**PART OF THE** launch of Hyundai's upscale brand is the renaming of existing models. The old Genesis is now called the G80 for 2017. For about \$10,000 less than competing midsize luxury sedans, it delivers just about every feature and luxury attribute a buyer could imagine. Offered with a smooth and refined V6 or a potent V8, the G80 has responsive handling and a comfortable ride, though it can't quite match its German competitors. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are coddled in thick leather with seat heaters, and space is plentiful. Most versions come with lane-departure warning, automatic braking, cross-traffic alert, and blind-spot monitoring.



<b>Overall Score</b>	<b>80</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️*
Road Test Score	<b>89</b>
Crash Prevention	Std./⬆️

**Base Price:** \$41,400-\$54,550  
**Body Styles:** sedan  
**Trim Lines:** 3.8, 5.0  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)  
**Transmissions:** 8-speed automatic

TROUBLE SPOTS	Genesis G80		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 197  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 119  
 Weight (lb.) . . . . . 4,530  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Regular  
 CR overall mpg . . . . . 20

## Genesis G90



**HYUNDAI IS KICKING** off its Genesis luxury brand with the G90, a large luxury sedan with two available engines: a 3.3-liter, twin-turbocharged V6 and a 5.0-liter V8. Both are mated to an eight-speed automatic, and available with either rear- or all-wheel drive, addressing a shortcoming of the rear-drive-only Equus. The spacious cabin is bathed in soft-touch materials and flanked with wood and chrome trim. But it comes up short on wow factor, feeling more conventional than artistic. The ride is cushy and cossetting, but handling is not sporty. As is typical for this oft-chauffeur-driven class, the back seat is really the place to be. Power massaging seats and a bank of controls in the center armrest manage audio and climate settings. A complete suite of advanced safety features is also included.



**Base Price:** \$68,100-\$72,200  
**Body Styles:** sedan  
**Trim Lines:** Premium, Ultimate  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.3-liter V6 turbo (365 hp); 5.0-liter V8 (420 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 205  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . . 124  
 Weight (lb.) . . . . . 5,335  
 % weight front/rear . . . . . NA

#### Cargo Measurement

Max. Load (lb.) . . . . . NA  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NA

#### Fuel

Premium  
 EPA combined mpg. . . . . 20

Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	^*
Road Test Score	NA
Crash Prevention	Std./^

Reliability History	
TROUBLE SPOTS	Genesis G90
	14 15 16

Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average	1	

## Honda Accord



**THE ACCORD IS** well-equipped, competitively priced, and performs well, making it one of our top-rated family sedans. It handles responsively, though the ride can be choppy. It has a roomy and well-finished interior. The four-cylinder gets 30-mpg overall with its unobtrusive CVT. The 3.5-liter V6 is lively and refined, and gets a decent 26-mpg overall. But the infotainment system on EX and above versions is unintuitive. Standard automatic climate control is a nice feature, but the LX lacks a power seat. The Hybrid gets 40-mpg overall and operates smoothly, but it sacrifices a lot of trunk space. Reliability has been above average.



**Base Price:** \$22,355-\$35,955  
**Body Styles:** coupe; sedan  
**Trim Lines:** EX, EX-L, Hybrid, LX, LX-S, Sport, Touring  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 hybrid (212 hp); 2.4-liter 4 (185 hp); 2.4-liter 4 (189 hp); 3.5-liter V6 (278 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 191  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 3,245  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . 1,000

#### Fuel

Regular  
 CR overall mpg . . . . . 26-30

Overall Score	81-82
Predicted Reliability	^
Owner Satisfaction	^
Road Test Score	84-85
Crash Prevention	Opt.

Reliability History	
TROUBLE SPOTS	Honda Accord
	14 15 16

Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	^	^
Body Hardware	^	^	^
Power Equipment	^	^	^
In-Car Electronics	^	^	^
<b>USED CAR VERDICTS</b>	^	^	1
<b>NEW CAR PREDICTION</b>	Better than average	^	

## Honda CR-V



**THE CR-V IS** one of the roomiest, most functional small SUVs. The 185-hp, 2.4-liter four-cylinder returned 24 mpg overall in our tests. All but the base LX version use a distracting, difficult-to-use, and frustrating infotainment system. Handling is responsive and secure, but the ride is stiff, with bumps coming through in a pronounced way. The interior is still loud compared to other small SUVs. The rear seats are roomy, and folding them flat is a breeze. Small rear windows hurt the view out back, but the standard rearview camera helps. Active safety features are only available on the top Touring trim. The LaneWatch camera is no substitute for a true blind-spot monitoring system. A 2017 redesign arrives this fall.



<b>Overall Score</b>	<b>72</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>73</b>
Crash Prevention	Opt.

**Base Price:** \$23,845-\$33,495  
**Body Styles:** 4-door SUV  
**Trim Lines:** EX, EX-L, LX, SE, Touring  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (185 hp)  
**Transmissions:** CVT

Reliability History	
TROUBLE SPOTS	Honda CR-V
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .179  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 103  
 Weight (lb.) . . . . . 3,530  
 % weight front/rear . . . . .59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 36  
 Towing Capacity (lb.) . . . . .1,500

#### Fuel

Regular  
 CR overall mpg . . . . . 24

## Honda Civic



**THE CIVIC IS** substantial, refined, and capable. Both the 2.0-liter four-cylinder and optional 1.5-liter turbo deliver good fuel economy, while the turbo brings more fun. The CVT 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 doing the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort on a long drive. We found Honda's infotainment system unintuitive—the only way to avoid it is to get the base trim level. Forward collision warning is available. A hatchback goes on sale later this year. First year reliability of the redesign has been well below average.



<b>Overall Score</b>	<b>57-58</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>75-76</b>
Crash Prevention	Opt.

**Base Price:** \$18,640-\$26,500  
**Body Styles:** 4-door hatchback; coupe; sedan  
**Trim Lines:** EX, EX-L, EX-T, LX, Sport, Sport Touring, Touring  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 turbo (174 hp); 1.5-liter 4 turbo(180 hp); 2.0-liter 4 (158 hp)  
**Trans.:** 6-speed manual; CVT

Reliability History	
TROUBLE SPOTS	Honda Civic
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 2,745  
 % weight front/rear . . . . .61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 31-32

## Honda Fit



**THE HONDA FIT** subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi-configurable seating, the Fit delivers versatility similar to 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, while 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. Reliability has been average.



<b>Overall Score</b>	<b>66</b>
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	67
Crash Prevention	NA

**Base Price:** \$15,990-\$21,265  
**Body Styles:** 4-door hatchback  
**Trim Lines:** EX, EX-L, LX  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 (130 hp)  
**Transmissions:** 6-speed manual; CVT

Reliability History			
TROUBLE SPOTS	Honda Fit		
	14	15	16
Engine Major	*	⬆	⬆
Engine Minor	*	⬆	⬆
Engine Cooling	*	⬆	⬆
Transmission Major	*	⬆	⬆
Transmission Minor	*	⬆	⬆
Drive System	*	⬆	⬆
Fuel System	*	⬆	⬆
Electrical	*	⬆	⬆
Climate System	*	⬆	⬆
Suspension	*	⬆	⬆
Brakes	*	⬆	⬆
Exhaust	*	⬆	⬆
Paint/Trim	*	⚠	⬆
Noises/Leaks	*	⬆	⬆
Body Hardware	*	⚠	⬆
Power Equipment	*	⬆	⬆
In-Car Electronics	*	⚠	⬆
<b>USED CAR VERDICTS</b>	*	⚠	⬆
<b>NEW CAR PREDICTION</b>	Average	⚠	

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 160  
 Width (in.) . . . . . 67  
 Height (in.) . . . . . 60  
 Wheelbase (in.) . . . . . 99  
 Weight (lb.) . . . . . 2,625  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 17  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 33

## Honda HR-V



**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 also louder and the ride is stiffer. 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 CVT. 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, and a rear-view camera is standard. We prefer the LX trim over the EX for its simpler audio controls.



<b>Overall Score</b>	<b>69</b>
Predicted Reliability	⬆
Owner Satisfaction	⚠
Road Test Score	66
Crash Prevention	NA

**Base Price:** \$19,215-\$25,990  
**Body Styles:** 4-door SUV  
**Trim Lines:** EX, EX-L, LX  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 (141 hp)  
**Transmissions:** 6-speed manual; CVT

Reliability History			
TROUBLE SPOTS	Honda HR-V		
	14	15	16
Engine Major			⬆
Engine Minor			⬆
Engine Cooling			⬆
Transmission Major			⬆
Transmission Minor			⬆
Drive System			⬆
Fuel System			⬆
Electrical			⬆
Climate System			⚠
Suspension			⬆
Brakes			⬆
Exhaust			⬆
Paint/Trim			⚠
Noises/Leaks			⚠
Body Hardware			⬆
Power Equipment			⬆
In-Car Electronics			⚠
<b>USED CAR VERDICTS</b>			⚠
<b>NEW CAR PREDICTION</b>	Better than average	⬆	

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 169  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 63  
 Wheelbase (in.) . . . . . 103  
 Weight (lb.) . . . . . 3,045  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 32  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 29



## Honda Odyssey



**THIS VERSATILE AND** capable hauler combines clever and generous packaging with responsive handling and a supple ride--surprising for a minivan. Its vigorous 3.5-liter V6 and smooth six-speed automatic returned 21 mpg overall in our tests. The Odyssey can seat eight in relative comfort, with varying configurations for cargo and passenger needs. Easy access, excellent child-seat accommodations, and abundant cabin storage add to the family-friendly quotient. Among our few gripes is the tediously complicated dual touch-screen infotainment system. In addition, fit and finish and some material selection are not what one would expect at this price, and AWD isn't available. Expect a redesigned Odyssey to debut by the end of 2016.



<b>Overall Score</b>	<b>79</b>
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	<b>84</b>
Crash Prevention	Opt.

**Base Price:** \$29,550-\$45,025  
**Body Styles:** minivan  
**Trim Lines:** EX, EX-L, LX, SE, Touring, Touring Elite  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 (248 hp)  
**Transmissions:** 6-speed automatic

Reliability History	
TROUBLE SPOTS	Honda Odyssey
	14 15 16
Engine Major	⬆ ⬆ ⬆
Engine Minor	⬆ ⬆ ⬆
Engine Cooling	⬆ ⬆ ⬆
Transmission Major	⬆ ⬆ ⬆
Transmission Minor	⚠ ⬆ ⬆
Drive System	⬆ ⬆ ⬆
Fuel System	⬆ ⬆ ⬆
Electrical	⬆ ⬆ ⬆
Climate System	⬆ ⬆ ⬆
Suspension	⬆ ⬆ ⬆
Brakes	⚠ ⬆ ⬆
Exhaust	⬆ ⬆ ⬆
Paint/Trim	⬆ ⬆ ⬆
Noises/Leaks	⚠ ⚠ ⬆
Body Hardware	⬆ ⬆ ⬆
Power Equipment	⬆ ⬆ ⬆
In-Car Electronics	⬆ ⬆ ⬆
<b>USED CAR VERDICTS</b>	⚠ ⬆ ⬆
<b>NEW CAR PREDICTION</b>	Average ⚠

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 203  
 Width (in.) . . . . . 79  
 Height (in.) . . . . . 68  
 Wheelbase (in.) . . . . . 118  
 Weight (lb.) . . . . . 4,530  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,340  
 Cargo Volume, cu.ft. . . . . 61.5  
 Towing Capacity (lb.) . . . . . 3,500

#### Fuel

Regular  
 CR overall mpg . . . . . 21

## Honda Pilot



**THE PILOT IS** quick, comfortable, and refined, but not exactly a joy to drive. Its three-row seating configuration and roomy cabin make it 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 comfortable, but handling ungainly. The infotainment system is unintuitive. Touring and Elite trims get a nine-speed that doesn't shift smoothly and is stuck with an unintuitive electronic shifter. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes forward-collision warning with automatic braking.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	<b>80</b>
Crash Prevention	Opt.

**Base Price:** \$30,345-\$46,770  
**Body Styles:** 4-door SUV  
**Trim Lines:** Elite, EX, EX-L, LX, Touring  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 (280 hp)  
**Transmissions:** 6-speed automatic; 9-speed automatic

Reliability History	
TROUBLE SPOTS	Honda Pilot
	14 15 16
Engine Major	⬆ ⬆ ⬆
Engine Minor	⬆ ⬆ ⬆
Engine Cooling	⬆ ⬆ ⬆
Transmission Major	⬆ ⬆ ⬆
Transmission Minor	⬆ ⬆ ⬆
Drive System	⬆ ⬆ ⬆
Fuel System	⬆ ⬆ ⬆
Electrical	⬆ ⬆ ⬆
Climate System	⬆ ⬆ ⬆
Suspension	⬆ ⬆ ⬆
Brakes	⚠ ⬆ ⬆
Exhaust	⬆ ⬆ ⬆
Paint/Trim	⬆ ⬆ ⬆
Noises/Leaks	⬆ ⬆ ⬆
Body Hardware	⬆ ⬆ ⬆
Power Equipment	⬆ ⬆ ⬆
In-Car Electronics	⬆ ⚠ ⚠
<b>USED CAR VERDICTS</b>	⬆ ⬆ ⚠
<b>NEW CAR PREDICTION</b>	Average ⚠

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 195  
 Width (in.) . . . . . 79  
 Height (in.) . . . . . 70  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 4,280  
 % weight front/rear . . . . . 57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,340  
 Cargo Volume, cu.ft. . . . . 48  
 Towing Capacity (lb.) . . . . . 5,000

#### Fuel

Regular  
 CR overall mpg . . . . . 20

## Honda Ridgeline



**AFTER A TWO** model-year hiatus, Honda's smart pickup is built on the same platform as the Honda Pilot and looks more conventional. It retains the unit-body construction, fully independent suspension, and the dual-action tailgate that can swing sideways for easier bed access or fold down in traditional fashion. It also keeps the lockable "trunk" space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. 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 civilized than conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes forward-collision warning with automatic braking.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	1*
Owner Satisfaction	^*
Road Test Score	80
Crash Prevention	Opt.

**Base Price:** \$29,475-\$42,870  
**Body Styles:** crew cab  
**Trim Lines:** Black Edition, RT, RTL, RTL-E, RTL-T, RTS, Sport  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (280 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Honda Ridgeline		
	14	15	16
Engine Major	^		
Engine Minor	^		
Engine Cooling	^		
Transmission Major	^		
Transmission Minor	^		
Drive System	^		
Fuel System	^		
Electrical	^		
Climate System	^		
Suspension	1		
Brakes	^		
Exhaust	^		
Paint/Trim	^		
Noises/Leaks	1		
Body Hardware	1		
Power Equipment	^		
In-Car Electronics	^		
<b>USED CAR VERDICTS</b>	^		
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 210  
 Width (in.) . . . . . 79  
 Height (in.) . . . . . 71  
 Wheelbase (in.) . . . . . 125  
 Weight (lb.) . . . . . 4,415  
 % weight front/rear . . . . . 58/42

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,325  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 5,000

#### Fuel

Regular  
 CR overall mpg . . . . . 20

## Hyundai Accent



**THE ENTRY-LEVEL ACCENT** subcompact is available as a basic yet sensible sedan or hatchback. The sedan with the smooth and responsive automatic attained 31 mpg overall, and we got 32 mpg for the stick-shift Sport hatchback in our tests. That isn't such great fuel economy, considering the new larger, more substantial Elantra gets 33 mpg overall. Though the front cabin is roomy enough, the cramped rear seat is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. The controls are straightforward. Reliability has been above average, but we cannot recommend the Accent because it scored a Poor in the IIHS small-overlap crash test.



<b>Overall Score</b>	<b>61</b>
Predicted Reliability	^
Owner Satisfaction	v
Road Test Score	65
Crash Prevention	NA

**Base Price:** \$14,745-\$17,495  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** SE, Sport  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 (137 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

Reliability History			
TROUBLE SPOTS	Hyundai Accent		
	14	15	16
Engine Major	^	*	*
Engine Minor	^	*	*
Engine Cooling	^	*	*
Transmission Major	^	*	*
Transmission Minor	^	*	*
Drive System	^	*	*
Fuel System	^	*	*
Electrical	1	*	*
Climate System	1	*	*
Suspension	^	*	*
Brakes	^	*	*
Exhaust	^	*	*
Paint/Trim	^	*	*
Noises/Leaks	v	*	*
Body Hardware	^	*	*
Power Equipment	v	*	*
In-Car Electronics	^	*	*
<b>USED CAR VERDICTS</b>	^	*	*
<b>NEW CAR PREDICTION</b>	Better than average ^		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 172  
 Width (in.) . . . . . 67  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 101  
 Weight (lb.) . . . . . 2,550  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 31

## Hyundai Elantra



**THE REDESIGNED 2017** 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 has leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive, but comes at a \$3,000 price premium. While handling is secure there isn't much driving excitement. The ride is mostly unobjectionable, but loses its composure over large bumps. 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 are available. The GT hatchback returns, and a Sport version with a 1.6-liter turbo four-cylinder will be out by the end of the year.



<b>Overall Score</b>	<b>69</b>
<b>Predicted Reliability</b>	▲*
<b>Owner Satisfaction</b>	▲
<b>Road Test Score</b>	<b>66</b>
<b>Crash Prevention</b>	Opt.

**Base Price:** \$17,150-\$22,350  
**Body Styles:** sedan, 4-door hatchback  
**Trim Lines:** Eco, GT, Limited, SE  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (128 hp); 2.0-liter 4 (147 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 180  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 2,865  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 33

### Reliability History

TROUBLE SPOTS	Hyundai Elantra		
	14	15	16

Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	▲

<b>USED CAR VERDICTS</b>	▲	▲	▲
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**NEW CAR PREDICTION** Better than average ▲

## Hyundai Ioniq



**ANGLING TO TAKE** on Toyota's popular Prius, Hyundai is rolling out a compact hatchback hybrid that will be available in three flavors. In addition to the regular hybrid, a plug-in hybrid version will be available, with the ability to go short distances on just electric power, and then act as a hybrid after the charge is used up. The hybrid drivetrain consists of a 1.6-liter four-cylinder gasoline engine and electric drive, with a total output of 139 hp. Unlike most hybrids, which use a continuously variable transmission, the Ioniq will employ a six-speed automated-manual transmission, which operates unobtrusively and makes the car feel familiar and conventional. The third version will be a fully electric vehicle, with a 28 kWh battery and a claimed range of 110 miles.



<b>Overall Score</b>	<b>NA</b>
<b>Predicted Reliability</b>	▲*
<b>Owner Satisfaction</b>	▲*
<b>Road Test Score</b>	NA
<b>Crash Prevention</b>	Opt.

**Base Price:** \$25,000-\$35,000E  
**Body Styles:** 4-door hatchback  
**Trim Lines:** Electric, Hybrid, Plug-in Hybrid  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (120 hp); 1.6-liter 4 hybrid (139 hp)  
**Transmissions:** 6-speed sequential; 1-speed direct

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 176  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . NA  
 % weight front/rear . . . . . NA

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 27  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular or electric  
 CR overall mpg . . . . . NA

### Reliability History

TROUBLE SPOTS	Hyundai Ioniq		
	14	15	16

Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

<b>USED CAR VERDICTS</b>			
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**NEW CAR PREDICTION** Average ▲

## Hyundai Santa Fe



**THE FRESHENED 2017** Santa Fe is available with advanced safety features such as a multiview 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 is mated to a smooth, responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly 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.



<b>Overall Score</b>	<b>78</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>81</b>
Crash Prevention	Opt.

**Base Price:** \$30,800-\$41,150  
**Body Styles:** 4-door SUV  
**Trim Lines:** Limited, Ltd Ultimate, SE, Ultimate  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.3-liter V6 (290 hp)  
**Transmissions:** 6-speed automatic

TROUBLE SPOTS	Hyundai Santa Fe		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 193  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 67  
 Wheelbase (in.) . . . . . 110  
 Weight (lb.) . . . . . 4,210  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,295  
 Cargo Volume, cu.ft. . . . . 40.5  
 Towing Capacity (lb.) . . . . . 5,000

#### Fuel

Regular  
 CR overall mpg . . . . . 20

## Hyundai Santa Fe Sport



**HYUNDAI'S FIVE-PASSENGER MIDSIZED** SUV received a number of updates with its 2017 freshening, including a standard rearview camera, 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 mated to a smooth six-speed automatic. We got a very good 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. Reliability has been above average. The latest version of the Blue Link infotainment system has a feature that allows remote starting via mobile phones.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>73</b>
Crash Prevention	Opt.

**Base Price:** \$25,350-\$38,250  
**Body Styles:** 4-door SUV  
**Trim Lines:** 2.0T, 2.0T Ultimate, Base  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (264 hp); 2.4-liter 4 (190 hp)  
**Transmissions:** 6-speed automatic

TROUBLE SPOTS	Hyundai Santa Fe Sport		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 185  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,760  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 930  
 Cargo Volume, cu.ft. . . . . 35.5  
 Towing Capacity (lb.) . . . . . 2,000

#### Fuel

Regular  
 CR overall mpg . . . . . 23

## Hyundai Sonata



**THIS COMPETITIVE, BUT** ho-hum, sedan has a quiet cabin, a comfortable ride, and excellent rear-seat room and access. Handling is sound and responsive enough. But the SE we tested had lackluster tire grip, hurting braking and emergency handling. The 2.4-liter four-cylinder returned a good 28 mpg overall; a stronger 2.0-liter turbo four-cylinder is optional. The Eco uses a 1.6-liter turbo four-cylinder paired with a seven-speed automated manual. We found the controls easy to use and the rear seat very roomy. Safety features include forward-collision mitigation, lane-departure warning, and blind-spot detection. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests.



Overall Score	73-74
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	78-80
Crash Prevention	Opt.

**Base Price:** \$21,600-\$34,350  
**Body Styles:** sedan  
**Trim Lines:** Eco, Limited, SE, Sport, Sport 2.0T  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 turbo (178 hp); 2.4-liter 4 (185 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 + electric (202 hp); 2.0-liter 4 turbo (245 hp)  
**Trans.:** 6-spd auto.; 7-spd seq.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 191  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 110  
 Weight (lb.) . . . . . 3,315  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 28-39

Reliability History	
TROUBLE SPOTS	Hyundai Sonata
	14 15 16
Engine Major	⬆ ⬆ ⬆
Engine Minor	⬆ ⬆ ⬆
Engine Cooling	⬆ ⬆ ⬆
Transmission Major	⬆ ⬆ ⬆
Transmission Minor	⬆ ⬆ ⬆
Drive System	⬆ ⬆ ⬆
Fuel System	⬆ ⬆ ⬆
Electrical	⬆ ⬆ ⬆
Climate System	⬆ ⬆ ⬆
Suspension	⬆ ⬆ ⬆
Brakes	⬆ ⬆ ⬆
Exhaust	⬆ ⬆ ⬆
Paint/Trim	⬆ ⬆ ⬆
Noises/Leaks	⬆ ⬆ ⬆
Body Hardware	⬆ ⬆ ⬆
Power Equipment	⬆ ⬆ ⬆
In-Car Electronics	⬆ ⬆ ⬆
<b>USED CAR VERDICTS</b>	⬆ ⬆ ⬆
<b>NEW CAR PREDICTION</b>	Average ⬆

## Hyundai Tucson



**THE TUCSON IS** a huge improvement over its predecessor. The base SE version 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 speed, such as in parking maneuvers. Ride comfort, handling agility and noise suppression are commendable. The rear seat is roomy and controls are easy to use. Advanced safety features such as forward-collision avoidance with automatic braking, lane-departure warning, and blind-spot monitoring are optional.



Overall Score	73-75
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	76-79
Crash Prevention	Opt.

**Base Price:** \$22,700-\$31,175  
**Body Styles:** 4-door SUV  
**Trim Lines:** Eco, Limited, SE, Sport  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (164 hp)  
**Transmissions:** 6-speed automatic; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 176  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 105  
 Weight (lb.) . . . . . 3,475  
 % weight front/rear . . . . . 58/42

#### Cargo Measurement

Max. Load (lb.) . . . . . 970  
 Cargo Volume, cu.ft. . . . . 29.5  
 Towing Capacity (lb.) . . . . . 2,000

#### Fuel

Regular  
 CR overall mpg . . . . . 24-26

Reliability History	
TROUBLE SPOTS	Hyundai Tucson
	14 15 16
Engine Major	⬆ ⬆ ⬆
Engine Minor	⬆ ⬆ ⬆
Engine Cooling	⬆ ⬆ ⬆
Transmission Major	⬆ ⬆ ⬆
Transmission Minor	⬆ ⬆ ⬆
Drive System	⬆ ⬆ ⬆
Fuel System	⬆ ⬆ ⬆
Electrical	⬆ ⬆ ⬆
Climate System	⬆ ⬆ ⬆
Suspension	⬆ ⬆ ⬆
Brakes	⬆ ⬆ ⬆
Exhaust	⬆ ⬆ ⬆
Paint/Trim	⬆ ⬆ ⬆
Noises/Leaks	⬆ ⬆ ⬆
Body Hardware	⬆ ⬆ ⬆
Power Equipment	⬆ ⬆ ⬆
In-Car Electronics	⬆ ⬆ ⬆
<b>USED CAR VERDICTS</b>	⬆ ⬆ ⬆
<b>NEW CAR PREDICTION</b>	Average ⬆

## Hyundai Veloster



**THE SPORTY VELOSTER** hatchback has three doors, with the right-side rear door providing access to the tight rear seat. Based on the small Accent, the Veloster's 138-hp, 1.6-liter four-cylinder delivers adequate power, and the precise six-speed manual has low-effort throws. A dual-clutch, six-speed automated manual is optional. We got 31 mpg overall from a version with the manual transmission. Moving up to the Turbo trim gets you a strong 201-hp turbocharged four-cylinder and an available seven-speed automated-manual transmission. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Rear visibility through the split back window is decent at best.



<b>Overall Score</b>	<b>63</b>
<b>Predicted Reliability</b>	1*
<b>Owner Satisfaction</b>	1*
<b>Road Test Score</b>	<b>67</b>
<b>Crash Prevention</b>	NA

**Base Price:** \$18,000-\$23,950  
**Body Styles:** 3-door hatchback  
**Trim Lines:** Base, Turbo, Turbo R-Spec  
**Drive Wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.6-liter 4 (132 hp); 1.6-liter 4 (138 hp); 1.6-liter 4 turbo (201 hp)  
**Transmissions:** 6-speed manual; 6-speed sequential; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 166  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 55  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 2,765  
 % weight front/rear . . . . . 60/40

#### CR Measurement

Max. Load (lb.) . . . . . 700  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 31

Reliability History			
TROUBLE SPOTS	Hyundai Veloster		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Average 1		

## Infiniti Q50



**AFTER A RECENT** freshening, the Q50 is now a competitive luxury-sports-sedan, and available in rear- or all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 at the price that most competitors charge for a turbocharged four-cylinder. While the Q50 is quick, fuel economy falls short when compared with its peers. Handling is quite nimble and the ride is compliant. The cabin is relatively roomy, and the rear seat is hospitable. Infiniti's touch-screen infotainment system is still cumbersome to use, despite improvements. Reliability has been below average, and the 2014 and 2015 models received a low owner-satisfaction score in our survey. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.



<b>Overall Score</b>	<b>71</b>
<b>Predicted Reliability</b>	2
<b>Owner Satisfaction</b>	2
<b>Road Test Score</b>	<b>85</b>
<b>Crash Prevention</b>	Opt.

**Base Price:** \$33,950-\$49,950  
**Body Styles:** sedan  
**Trim Lines:** 2.0t, 2.0t Premium, 2.0t Sport, 3.0t Premium, 3.0t Sport, Hybrid Premium, Red Sport 400  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300, 400 hp); 3.5-liter V6 hybrid (360 hp)  
**Transmissions:** 7-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 188  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 3,835  
 % weight front/rear . . . . . 56/44

#### CR Measurement

Max. Load (lb.) . . . . . 900  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 22

Reliability History			
TROUBLE SPOTS	Infiniti Q50		
	14	15	16
Engine Major	3	3	*
Engine Minor	3	3	*
Engine Cooling	3	3	*
Transmission Major	3	3	*
Transmission Minor	3	2	*
Drive System	2	2	*
Fuel System	3	3	*
Electrical	3	3	*
Climate System	3	3	*
Suspension	2	3	*
Brakes	2	2	*
Exhaust	3	3	*
Paint/Trim	2	3	*
Noises/Leaks	3	2	*
Body Hardware	3	3	*
Power Equipment	2	2	*
In-Car Electronics	2	2	*
<b>USED CAR VERDICTS</b>	2	2	*
<b>NEW CAR PREDICTION</b>	Worse than average 2		

## Infiniti Q70



**THE Q70 SEDAN** is very quick, with a lively 330-hp V6 and a smooth seven-speed automatic that returned 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. Handling is quite agile, with communicative steering. The ride is firm and absorbs bumps well, but trails the competition in terms of plushness. The Q70 is also behind the competition in terms of cabin quietness, as there is some engine noise at 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. Although it's beginning to show its age, the Q70 is still competitive and typically commands lower prices than the competition.



Overall Score	<b>83-88</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>83-90</b>
Crash Prevention	Opt.

**Base Price:** \$49,850-\$67,050  
**Body Styles:** sedan  
**Trim Lines:** 3.7, 5.6, Hybrid, L  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 hybrid (360 hp); 3.7-liter V6 (330 hp); 5.6-liter V8 (416 hp); 5.6-liter V8 (420 hp)  
**Transmissions:** 7-speed automatic

Reliability History	
TROUBLE SPOTS	Infiniti Q70
	14 15 16
Engine Major	* ⬆️ *
Engine Minor	* ⬆️ *
Engine Cooling	* ⬆️ *
Transmission Major	* ⬆️ *
Transmission Minor	* ⬆️ *
Drive System	* ⬆️ *
Fuel System	* ⬆️ *
Electrical	* ⬆️ *
Climate System	* ⬆️ *
Suspension	* ⬆️ *
Brakes	* ⬆️ *
Exhaust	* ⬆️ *
Paint/Trim	* ⬆️ *
Noises/Leaks	* ⬆️ *
Body Hardware	* ⬆️ *
Power Equipment	* ⬆️ *
In-Car Electronics	* ⬆️ *
<b>USED CAR VERDICTS</b>	* ⬆️ *
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .195  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . .114  
 Weight (lb.) . . . . .3,895  
 % weight front/rear . . . . . 54/46

#### Cargo Measurement

Max. Load (lb.) . . . . . 860  
 Cargo Volume, cu.ft. . . . .15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 21-25

## Infiniti QX30



**INFINITI'S SHORTCUT INTO** the entry-level luxury SUV category, the QX30 is based on the Mercedes-Benz GLA. It uses the same 2.0-liter turbo four-cylinder and seven-speed dual clutch automatic as the GLA. Front-wheel drive is standard, while the versions with the optional all-wheel-drive system have a slightly higher ride height and a more-compliant suspension. The cabin incorporates some obviously Mercedes-sourced parts, as well as Infiniti features such as the InTouch infotainment system. The rear seat is cramped, and, oddly, a power liftgate is not offered. Available safety features include adaptive cruise control, forward-collision warning with emergency braking, and blind spot warning.



Overall Score	<b>NA</b>
Predicted Reliability	1*
Owner Satisfaction	1*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$29,950-\$38,500  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Luxury, Premium, Sport  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (208 hp)  
**Transmissions:** 7-speed sequential

Reliability History	
TROUBLE SPOTS	Infiniti QX30
	14 15 16
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .174  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 60  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,340  
 % weight front/rear . . . . .61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 880  
 Cargo Volume, cu.ft. . . . .18  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . 25

## Infiniti QX50



**INFINITI'S QX50 DATES** back to 2008. For 2016 it gets a freshening and a 3-inch-longer wheelbase, which grants more than 4 additional inches to rear-seat leg and knee room. But underneath, it's still essentially a raised-wagon version of the old G37 sedan, a car we liked very much at the time for its quickness, agility, and composed ride. Carrying over is the smooth seven-speed automatic and 325-hp, 3.7-liter V6, which remains punchy but tends to be noisy by current standards. Up-to-date safety features include blind-spot warning, lane-departure warning, lane-keeping assist, and full speed-range adaptive cruise control with forward-collision warning.



Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⚠️
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$35,850  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (325 hp)  
**Transmissions:** 7-speed automatic

Reliability History			
TROUBLE SPOTS	Infiniti QX50		
	14	15	16
Engine Major	*	*	⬆️
Engine Minor	*	*	⬆️
Engine Cooling	*	*	⬆️
Transmission Major	*	*	⬆️
Transmission Minor	*	*	⬆️
Drive System	*	*	⬆️
Fuel System	*	*	⬆️
Electrical	*	*	⬆️
Climate System	*	*	⬆️
Suspension	*	*	⬆️
Brakes	*	*	⬆️
Exhaust	*	*	⬆️
Paint/Trim	*	*	⬇️
Noises/Leaks	*	*	⬆️
Body Hardware	*	*	⬆️
Power Equipment	*	*	⬆️
In-Car Electronics	*	*	⬆️
<b>USED CAR VERDICTS</b>	*	*	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .187  
 Width (in.) . . . . .71  
 Height (in.) . . . . .73  
 Wheelbase (in.) . . . . .113  
 Weight (lb.) . . . . .4,015  
 % weight front/rear . . . . .54/46

#### Cargo Measurement

Max. Load (lb.) . . . . .860  
 Cargo Volume, cu.ft. . . . .NA  
 Towing Capacity (lb.) . . . . .NR

**Fuel**  
 Premium  
 EPA combined mpg. . . . .20

## Infiniti QX60



**THE MIDSIZED QX60** is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. Based on the Nissan Pathfinder, it has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Our tested 265-hp, 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned 19 mpg overall on premium fuel. Towing capacity is low at 3,500 pounds. 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 leg support and seat comfort. Reliability has been below average. The 2017 model has been freshened and added 30 more horsepower to its V6. Of note is the QX60's low owner-satisfaction score.



Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	79
Crash Prevention	Opt.

**Base Price:** \$42,600-\$53,450  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Hybrid  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.5-liter 4 hybrid (250 hp); 3.5-liter V6 (295 hp)  
**Transmissions:** CVT

Reliability History			
TROUBLE SPOTS	Infiniti QX60		
	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬇️	⬆️	*
Transmission Minor	⬇️	⬆️	*
Drive System	⬇️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⚠️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬇️	⬇️	*
Noises/Leaks	⬇️	⬇️	*
Body Hardware	⬇️	⬆️	*
Power Equipment	⚠️	⬆️	*
In-Car Electronics	⬇️	⬆️	*
<b>USED CAR VERDICTS</b>	⬇️	⚠️	*
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .196  
 Width (in.) . . . . .77  
 Height (in.) . . . . .68  
 Wheelbase (in.) . . . . .114  
 Weight (lb.) . . . . .4,530  
 % weight front/rear . . . . .55/45

#### Cargo Measurement

Max. Load (lb.) . . . . .1,150  
 Cargo Volume, cu.ft. . . . .39  
 Towing Capacity (lb.) . . . . .5,000

**Fuel**  
 Premium  
 CR overall mpg . . . . .19



## Infiniti QX70



**AGING BUT STILL** worthy, the QX70 stands out with an eager powertrain, bold styling, and responsive handling. We tested it when it was still called the FX and had the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well-suppressed, although the QX70 isn't exactly nimble, and it rides rather stiffly. The roomy cabin is well-finished and mostly quiet, except for the loud engine. But the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes autonomous braking and forward-collision warning. The useful surround-view camera system gives a bird's-eye view while parking.



<b>Overall Score</b>	<b>60</b>
Predicted Reliability	👍*
Owner Satisfaction	👎
Road Test Score	<b>72</b>
Crash Prevention	NA

**Base Price:** \$45,850-\$50,000E  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Limited  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (325 hp)  
**Transmissions:** 7-speed automatic

Reliability History			
TROUBLE SPOTS	Infiniti QX70		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Worse than average 📉		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 191  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 114  
 Weight (lb.) . . . . . 4,225  
 % weight front/rear . . . . . 51/49

#### Cargo Measurement

Max. Load (lb.) . . . . . 950  
 Cargo Volume, cu.ft. . . . . 25.5  
 Towing Capacity (lb.) . . . . . 2,000

**Fuel**  
 Premium  
 CR overall mpg . . . . . 18

## Infiniti QX80



**A VERY LARGE** SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the steady, supple ride but found this big barge ungainly. Not only is handling cumbersome in everyday driving, but the QX80 doesn't shine at its limits either. 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 lane-departure and blind-spot warning systems, and Infiniti's optional Backup Collision Intervention system. The new Nissan Armada is essentially the same vehicle, but costs less.



<b>Overall Score</b>	<b>57</b>
Predicted Reliability	👍*
Owner Satisfaction	👎
Road Test Score	<b>68</b>
Crash Prevention	Opt.

**Base Price:** \$63,250-\$88,850  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Limited  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.6-liter V8 (400 hp)  
**Transmissions:** 7-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 208  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 76  
 Wheelbase (in.) . . . . . 121  
 Weight (lb.) . . . . . 5,990  
 % weight front/rear . . . . . 51/49

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,590  
 Cargo Volume, cu.ft. . . . . 49.5  
 Towing Capacity (lb.) . . . . . 8,500

**Fuel**  
 Premium  
 CR overall mpg . . . . . 15

Reliability History			
TROUBLE SPOTS	Infiniti QX80		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Worse than average 📉		

## Jaguar F-Pace



**JAGUAR'S FIRST SUV** is based on a rear-wheel-drive platform shared with the XF and new XE. 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, and a 2.0-liter turbo diesel is the base motor. All versions come with an eight-speed automatic and all-wheel drive. The F-Pace is taut and nimble, contributing to the lively driving experience. Unfortunately, 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 and trails the competition. Active safety features are available if you opt for the vision package. The infotainment system uses a slow, fussy touch screen.



<b>Overall Score</b>	<b>60</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	<b>72</b>
Crash Prevention	Opt.

**Base Price:** \$40,990-\$69,700  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, First Edition, Premium, Prestige, R Sport, S  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbodiesel (180 hp); 3.0-liter V6 supercharged (340, 380 hp)  
**Transmissions:** 8-speed automatic

### Reliability History

TROUBLE SPOTS	Jaguar F-Pace		
	14	15	16

Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

### Facts & Figures

#### Exterior Dimensions

Length (in.)	186
Width (in.)	87
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,350
% weight front/rear	.52/48

#### Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	28.5
Towing Capacity (lb.)	5,290

#### Fuel

Premium or diesel	
CR overall mpg	20

<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## Jaguar F-Type



**JAGUAR'S TWO-SEAT F-TYPE** coupe and convertible have had a few updates added for 2016. Rear-drive V6 models get a six-speed manual that has stiff shift action. A smooth eight-speed automatic is standard, and the only gearbox available with the V8. All-wheel drive is new. Electric power steering replaces the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The F-Type is sporty and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the departed XK. 2016 brings a longer five-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance.



<b>Overall Score</b>	<b>NA</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	NA
Crash Prevention	NA

**Base Price:** \$61,400-\$128,800  
**Body Styles:** convertible; coupe  
**Trim Lines:** R, SVR, V6, V6 S  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front  
**Engines:** 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (550 hp); 5.0-liter V8 supercharged (575 hp)  
**Transmissions:** 8-speed automatic; 6-speed manual

### Reliability History

TROUBLE SPOTS	Jaguar F-Type		
	14	15	16

Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

### Facts & Figures

#### Exterior Dimensions

Length (in.)	176
Width (in.)	74
Height (in.)	52
Wheelbase (in.)	103
Weight (lb.)	3,520
% weight front/rear	NA

#### Cargo Measurement

Max. Load (lb.)	420
Cargo Volume, cu.ft.	7
Towing Capacity (lb.)	NR

#### Fuel

Premium	
EPA combined mpg	23

<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️		

## Jaguar XE



**THE NEW XE** is an athletic compact luxury sports sedan. Base models get a 180-hp, four-cylinder diesel. A more potent 340-hp, 3.0-liter supercharged V6 mated to an eight-speed automatic is the uplevel offering, with a new 2.0-liter turbo four-cylinder arriving in 2017. Rear- and all-wheel-drive versions are available. Our brief experience indicates that the XE is agile and fun to drive, with a comfortable ride. But the interior ambiance is not as opulent as one might expect from a Jaguar. The rear seat is extremely tight and the infotainment system is not up to snuff. A host of advanced active safety and driver assistance features are available.



<b>Overall Score</b>	NA
<b>Predicted Reliability</b>	👇*
<b>Owner Satisfaction</b>	👆*
<b>Road Test Score</b>	NA
<b>Crash Prevention</b>	Opt.

**Base Price:** \$34,900-\$51,700  
**Body Styles:** sedan  
**Trim Lines:** Base, Premium, Prestige, R-Sport  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter V6 supercharged (340 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 184  
 Width (in.) . . . . . 77  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 3,350  
 % weight front/rear . . . . . NA

#### Cargo Measurement

Max. Load (lb.) . . . . . NA  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NA

#### Fuel

Premium or diesel  
 EPA combined mpg. . . . . 23

Reliability History		
TROUBLE SPOTS	Jaguar XE	
	14	15 16

Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Worse than average	👇	

## Jaguar XF



**THE REDESIGNED XF** is one of the sportiest offerings among mid-sized luxury sedans. It's taut and agile, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy, and a more-powerful 380-hp version is also available. Interior ambiance is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The uplevel InControl Touch Pro system features a 10.2- or 12.3-inch touch screen. The navigation system uses memory of past drives and real-time traffic info to offer alternate routes. All models get a generous 5-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance, in an effort to alleviate concerns about reliability.



<b>Overall Score</b>	66
<b>Predicted Reliability</b>	👇*
<b>Owner Satisfaction</b>	👆*
<b>Road Test Score</b>	83
<b>Crash Prevention</b>	Opt.

**Base Price:** \$47,450-\$65,700  
**Body Styles:** sedan  
**Trim Lines:** Base, Premium, Prestige, R-Sport, S  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbodiesel (180 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 195  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 117  
 Weight (lb.) . . . . . 4,175  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 960  
 Cargo Volume, cu.ft. . . . . 19  
 Towing Capacity (lb.) . . . . . 4,080

#### Fuel

Premium or diesel  
 CR overall mpg . . . . . 21

Reliability History			
TROUBLE SPOTS	Jaguar XF		
	14	15	16

Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>	*	*	*
<b>NEW CAR PREDICTION</b>	Worse than average	👇	

## Jaguar XJ



**THE CAPABLE, LUXURIOUS** XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 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 some 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 head room and access, and the trunk is small. Changes for 2016 include a new infotainment system and updated styling, plus a more generous five-year/60,000-mile warranty.



<b>Overall Score</b>	<b>66</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	<b>82</b>
Crash Prevention	NA

**Base Price:** \$74,400-\$121,000  
**Body Styles:** sedan  
**Trim Lines:** Base, Portfolio, Supercharged, XJL Portfolio, XJL Supercharged, XJR  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp, 550 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 207  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 124  
 Weight (lb.) . . . . . 4,200  
 % weight front/rear . . . . . 51/49

#### Cargo Measurement

Max. Load (lb.) . . . . . 880  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 19

Reliability History			
TROUBLE SPOTS	Jaguar XJ		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️		

## Jeep Cherokee



**THE CHEROKEE IS** too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder 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. Updates for 2016 include stop-start on the V6, Siri Eyes Free, and the ability to customize the touch screen. Reliability has been below average.



<b>Overall Score</b>	<b>47-55</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>58-71</b>
Crash Prevention	Opt.

**Base Price:** \$23,595-\$38,595  
**Body Styles:** 4-door SUV  
**Trim Lines:** Latitude, Limited, Overland, Sport, Trailhawk  
**Drive Wheels:** Front or AWD or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.4-liter 4 (184 hp); 3.2-liter V6 (271 hp)  
**Transmissions:** 9-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 182  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 4,120  
 % weight front/rear . . . . . 57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,000  
 Cargo Volume, cu.ft. . . . . 31  
 Towing Capacity (lb.) . . . . . 4,500

#### Fuel

Regular  
 CR overall mpg . . . . . 21-22

Reliability History			
TROUBLE SPOTS	Jeep Cherokee		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬇️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬇️	⬇️	⬆️
Transmission Minor	⬇️	⬇️	⬆️
Drive System	⬇️	⬇️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬇️	⬆️	⬆️
Suspension	⬇️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬇️	⬇️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬇️	⬇️	⬆️
In-Car Electronics	⬇️	⬇️	⬆️
<b>USED CAR VERDICTS</b>	⬇️	⬇️	⬆️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️		

## Jeep Compass



**OUTDATED AND UNCOMPETITIVE**, the Compass's only attractive attribute is its low price. While its ride is fairly composed, handling is unimpressive, although it is ultimately secure at its relatively low limits. The sluggish 2.4-liter four-cylinder returned a paltry 22 mpg overall. The upright front seats are narrow and are not particularly comfortable, and the cabin is cramped. Controls are straightforward, but the very basic interior is austere. The high rear window makes the cabin feel claustrophobic, and the styling restricts visibility to the rear. A Poor owner-satisfaction score is another indication of how uncompetitive it is. There are far better small SUVs available.



<b>Overall Score</b>	<b>47</b>
<b>Predicted Reliability</b>	1*
<b>Owner Satisfaction</b>	⬇️
<b>Road Test Score</b>	<b>52</b>
<b>Crash Prevention</b>	NA

**Base Price:** \$19,795-\$27,400  
**Body Styles:** 4-door SUV  
**Trim Lines:** Altitude, High Altitude, Latitude, Limited, Sport  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (158 hp); 2.4-liter 4 (172 hp)  
**Transmissions:** 6-speed automatic; 5-speed manual; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .173  
 Width (in.) . . . . . 69  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 3,590  
 % weight front/rear . . . . .55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 925  
 Cargo Volume, cu.ft. . . . .26.5  
 Towing Capacity (lb.) . . . . .1,000

#### Fuel

Regular  
 CR overall mpg . . . . . 22

### Reliability History

TROUBLE SPOTS	Jeep Compass		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average	1	

## Jeep Grand Cherokee



**WE LIKE DRIVING** the Grand Cherokee, with its solid, upscale interior; comfortable seats; and supple, controlled ride. 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, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. 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. Updates for 2016 include engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever. Reliability has been well below average.



<b>Overall Score</b>	<b>58-61</b>
<b>Predicted Reliability</b>	⬇️
<b>Owner Satisfaction</b>	⬆️
<b>Road Test Score</b>	<b>80-84</b>
<b>Crash Prevention</b>	Opt.

**Base Price:** \$30,295-\$68,390  
**Body Styles:** 4-door SUV  
**Trim Lines:** Laredo, Limited, Overland, SRT, Summit, Trailhawk  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (475 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 190  
 Width (in.) . . . . . 77  
 Height (in.) . . . . . 68  
 Wheelbase (in.) . . . . . 115  
 Weight (lb.) . . . . . 4,900  
 % weight front/rear . . . . .52/48

#### Cargo Measurement

Max. Load (lb.) . . . . .1,050  
 Cargo Volume, cu.ft. . . . .36.5  
 Towing Capacity (lb.) . . . . . 6,200

#### Fuel

Regular or premium or diesel  
 CR overall mpg . . . . . 18-24

### Reliability History

TROUBLE SPOTS	Jeep Grand Cherokee		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much worse than average	⬆️	⬆️

## Jeep Patriot



**ALTHOUGH THE SMALL** Patriot SUV has a compliant ride and mostly simple controls, little else stands out other than its temptingly low price. Like the similar Jeep Compass, the Patriot is seriously outdated and outclassed by the majority of the small-SUV class. Handling borders on clumsy, although the Patriot ultimately proves secure at its limits. In our tests the sluggish 2.4-liter four-cylinder returned just 21 mpg overall, placing it at the bottom of our tested small-SUV category. Once inside, passengers will notice the narrow cabin, wide center console, low-rent interior, and small windows, which give the car a closed-in feeling. On top of all that, the cargo area is small.



<b>Overall Score</b>	<b>53</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>56</b>
Crash Prevention	NA

**Base Price:** \$17,895-\$26,740  
**Body Styles:** 4-door SUV  
**Trim Lines:** Altitude, High Altitude, Latitude, Limited, Sport  
**Drive Wheels:** Front or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (158 hp); 2.4-liter 4 (172 hp)  
**Transmissions:** 6-speed automatic; 5-speed manual; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) .....174  
 Width (in.) ..... 69  
 Height (in.) ..... 67  
 Wheelbase (in.) ..... 104  
 Weight (lb.) ..... 3,350  
 % weight front/rear .....58/42

#### Cargo Measurement

Max. Load (lb.) ..... 925  
 Cargo Volume, cu.ft. ....29.5  
 Towing Capacity (lb.) .....1,000

#### Fuel

Regular  
 CR overall mpg .....21

TROUBLE SPOTS	Jeep Patriot		
	14	15	16
Engine Major	⬆️	*	*
Engine Minor	⬆️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬇️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬇️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬆️	*	*
<b>USED CAR VERDICTS</b>	⬆️		
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

## Jeep Renegade



**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 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. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sun-roofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, rear cross-path detection, and a backup camera. Chrysler's Uconnect infotainment system is available.



<b>Overall Score</b>	<b>42</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>56</b>
Crash Prevention	Opt.

**Base Price:** \$17,995-\$28,140  
**Body Styles:** 4-door SUV  
**Trim Lines:** Latitude, Limited, Sport, Trailhawk  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)  
**Transmissions:** 9-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) .....167  
 Width (in.) ..... 71  
 Height (in.) ..... 66  
 Wheelbase (in.) .....101  
 Weight (lb.) ..... 3,360  
 % weight front/rear ..... 60/40

#### Cargo Measurement

Max. Load (lb.) ..... 985  
 Cargo Volume, cu.ft. ....30.5  
 Towing Capacity (lb.) ..... 2,000

#### Fuel

Regular  
 CR overall mpg ..... 24

TROUBLE SPOTS	Jeep Renegade		
	14	15	16
Engine Major	⬆️	*	*
Engine Minor	⬆️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬇️	*	*
Drive System	⬇️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬆️	*	*
Brakes	⬇️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬇️	*	*
<b>USED CAR VERDICTS</b>	⬇️		
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

## Jeep Wrangler



**AS AN EVERYDAY** vehicle, the Wrangler trails most SUVs, but few are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride rocks and jiggles constantly, and handling is clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon version performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are poor, and the four-door scored marginal; but offset frontal and small-overlap results for the four-door are good. Reliability has been below average.



Overall Score	26
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	20
Crash Prevention	NA

**Base Price:** \$23,995-\$42,245  
**Body Styles:** 2-door SUV; 4-door SUV  
**Trim Lines:** Rubicon, Rubicon Hard Rock, Sahara, Sport, Sport S, Unlimited Rubicon, Unlimited Sahara, Unlimited Sport, Willys Wheeler, Willys Wheeler W  
**Drive Wheels:** 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (285 hp)  
**Transmissions:** 5-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .173  
 Width (in.) . . . . . 74  
 Height (in.) . . . . .71  
 Wheelbase (in.) . . . . .116  
 Weight (lb.) . . . . .4,570  
 % weight front/rear . . . . . 50/50

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . .34.5  
 Towing Capacity (lb.) . . . . 3,500

#### Fuel

Regular  
 CR overall mpg . . . . .17

Reliability History	
TROUBLE SPOTS	Jeep Wrangler
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬇️ ⬇️ ⬇️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬇️ ⬇️ ⬆️
<b>USED CAR VERDICTS</b>	⬇️ ⬇️ ⬆️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## Kia Cadenza



**STYLING CHANGES ARE** subtle, but the redesigned 2017 Cadenza features an all-new body structure. Given that it shares the bones of the new Optima, Kia's promise of more responsive handling is plausible. The new car is slightly wider and lower, with a longer wheelbase, adding up to about a half-inch more rear-seat leg room. The 290-hp, 3.3-liter V6 is similar to the engine in the Sorento SUV, which we found slick. We got 22 mpg with the previous car. Inside, Kia has upped the comfort level, with increased soft-touch bits, real stitching on the dashboard, and available Nappa leather seats. The driver's seat can even rotate for easier cabin access. Automatic emergency braking, adaptive cruise control, and lane-departure warning will be available, an omission on the outgoing model.



Overall Score	NA
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$33,000-\$44,000E  
**Body Styles:** sedan  
**Trim Lines:** Base, Limited, Premium  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 3.3-liter V6 (290 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 196  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . .112  
 Weight (lb.) . . . . .3,765  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . .16  
 Towing Capacity (lb.) . . . . NR

#### Fuel

Regular  
 EPA combined mpg . . . . . 23

Reliability History	
TROUBLE SPOTS	Kia Cadenza
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬇️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬇️ *
Noises/Leaks	⬆️ ⬇️ *
Body Hardware	⬆️ ⬇️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬇️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬇️
<b>NEW CAR PREDICTION</b>	Average ⬇️

## Kia Forte



**KIA'S FORTE PROVIDES** generous interior room and a wide assortment of amenities. Our tested base LX sedan got 28 mpg overall with the 1.8-liter four-cylinder and six-speed automatic, but that engine has been replaced by a 2.0-liter unit for 2017, which is similar to the engine in the Hyundai Elantra. Though the ride is absorbent, it tends to feel floaty over undulations. Handling is very secure but not particularly agile. The SX hatchback continues to use 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 features include front and rear heated and ventilated seats, and a rearview camera. The base LX comes standard with keyless entry and heated mirrors.

## Kia K900



**KIA'S FLAGSHIP IS** the brand's first rear-drive model and cousin of the new Genesis G90. 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 wafting 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 blind-spot and lane-detection systems, rear cross-traffic alert, a wraparound camera, and front-collision warning.



Overall Score	72
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	78
Crash Prevention	Opt.

**Base Price:** \$16,490-\$21,890  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** EX, LX, S, SX  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 (164 hp); 2.0-liter 4 (173 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual; 7-speed sequential

Reliability History	
TROUBLE SPOTS	Kia Forte
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬆️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 180  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 2,815  
 % weight front/rear . . . . . 62/38

#### Carco Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 28



Overall Score	NA
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$49,000-\$61,900  
**Body Styles:** sedan  
**Trim Lines:** Luxury, Premium  
**Drive Wheels:** Rear  
**Seating:** 2 front, 3 rear  
**Engines:** 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)  
**Transmissions:** 8-speed automatic

Reliability History	
TROUBLE SPOTS	Kia K900
Engine Major	* * *
Engine Minor	* * *
Engine Cooling	* * *
Transmission Major	* * *
Transmission Minor	* * *
Drive System	* * *
Fuel System	* * *
Electrical	* * *
Climate System	* * *
Suspension	* * *
Brakes	* * *
Exhaust	* * *
Paint/Trim	* * *
Noises/Leaks	* * *
Body Hardware	* * *
Power Equipment	* * *
In-Car Electronics	* * *
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 201  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . . 120  
 Weight (lb.) . . . . . 4,555  
 % weight front/rear . . . . . NA

#### Carco Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 EPA combined mpg . . . . . 18



## Kia Niro



**THE NEW KIA** Niro is a small, five-passenger front-wheel-drive hybrid wagon/hatchback. It rides on an all-new platform and uses a 1.6-liter four-cylinder engine that, when combined with the electric drive unit, puts out a combined 146 horsepower. This combination is mated to a six-speed dual-clutch transmission, and the 1.56-kWh lithium ion battery is located under the rear seat. This allows for a flat cargo floor when the rear seats are folded. Kia claims the Niro will get 50 mpg combined in the EPA test cycle. A suite of advanced safety features will be available, including autonomous emergency braking, smart cruise control, and blind spot detection with rear cross traffic alert. An available infotainment system works with Apple Carplay and Android Auto.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	^*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$22,000-\$30,000E  
**Body Styles:** wagon  
**Trim Lines:** —  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 hybrid (146 hp)  
**Transmissions:** 6-speed sequential

Reliability History	
TROUBLE SPOTS	Kia Niro
	14 15 16

Engine Major
Engine Minor
Engine Cooling
Transmission Major
Transmission Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Exhaust
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics

### Facts & Figures

#### Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	60
Wheelbase (in.)	106
Weight (lb.)	NA
% weight front/rear	NA

#### Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	26
Towing Capacity (lb.)	NR

#### Fuel

Regular	
CR overall mpg	NA

<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

## Kia Optima



**KIA'S RECENTLY-REDESIGNED OPTIMA** midsize sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The mainstream 2.4-liter four-cylinder is pleasant, and returned 28 mpg overall in our testing, while the uplevel 2.0-liter turbo four packs more punch. New to the line is a 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission. At around \$26,000 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. Low-positioned dash vents are our only gripe. The latest version of Kia's UVO touch-screen infotainment system works with Apple CarPlay and Android Auto. A hybrid is also available.



Overall Score	85
Predicted Reliability	^
Owner Satisfaction	^
Road Test Score	86
Crash Prevention	Opt.

**Base Price:** \$22,140-\$36,040  
**Body Styles:** sedan  
**Trim Lines:** EX, Hybrid, LX, SX, SX Limited  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 turbo (178 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp); 2.4-liter 4 hybrid (199 hp)  
**Transmissions:** 6-speed automatic; 7-speed sequential

Reliability History	
TROUBLE SPOTS	Kia Optima
	14 15 16

Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	1
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	^	^
Body Hardware	^	^	^
Power Equipment	^	^	^
In-Car Electronics	1	^	^

### Facts & Figures

#### Exterior Dimensions

Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	110
Weight (lb.)	3,300
% weight front/rear	61/39

#### Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

#### Fuel

Regular	
CR overall mpg	28

<b>USED CAR VERDICTS</b>	^	1	^
<b>NEW CAR PREDICTION</b>	Much better than average		^

## Kia Rio



**THIS SIBLING OF** the Hyundai Accent is available as a sedan or hatchback. Power comes from a 138-hp, 1.6-liter four-cylinder mated to a six-speed automatic. Fuel economy of 29 mpg overall with our automatic-equipped hatchback and 30 mpg for the sedan is pretty unimpressive. Its stiff ride and noisy cabin are typical of the genre and can get annoying during long trips, but they aren't unbearable. Handling is a strong suit, with the car feeling responsive in corners. Higher-trim models offer amenities such as heated seats and a rear-view camera, but they can push up the price steeply. Expect a redesigned Rio to arrive in spring 2017.



<b>Overall Score</b>	<b>60</b>
Predicted Reliability	1*
Owner Satisfaction	⬇️
Road Test Score	64
Crash Prevention	NA

**Base Price:** \$14,165-\$20,905  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** EX, LX, SX  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 (138 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

Reliability History			
TROUBLE SPOTS	Kia Rio		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average	1	

### Facts & Figures

Exterior Dimensions	
Length (in.)	172
Width (in.)	68
Height (in.)	57
Wheelbase (in.)	101
Weight (lb.)	2,575
% weight front/rear	62/38
Cargo Measurement	
Max. Load (lb.)	925
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	NR
Fuel	
Regular	
CR overall mpg	30

## Kia Sedona



**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 Honda Odyssey and the Toyota Sienna. Handling is rather ungainly, but ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward-collision, blind-spot, and cross-traffic alert systems. A rear-view camera is standard on all trim lines.



<b>Overall Score</b>	<b>67</b>
Predicted Reliability	1*
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Opt.

**Base Price:** \$26,400-\$39,900  
**Body Styles:** minivan  
**Trim Lines:** EX, L, LX, SX, SX Limited  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.3-liter V6 (276 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Kia Sedona		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average	1	

### Facts & Figures

Exterior Dimensions	
Length (in.)	201
Width (in.)	78
Height (in.)	69
Wheelbase (in.)	121
Weight (lb.)	4,595
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lb.)	1,325
Cargo Volume, cu.ft.	46
Towing Capacity (lb.)	3,500
Fuel	
Regular	
CR overall mpg	20

## Kia Sorento



**A 2016 TOP Pick**, this mid-sized SUV is functional and refined, and its wide price range makes it an alternative to small and mid-sized 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. All use a six-speed automatic. 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 adaptive cruise control, 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. Reliability has been above average.



<b>Overall Score</b>	<b>82</b>
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	<b>84</b>
Crash Prevention	Opt.

**Base Price:** \$25,400-\$45,700  
**Body Styles:** 4-door SUV  
**Trim Lines:** EX, L, LX, SX, SX-Limited  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Kia Sorento		
	14	15	16

Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▼	▲	▲
In-Car Electronics	▼	▲	▲

<b>USED CAR VERDICTS</b>	▲	▲	▲
<b>NEW CAR PREDICTION</b>	Better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .187  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 4,175  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,120  
 Cargo Volume, cu.ft. . . . . 37.5  
 Towing Capacity (lb.) . . . . 5,000

#### Fuel

Regular  
 CR overall mpg . . . . .21

## Kia Soul



**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 be an SUV alternative, functionality-wise. 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. An extensive options list includes heated seats, touch-screen navigation, and a backup camera. An electric version is available on the West Coast and in some Northeast states. Available features include forward-collision and lane-departure warning systems. Reliability has been average.



<b>Overall Score</b>	<b>71</b>
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	<b>74</b>
Crash Prevention	Opt.

**Base Price:** \$15,900-\$35,950  
**Body Styles:** wagon  
**Trim Lines:** I, Base, EV, EV Plus, Plus  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (109 hp); 1.6-liter 4 (130 hp); 2.0-liter 4 (164 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual; 1-speed direct

### Reliability History

TROUBLE SPOTS	Kia Soul		
	14	15	16

Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	▲

<b>USED CAR VERDICTS</b>	▲	▲	▲
<b>NEW CAR PREDICTION</b>	Average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 163  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 63  
 Wheelbase (in.) . . . . . 101  
 Weight (lb.) . . . . . 3,055  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 24.5  
 Towing Capacity (lb.) . . . . NR

#### Fuel

Regular or electric  
 CR overall mpg . . . . . 26

## Kia Sportage



**THE REDESIGNED SPORTAGE** is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, while the top-trim SX version sports a 2.0-liter turbocharged four-cylinder. Both are mated to a six-speed automatic transmission. While a touch firm, the ride is composed and handling is responsive. Unlike its sister vehicle, the 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. The rear seat is roomy and the controls are easy to use, but visibility to the rear and side is difficult. The new Sportage scored a Good in the IIHS small-overlap crash test.



<b>Overall Score</b>	<b>76</b>
Predicted Reliability	▲*
Owner Satisfaction	▲*
Road Test Score	<b>78</b>
Crash Prevention	Opt.

**Base Price:** \$22,990-\$34,000  
**Body Styles:** 4-door SUV  
**Trim Lines:** EX, LX, SX  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Kia Sportage		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .176  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 64  
 Wheelbase (in.) . . . . . 105  
 Weight (lb.) . . . . .3,485  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 970  
 Cargo Volume, cu.ft. . . . . 29.5  
 Towing Capacity (lb.) . . . . . 2,000

#### Fuel

Regular  
 CR overall mpg . . . . . 23

## Land Rover Discovery Sport



**FROM THE STORIED** Land Rover brand, one would expect a more regal entry into this hot 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 Discovery Sport proved capable off-road, commendably ascending our rock hill and trails. But on the road, the ride is stiff-legged and handling is far from sporty. The austere cabin is rather plain for a model from a boutique luxury brand. A third-row seat is available. The infotainment system is slow to respond. Based on Land Rover's history, we predict reliability for this pricey, underachieving SUV will likely be below average.



<b>Overall Score</b>	<b>47</b>
Predicted Reliability	▼*
Owner Satisfaction	▲*
Road Test Score	<b>58</b>
Crash Prevention	Opt.

**Base Price:** \$37,455-\$45,995  
**Body Styles:** 4-door SUV  
**Trim Lines:** HSE, HSE Lux, SE  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.0-liter 4 turbo (240 hp)  
**Transmissions:** 9-speed automatic

Reliability History			
TROUBLE SPOTS	Land Rover Discovery Sport		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Much worse than average ▼		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .181  
 Width (in.) . . . . . 82  
 Height (in.) . . . . . 68  
 Wheelbase (in.) . . . . . 108  
 Weight (lb.) . . . . .4,325  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 935  
 Cargo Volume, cu.ft. . . . . 33  
 Towing Capacity (lb.) . . . . . 4,410

#### Fuel

Premium  
 CR overall mpg . . . . . 21

## Land Rover LR4



**COMPARED WITH THE** rest of the Land Rover line, the LR4 is looking a bit dated. The ride is supple but can get unsettled. Handling, though ultimately secure, is not a strong suit. The LR4 leans and lumbers when hustled through corners. A 3.0-liter supercharged V6 and eight-speed automatic are standard. The roomy cabin is comfortable, quiet, and luxuriously appointed, but some controls are confusing. The third-row seat is usable by adults, and cargo capacity is generous, but the two-piece tailgate is fussy to use. Off-road capabilities are top-notch, in part because of the height-adjustable suspension and electronic adjustments for various terrain types. A redesign arrives this coming summer.



Overall Score	NA
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$50,400  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, HSE, HSE LUX  
**Drive Wheels:** 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter V6 supercharged (340 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 190  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 72  
 Wheelbase (in.) . . . . . 114  
 Weight (lb.) . . . . . 5,710  
 % weight front/rear . . . . . 49/51  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 1,300  
 Cargo Volume, cu.ft. . . . . 52.5  
 Towing Capacity (lb.) . . . . . 7,715

#### Fuel

Premium  
 EPA combined mpg . . . . . 16

### Reliability History

TROUBLE SPOTS	Land Rover LR4		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

#### USED CAR VERDICTS

**NEW CAR PREDICTION** Much worse than average ⬇️

## Land Rover Range Rover



**OWNERS OF ANY** ultra-luxury 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 responsive and secure but not sporty. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities. Cabin furnishings and seats are first-rate, but the slow touch screen is complex. The optional InControl Apps system lets the screen mimic a smartphone interface. New for 2016 is a 254-hp turbodiesel V6 and an available hands-free system to open the tailgate.



Overall Score	62
Predicted Reliability	⬇️*
Owner Satisfaction	⬇️*
Road Test Score	80
Crash Prevention	Std./⬆️

**Base Price:** \$85,650-\$199,950  
**Body Styles:** 4-door SUV  
**Trim Lines:** Autobiography, Base, HSE, SC V8, SVAutobiography, SVAutobiography Dynamic  
**Drive Wheels:** 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340, 380 hp); 5.0-liter V8 supercharged (510 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 197  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 72  
 Wheelbase (in.) . . . . . 115  
 Weight (lb.) . . . . . 5,300  
 % weight front/rear . . . . . 50/50  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 960  
 Cargo Volume, cu.ft. . . . . 34.5  
 Towing Capacity (lb.) . . . . . 7,715

#### Fuel

Premium or diesel  
 CR overall mpg . . . . . 17

### Reliability History

TROUBLE SPOTS	Land Rover Range Rover		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

#### USED CAR VERDICTS

**NEW CAR PREDICTION** Much worse than average ⬇️

## Land Rover Range Rover Evoque



**OVERALL, THE EVOQUE** compact SUV is more about style than functionality. We tested a four-door Evoque with the old six-speed automatic, and got 21 mpg overall. A nine-speed automatic is now standard, and it's neither smooth nor responsive. The ride is choppy and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Routine handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability--uncommon in this class. Updates for 2016 include new seats and the new InControl infotainment system, and lane-departure warning with lane-keeping assist is optional.



Overall Score	NA
Predicted Reliability	⬇️*
Owner Satisfaction	⬇️
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$41,475-\$57,275  
**Body Styles:** 2-door SUV; 4-door SUV; convertible  
**Trim Lines:** HSE, HSE Dynamic, SE, SE Dynamic, SE Premium  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp)  
**Transmissions:** 9-speed automatic

Reliability History	Land Rover Range Rover Evoque		
TROUBLE SPOTS	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

### Facts & Figures

**Exterior Dimensions**  
 Length (in.) . . . . . 172  
 Width (in.) . . . . . 77  
 Height (in.) . . . . . 64  
 Wheelbase (in.) . . . . . 105  
 Weight (lb.) . . . . . 3,940  
 % weight front/rear . . . . . 59/41  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 1,025  
 Cargo Volume, cu.ft. . . . . 25.5  
 Towing Capacity (lb.) . . . . . 3,500  
**Fuel**  
 Premium  
 EPA combined mpg. . . . . 24

## Land Rover Range Rover Sport



**WHILE THE SPORT** has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on maneuverability and handling prowess and less on ride comfort and off-road ability. Low range gearing is optional. Power comes from strong supercharged V6 and V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy. Some controls are behind the times, though the optional InControl Apps system lets the system mimic a smartphone interface. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and stronger SVR V8 version are new for 2016.



Overall Score	59
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	74
Crash Prevention	Std./⬆️

**Base Price:** \$65,650-\$111,350  
**Body Styles:** 4-door SUV  
**Trim Lines:** Autobiography, HSE, HSE Dynamic, SC V8, SE, SVR  
**Drive Wheels:** 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340, 380 hp); 5.0-liter V8 supercharged (510 hp)  
**Transmissions:** 8-speed automatic

Reliability History	Land Rover Range Rover Sport		
TROUBLE SPOTS	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

### Facts & Figures

**Exterior Dimensions**  
 Length (in.) . . . . . 191  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 70  
 Wheelbase (in.) . . . . . 115  
 Weight (lb.) . . . . . 5,255  
 % weight front/rear . . . . . 49/51  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 1,345  
 Cargo Volume, cu.ft. . . . . 31.5  
 Towing Capacity (lb.) . . . . . 7,715  
**Fuel**  
 Premium or diesel  
 CR overall mpg . . . . . 18

## Lexus CT 200h



**THIS SMALL HATCHBACK** has excellent fuel economy, but its refinement isn't up to the Lexus standard. A 2016 freshening brought styling updates and mechanical tweaks said to improve ride comfort and noise levels, two areas we found problematic in our testing. Using the same powertrain as the previous-generation Prius, the CT's 40 mpg is 4 mpg less than the roomier Toyota. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is well-assembled, with quality materials. But the rear seats are tight, cargo capacity is modest, and the view out back is limited. Reliability has been outstanding.



<b>Overall Score</b>	<b>71</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	65
Crash Prevention	Opt.

**Base Price:** \$31,250-\$32,980  
**Body Styles:** 4-door hatchback  
**Trim Lines:** Base, F Sport  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 hybrid (134 hp)  
**Transmissions:** CVT

Reliability History	
TROUBLE SPOTS	Lexus CT 200h
	14 15 16
Engine Major	* ⬆️ *
Engine Minor	* ⬆️ *
Engine Cooling	* ⬆️ *
Transmission Major	* ⬆️ *
Transmission Minor	* ⬆️ *
Drive System	* ⬆️ *
Fuel System	* ⬆️ *
Electrical	* ⬆️ *
Climate System	* ⬆️ *
Suspension	* ⬆️ *
Brakes	* ⬆️ *
Exhaust	* ⬆️ *
Paint/Trim	* ⬆️ *
Noises/Leaks	* ⬆️ *
Body Hardware	* ⬆️ *
Power Equipment	* ⬆️ *
In-Car Electronics	* ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 171  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 102  
 Weight (lb.) . . . . . 3,225  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 18  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 40

## Lexus ES



**THE LEXUS ES** is an upscale alternative to a Toyota Camry. It 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. 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 looks good at first, but some cheap touches are apparent. The mouselike infotainment interface is distracting and convoluted. Reliability has been excellent. For 2017, the Lexus Safety System+, which includes forward-collision warning, automatic emergency braking, lane-departure warning, and adaptive cruise control, is standard.



<b>Overall Score</b>	<b>81-82</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	77-78
Crash Prevention	Std./⬆️

**Base Price:** \$38,900-\$41,820  
**Body Styles:** sedan  
**Trim Lines:** 300h, 350  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)  
**Transmissions:** 6-speed automatic; CVT

Reliability History	
TROUBLE SPOTS	Lexus ES
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 193  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 3,575  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 25-36

## Lexus GS



**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 compete well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear-drive versions get an eight-speed automatic, while 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 mouse-like controller works the infotainment systems. A high-performance GS F with a 467-hp V8 is available. 2016 brings a rear-drive 200t with a turbo four-cylinder. A blind-spot monitor with rear cross-traffic alert is standard. Reliability has been well above average.



<b>Overall Score</b>	<b>85</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>83</b>
Crash Prevention	Std./⬆️

**Base Price:** \$46,310-\$83,940  
**Body Styles:** sedan  
**Trim Lines:** 200t, 350, 450h, F, F Sport  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (311 hp); 3.5-liter V6 hybrid (338 hp); 5.0-liter V8 (467 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .192  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . .112  
 Weight (lb.) . . . . .3,845  
 % weight front/rear . . . . .52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . .16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . .21

Reliability History	
TROUBLE SPOTS	Lexus GS
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬆️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

## Lexus GX



**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 high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain that gets 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. 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. Reliability has consistently been above average.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>70</b>
Crash Prevention	Opt.

**Base Price:** \$51,280-\$62,980  
**Body Styles:** 4-door SUV  
**Trim Lines:** 460, 460 Premium, 560 Luxury  
**Drive Wheels:** 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 4.6-liter V8 (301 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .192  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . .110  
 Weight (lb.) . . . . .5,170  
 % weight front/rear . . . . .52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,155  
 Cargo Volume, cu.ft. . . . .36.5  
 Towing Capacity (lb.) . . . . . 6,500

#### Fuel

Premium  
 CR overall mpg . . . . .17

Reliability History	
TROUBLE SPOTS	Lexus GX
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬆️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️



## Lexus IS



**IN OUR TESTS**, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with true sports sedans. Ride comfort is neither tied down nor plush. Even the punchy IS 350 is underwhelming to drive. For 2016 a new 255-hp V6 powers the IS 300. It gives the car more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Still, the interior is extremely cramped, and getting in and out is an ungraceful chore. All-wheel-drive versions have a pronounced hump by the driver's right leg. Fit and finish is okay but not a standout, and the mouselike infotainment controller is distracting to use. A new 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive. Reliability has been above average, but the IS scores too low to be recommended.



<b>Overall Score</b>	<b>66</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>56</b>
Crash Prevention	Std./⬆️

**Base Price:** \$37,325-\$46,100  
**Body Styles:** sedan  
**Trim Lines:** 200t, 200t F Sport, 300, 300 F Sport, 350, 350 F Sport  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 184  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 110  
 Weight (lb.) . . . . . 3,850  
 % weight front/rear . . . . . 55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 20

Reliability History			
TROUBLE SPOTS	Lexus IS		
	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
<b>USED CAR VERDICTS</b>	⬆️	⬆️	
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

## Lexus LC



**LEXUS'S NEW HALO** car is the six-figure LC 500 Coupe. Its main competitors include the Mercedes-Benz S550 Coupe and BMW 650i coupe. The 5.0-liter V8 engine is borrowed from the high-performance GS F and RC F coupes, generating 467 hp and 389 lb.-ft. of torque. Power is sent to the rear wheels through a close-ratio 10-speed automatic transmission, enabling a claimed 0-60 mph sprint of less than 4.5 seconds. A 3.5-liter V6 hybrid version has also been introduced. It will go on sale in early 2017 with an expected starting price near \$100,000, and a convertible version may follow.



<b>Overall Score</b>	<b>NA</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️*
Road Test Score	<b>NA</b>
Crash Prevention	Opt.

**Base Price:** \$100,000-\$110,000E  
**Body Styles:** coupe  
**Trim Lines:** 500, 500h  
**Drive Wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 3.5-liter V6 hybrid (354 hp); 5.0-liter V8 (467 hp)  
**Transmissions:** 10-speed automatic; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 187  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 53  
 Wheelbase (in.) . . . . . 113  
 Weight (lb.) . . . . . NA  
 % weight front/rear . . . . . NA

#### Cargo Measurement

Max. Load (lb.) . . . . . NA  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . NA

Reliability History			
TROUBLE SPOTS	Lexus LC		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

## Lexus LS



**THE LEXUS FLAGSHIP** sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin and is laden with features. Fit and finish is excellent. Its recent freshening made handling a bit more responsive while retaining the silky ride. The strong V8 and eight-speed automatic deliver a very smooth and responsive package. The extended-length version has generous rear-seat room. A self-parking feature and all-wheel drive are optional. The LS 600h hybrid comes with standard AWD. Despite retaining some conventional knobs and buttons, the mouse-controlled infotainment system is complicated and distracting to use.



<b>Overall Score</b>	<b>87</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>89</b>
Crash Prevention	Opt.

**Base Price:** \$72,520-\$120,400  
**Body Styles:** sedan  
**Trim Lines:** 460, 460L, 600h L, F Sport  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 4.6-liter V8 (360 hp); 4.6-liter V8 (386 hp); 5.0-liter V8 hybrid (438 hp)  
**Transmissions:** 8-speed automatic; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 205  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 122  
 Weight (lb.) . . . . . 4,515  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 18  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 21

Reliability History	
TROUBLE SPOTS	Lexus LS
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬇️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

## Lexus LX



**THIS LUXURY SUV** is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 also found in the Tundra pickup. It has a comfortable ride and a quiet, plush, and well-assembled cabin. Our tested Land Cruiser got only 14 mpg overall but was very composed and secure 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. For 2017, the Lexus Safety System+, which includes forward-collision warning, automatic emergency braking, lane-departure warning, and adaptive cruise control, is standard.



<b>Overall Score</b>	<b>NA</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

**Base Price:** \$89,380  
**Body Styles:** 4-door SUV  
**Trim Lines:** 570  
**Drive Wheels:** 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.7-liter V8 (383 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 199  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 73  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 6,000  
 % weight front/rear . . . . . 51/49

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,385  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 7,000

#### Fuel

Premium  
 EPA combined mpg . . . . . 15

Reliability History	
TROUBLE SPOTS	Lexus LX
	14 15 16
Engine Major	* * *
Engine Minor	* * *
Engine Cooling	* * *
Transmission Major	* * *
Transmission Minor	* * *
Drive System	* * *
Fuel System	* * *
Electrical	* * *
Climate System	* * *
Suspension	* * *
Brakes	* * *
Exhaust	* * *
Paint/Trim	* * *
Noises/Leaks	* * *
Body Hardware	* * *
Power Equipment	* * *
In-Car Electronics	* * *
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

## Lexus NX



**BASED ON THE** Toyota RAV4, the compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is more firm than cossetting and cabin noise isn't particularly hushed. The NX 200t'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 some cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The infotainment system's fussy touchpad requires distracting focus to use when driving. Reliability has been well above average.



Overall Score	74-76
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	71-74
Crash Prevention	Opt.

**Base Price:** \$35,085-\$39,720  
**Body Styles:** 4-door SUV  
**Trim Lines:** 200t, 200t F Sport, 300h  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 hybrid (194 hp); 2.0-liter 4 turbo (235 hp)  
**Transmissions:** 6-speed automatic; CVT

### Reliability History

TROUBLE SPOTS	Lexus NX		
	14	15	16

Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

USED CAR VERDICTS	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️	

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 105  
 Weight (lb.) . . . . . 4,000  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 895  
 Cargo Volume, cu.ft. . . . . 28.5  
 Towing Capacity (lb.) . . . . 2,000

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 24-29

## Lexus RC



**THIS AGGRESSIVELY STYLED** coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a standard 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, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the tire that has the most grip. 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 agility.



Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$40,155-\$64,165  
**Body Styles:** coupe  
**Trim Lines:** 200t, 300, 350, 350 F Sport, F  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp); 5.0-liter V8 (467 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic

### Reliability History

TROUBLE SPOTS	Lexus RC		
	14	15	16

Engine Major	⬆️	*	*
Engine Minor	⬆️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬆️	*	*
In-Car Electronics	⬆️	*	*

USED CAR VERDICTS	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️	

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .185  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 55  
 Wheelbase (in.) . . . . . 108  
 Weight (lb.) . . . . . 3,750  
 % weight front/rear . . . . . 54/46

#### Cargo Measurement

Max. Load (lb.) . . . . . 700  
 Cargo Volume, cu.ft. . . . . 10  
 Towing Capacity (lb.) . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . 22

## Lexus RX



**THE RX GOT** a 2016 makeover, with avant-garde exterior styling and advanced safety features. Its 3.5-liter V6 is now linked to a new 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, however, is ponderous and devoid of any sporty feel, but ultimately secure. The mouselike controller and interface require a steep learning curve. Rear passengers get lots of leg and knee room. For 2017, the Lexus Safety System+, which includes forward-collision warning, automatic emergency braking, lane-departure warning, and adaptive cruise control, is standard.



Overall Score	79-81
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	77-80
Crash Prevention	Std./⬆️

**Base Price:** \$43,020-\$56,645  
**Body Styles:** 4-door SUV  
**Trim Lines:** 350, 450h, 450h F Sport, F Sport  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)  
**Transmissions:** 8-speed automatic; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 193  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 68  
 Wheelbase (in.) . . . . . 110  
 Weight (lb.) . . . . . 4,435  
 % weight front/rear . . . . . 58/42

#### Cargo Measurement

Max. Load (lb.) . . . . . 920  
 Cargo Volume, cu.ft. . . . . 30  
 Towing Capacity (lb.) . . . . . 3,500

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 22-29

Reliability History	Lexus RX		
TROUBLE SPOTS	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average ⬆️		

## Lincoln Continental



**BASED ON THE** accomplished Lincoln MKZ, itself derived from the Ford Fusion, the Continental nameplate returns as an all-new, big bold, and thoroughly high tech flagship sedan for Ford's premium Lincoln brand. The base engine is a 3.7-liter V6. Next up is a 2.7-liter twin-turbo V6, which we tested in our Lincoln MKX. The top-level Continental gets a Lincoln-exclusive 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard with all-wheel drive optional. Leather abounds throughout and the headliner is covered with soft suede. One of the options are 30-way adjustable seats that feature heating, cooling, and massage, as well as individually adjustable thigh support for each leg. The base car starts about \$45,000 but higher trims typically surpass \$60,000.



Overall Score	NA
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$44,560-\$68,180  
**Body Styles:** sedan  
**Trim Lines:** Black Label, Premiere, Reserve, Select  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.7-liter V6 (305 hp); 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 201  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . . 118  
 Weight (lb.) . . . . . NA  
 % weight front/rear . . . . . NA

#### Cargo Measurement

Max. Load (lb.) . . . . . NA  
 Cargo Volume, cu.ft. . . . . 17  
 Towing Capacity (lb.) . . . . . NA

#### Fuel

Regular or premium  
 EPA combined mpg . . . . . 20

Reliability History	Lincoln Continental		
TROUBLE SPOTS	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬆️		

## Lincoln MKC



**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 it 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 its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. For the 2016 model year, Sync 3 replaces the convoluted MyLincoln Touch infotainment system. Reliability has been well below average.



<b>Overall Score</b>	<b>55</b>
<b>Predicted Reliability</b>	⬇️
<b>Owner Satisfaction</b>	1
<b>Road Test Score</b>	<b>72</b>
<b>Crash Prevention</b>	Opt.

**Base Price:** \$32,880-\$48,040  
**Body Styles:** 4-door SUV  
**Trim Lines:** Black Label, Premiere, Reserve, Select  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 2.3-liter 4 turbo (285 hp)  
**Transmissions:** 6-speed automatic

Reliability History	
TROUBLE SPOTS	Lincoln MKC
	14 15 16
Engine Major	⬆️ ⬆️
Engine Minor	⬆️ ⬆️
Engine Cooling	⬆️ ⬆️
Transmission Major	⬆️ ⬆️
Transmission Minor	⬆️ ⬆️
Drive System	1 ⬆️
Fuel System	⬆️ 1
Electrical	⬆️ ⬆️
Climate System	⬆️ ⬆️
Suspension	⬆️ ⬆️
Brakes	⬆️ ⬆️
Exhaust	⬆️ ⬆️
Paint/Trim	⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️
Body Hardware	⬆️ ⬆️
Power Equipment	⬆️ 1
In-Car Electronics	⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬆️

### Facts & Figures

**Exterior Dimensions**

Length (in.)	179
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	106
Weight (lb.)	4,070
% weight front/rear	57/43

**Cargo Measurement**

Max. Load (lb.)	825
Cargo Volume, cu.ft.	30.5
Towing Capacity (lb.)	2,000

**Fuel**

Regular	
CR overall mpg	19

## Lincoln MKT



**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. For the 2016 model year, Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.



<b>Overall Score</b>	<b>NA</b>
<b>Predicted Reliability</b>	1*
<b>Owner Satisfaction</b>	1*
<b>Road Test Score</b>	NA
<b>Crash Prevention</b>	Opt.

**Base Price:** \$43,370-\$45,365  
**Body Styles:** 4-door SUV  
**Trim Lines:** 3.5 EcoBoost, 3.7  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.5-liter V6 turbo (365 hp); 3.7-liter V6 (303 hp)  
**Transmissions:** 6-speed automatic

Reliability History	
TROUBLE SPOTS	Lincoln MKT
	14 15 16
Engine Major	* * *
Engine Minor	* * *
Engine Cooling	* * *
Transmission Major	* * *
Transmission Minor	* * *
Drive System	* * *
Fuel System	* * *
Electrical	* * *
Climate System	* * *
Suspension	* * *
Brakes	* * *
Exhaust	* * *
Paint/Trim	* * *
Noises/Leaks	* * *
Body Hardware	* * *
Power Equipment	* * *
In-Car Electronics	* * *
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

### Facts & Figures

**Exterior Dimensions**

Length (in.)	208
Width (in.)	76
Height (in.)	67
Wheelbase (in.)	118
Weight (lb.)	4,980
% weight front/rear	54/46

**Cargo Measurement**

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	36
Towing Capacity (lb.)	4,500

**Fuel**

Regular or premium	
EPA combined mpg	17

## Lincoln MKX



**BASED ON THE** capable Ford Edge, the Lincoln MKX is one of the best-scoring luxury SUVs in our testing. This is a quiet, refined, and high-tech vehicle. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, while the optional 335-hp, 2.7-liter turbo V6 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 and the ride is steady and composed. Tall drivers will likely find the push-button shifter a long reach away. The very quiet cabin feels first class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include a 360-degree camera, parking and lane-keeping assist, cross-traffic alert, and automatic braking.



<b>Overall Score</b>	<b>67</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>87</b>
Crash Prevention	Opt.

**Base Price:** \$38,100-\$57,970  
**Body Styles:** 4-door SUV  
**Trim Lines:** 2.7L, 3.7L  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.7-liter V6 turbo (335 hp); 3.7-liter V6 (303 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Lincoln MKX		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Worse than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 190  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 4,560  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,030  
 Cargo Volume, cu.ft. . . . . 32.5  
 Towing Capacity (lb.) . . . . . 3,500

**Fuel**  
 Regular  
 CR overall mpg . . . . . 18

## Lincoln MKZ



**BASED ON THE** engaging Ford Fusion, the upscale Lincoln MKZ is updated for the 2017 model year with 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, a Lincoln-exclusive 3.0-liter twin-turbo V6 puts out 400 hp with all-wheel drive, and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. Inside is a quiet, luxurious cabin with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Forward-collision warning with automatic braking and pedestrian detection bolsters safety credentials.



<b>Overall Score</b>	<b>82</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>88</b>
Crash Prevention	Opt.

**Base Price:** \$35,170-\$53,720  
**Body Styles:** sedan  
**Trim Lines:** Black Label, Premier, Reserve, Select  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350, 400 hp)  
**Transmissions:** 6-speed automatic; CVT

Reliability History			
TROUBLE SPOTS	Lincoln MKZ		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 194  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 3,755  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 875  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . 1,000

**Fuel**  
 Regular or premium  
 CR overall mpg . . . . . 23-34

## Lincoln Navigator



**THIS MORE LUXURIOUS** version of the Ford Expedition is neither as quiet nor as plush as its GM competitors, but it offers a much more comfortable third-row seat and is more reliable than the Ford. The 3.5-liter turbo V6 delivers smoother, more effortless power delivery than the old V8 that it replaced, and it returned 15 mpg in our testing. Handling is ungainly but secure. The Navigator rides comfortably, but wind noise is excessive. The interior looks dated and fails to hide the Navigator's pickup-truck roots. Both regular- and long-wheelbase versions are available. The motorized running boards help access to the tall cabin. Sync 3 has replaced the much-maligned MyLincoln Touch infotainment system.



<b>Overall Score</b>	<b>69</b>
<b>Predicted Reliability</b>	1*
<b>Owner Satisfaction</b>	⬆️
<b>Road Test Score</b>	<b>72</b>
<b>Crash Prevention</b>	NA

**Base Price:** \$63,195-\$76,650  
**Body Styles:** 4-door SUV; extended SUV  
**Trim Lines:** Base, L  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 turbo (380 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Lincoln Navigator		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS	
<b>NEW CAR PREDICTION</b>	Average 1

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 207  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 78  
 Wheelbase (in.) . . . . . 119  
 Weight (lb.) . . . . . 6,140  
 % weight front/rear . . . . . 50/50

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,380  
 Cargo Volume, cu.ft. . . . . 61.5  
 Towing Capacity (lb.) . . . . . 8,700

#### Fuel

Regular  
 CR overall mpg . . . . . 15

## Maserati Ghibli



**THE GHIBLI IS** based on a Chrysler 300 platform. Its base engine is a Ferrari-developed 345-hp turbo V6 mated to an eight-speed automatic. The SQ-4 all-wheel-drive version we tested has a 404-hp turbo V6. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear is cramped. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is festooned with high-quality leather and suede, and most controls are easy to use, including Chrysler's Uconnect touch screen. But it's hard not to notice several cheap-looking switches, sourced from the Chrysler parts bins, and the gear selector is unintuitive to use.



<b>Overall Score</b>	<b>51</b>
<b>Predicted Reliability</b>	⬇️*
<b>Owner Satisfaction</b>	⬇️*
<b>Road Test Score</b>	<b>71</b>
<b>Crash Prevention</b>	Opt.

**Base Price:** \$70,600-\$78,550  
**Body Styles:** sedan  
**Trim Lines:** Base, S Q4  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (404 hp)  
**Transmissions:** 8-speed automatic

Reliability History			
TROUBLE SPOTS	Maserati Ghibli		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS	
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 196  
 Width (in.) . . . . . 77  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 118  
 Weight (lb.) . . . . . 4,625  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 925  
 Cargo Volume, cu.ft. . . . . 18  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 19

## Maserati Levante



**THE FIVE-PASSENGER LEVANTE** is Maserati's first-ever SUV, built on the same platform as the Ghibli and Quattroporte sedans. Pricing starts at \$72,000 for the 345-hp, V6 base model and reaches \$83,000 for the 424-hp S version. 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 standard 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. However, the shifter is unintuitive to use. Safety gear includes adaptive cruise control, forward-collision warning with brake assist, lane-departure warning without lane correction, and a surround-view camera.



<b>Overall Score</b>	NA
<b>Predicted Reliability</b>	⬇️*
<b>Owner Satisfaction</b>	⬆️*
<b>Road Test Score</b>	NA
<b>Crash Prevention</b>	Opt.

**Base Price:** \$72,000-\$83,000  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, S  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp)  
**Transmissions:** 8-speed automatic

Reliability History	
TROUBLE SPOTS	Maserati Levante
	14 15 16
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

**Facts & Figures**  
**Exterior Dimensions**  
 Length (in.) . . . . . 197  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 118  
 Weight (lb.) . . . . . 4,905  
 % weight front/rear . . . . . 51/49  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . NA  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 6,000  
**Fuel**  
 Premium  
 EPA combined mpg. . . . . 16

## Mazda 3



**WHETHER AS A** sedan or hatchback, the Mazda3 is fun to drive, thanks to its perky handling. 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 like 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. Reliability has been above average.



<b>Overall Score</b>	72
<b>Predicted Reliability</b>	⬆️
<b>Owner Satisfaction</b>	⬆️
<b>Road Test Score</b>	72-73
<b>Crash Prevention</b>	Opt.

**Base Price:** \$17,845-\$26,495  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** i Grand Touring, i Sport, i Touring, s Grand Touring, s Touring  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

Reliability History	
TROUBLE SPOTS	Mazda 3
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬇️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

**Facts & Figures**  
**Exterior Dimensions**  
 Length (in.) . . . . . 180  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 2,875  
 % weight front/rear . . . . . 60/40  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 12  
 Towing Capacity (lb.) . . . . . NR  
**Fuel**  
 Regular  
 CR overall mpg . . . . . 32-33



## Mazda 6



**SPORTY YET SPARING** with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, the best fuel economy among conventional midsized sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, with considerable wind noise on the highway. 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 some getting used to. A head-up display is optional.



<b>Overall Score</b>	<b>77</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>79</b>
Crash Prevention	Opt.

**Base Price:** \$21,945-\$30,695  
**Body Styles:** sedan  
**Trim Lines:** Grand Touring, Sport, Touring  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (184 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

### Reliability History

TROUBLE SPOTS	Mazda 6		
	14	15	16

Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,185
% weight front/rear	59/41

#### Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

<b>Fuel</b>	
Regular	
CR overall mpg	32

## Mazda CX-3



**MAZDA'S ENTRY** in the mini-utility segment brings agile 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 mill 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. This is the first non-luxury mini-SUV to offer blind-spot monitoring and adaptive cruise control.



<b>Overall Score</b>	<b>64</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>64</b>
Crash Prevention	Opt.

**Base Price:** \$19,960-\$26,240  
**Body Styles:** 4-door SUV  
**Trim Lines:** Grand Touring, Sport, Touring  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (146 hp)  
**Transmissions:** 6-speed automatic

### Reliability History

TROUBLE SPOTS	Mazda CX-3		
	14	15	16

Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.)	168
Width (in.)	70
Height (in.)	61
Wheelbase (in.)	101
Weight (lb.)	2,945
% weight front/rear	60/40

#### Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	NR

<b>Fuel</b>	
Regular	
CR overall mpg	28

## Mazda CX-5



**SPRY AND FUEL-EFFICIENT**, Mazda's small SUV is rewarding to drive and is reliable. Nimble handling and a taut ride, combined with plentiful power from the 2.5-liter, 184-hp four-cylinder, makes it fun to drive. The one downside is that the cabin is louder than most in the segment. A complex rotary dial-controlled infotainment system takes some time to master. A less powerful 2.0-liter four comes only with FWD and a manual transmission. Cabin and cargo space are plentiful, seats are comfortable, and visibility is good - aided by standard blind-spot monitoring on higher trims. The Grand Touring trim offers forward-collision warning with autobraking. This is a viable choice against a VW Tiguan or Ford Escape.



<b>Overall Score</b>	<b>74</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>74</b>
Crash Prevention	Opt.

**Base Price:** \$21,795-\$29,870  
**Body Styles:** 4-door SUV  
**Trim Lines:** Grand Touring, Sport, Touring  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 179  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,435  
 % weight front/rear . . . . . 57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . . 33  
 Towing Capacity (lb.) . . . . . 2,000

#### Fuel

Regular  
 CR overall mpg . . . . . 25

TROUBLE SPOTS	Mazda CX-5		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️		

## Mazda CX-9



**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 big SUV has nimble handling that makes it feel like a smaller vehicle. The ride is comfortable and the cabin is quiet as well. The interior is well finished, particularly on high-end trims, and features comfortable seats, but the cockpit is snug and power-seat adjustments are limited. Mazda's dial-controlled infotainment system takes time to master. Available safety features include blind-spot monitoring, lane-keep assist, lane-departure warning, and forward-collision warning with active braking.



<b>Overall Score</b>	<b>74</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️*
Road Test Score	<b>80</b>
Crash Prevention	Opt.

**Base Price:** \$31,520-\$44,015  
**Body Styles:** 4-door SUV  
**Trim Lines:** Grand Touring, Signature, Sport, Touring  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.5-liter 4 turbo (227 hp, 250 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 199  
 Width (in.) . . . . . 77  
 Height (in.) . . . . . 68  
 Wheelbase (in.) . . . . . 115  
 Weight (lb.) . . . . . 4,280  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,190  
 Cargo Volume, cu.ft. . . . . 34  
 Towing Capacity (lb.) . . . . . 3,500

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 22

TROUBLE SPOTS	Mazda CX-9		
	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️		

## Mazda MX-5 Miata



**MAZDA MODERNIZED THE** classic roadster concept with the original Miata. Lighter and shorter than the diminutive original, the fourth-generation remains true to the formula. 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 backroad handling, but high levels of noise, thin and unsupported 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 open the convertible top is a breeze.



Overall Score	<b>79</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>80</b>
Crash Prevention	NA

**Base Price:** \$24,915-\$35,000E  
**Body Styles:** convertible  
**Trim Lines:** Club, Grand Touring, RF, Sport  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.0-liter 4 (155 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

Reliability History	
TROUBLE SPOTS	Mazda MX-5 Miata
	14 15 16
Engine Major	* * ⬆️
Engine Minor	* * ⬆️
Engine Cooling	* * ⬆️
Transmission Major	* * ⬆️
Transmission Minor	* * ⬆️
Drive System	* * ⬆️
Fuel System	* * ⬆️
Electrical	* * ⬆️
Climate System	* * ⬆️
Suspension	* * ⬆️
Brakes	* * ⬆️
Exhaust	* * ⬆️
Paint/Trim	* * ⬆️
Noises/Leaks	* * ⬆️
Body Hardware	* * ⬆️
Power Equipment	* * ⬆️
In-Car Electronics	* * ⬆️
<b>USED CAR VERDICTS</b>	⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .154  
 Width (in.) . . . . . 68  
 Height (in.) . . . . . 49  
 Wheelbase (in.) . . . . .91  
 Weight (lb.) . . . . .2,335  
 % weight front/rear . . . . .53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 340  
 Cargo Volume, cu.ft. . . . . 5  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 34

## Mercedes-Benz B-Class Electric Drive



**THE B-CLASS IS** the first all-electric car that Mercedes-Benz has offered in the U.S. It has about 85 miles of range, and its 36-kWh lithium-ion battery can be replenished in 4 hours. The B-Class seats five, and the battery pack doesn't intrude on passenger or cargo space. However, the car feels rather outdated, thanks in part to its stiff ride and clumsy handling, and is neither particularly quick nor very quiet. A suite of advanced safety and convenience features is available, including a system that lets the driver check on the charging status via a smartphone.



Overall Score	<b>NA</b>
Predicted Reliability	1*
Owner Satisfaction	1*
Road Test Score	NA
Crash Prevention	Std./⬆️

**Base Price:** \$41,450  
**Body Styles:** 4-door hatchback  
**Trim Lines:** —  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (177 hp)  
**Transmissions:** 1-speed direct

Reliability History	
TROUBLE SPOTS	Mercedes-Benz B-Class Electric Drive
	14 15 16
Engine Major	* * *
Engine Minor	* * *
Engine Cooling	* * *
Transmission Major	* * *
Transmission Minor	* * *
Drive System	* * *
Fuel System	* * *
Electrical	* * *
Climate System	* * *
Suspension	* * *
Brakes	* * *
Exhaust	* * *
Paint/Trim	* * *
Noises/Leaks	* * *
Body Hardware	* * *
Power Equipment	* * *
In-Car Electronics	* * *
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .172  
 Width (in.) . . . . .71  
 Height (in.) . . . . . 63  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . .3,955  
 % weight front/rear . . . . . NA

#### Cargo Measurement

Max. Load (lb.) . . . . . 785  
 Cargo Volume, cu.ft. . . . . 22  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Electric  
 EPA combined mpg . . . . . 84

## Mercedes-Benz C-Class



**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 autonomous braking is standard. The rip-roaring C63 AMG gets a 469-hp, twin-turbo V8 in standard form or 503-hp in the S version. New additions include a C350e plug-in hybrid, C300d diesel, and C450 AMG Sport. Reliability has been below average. A new coupe version is available on the 2017 model.



<b>Overall Score</b>	<b>71</b>
Predicted Reliability	⬇️
Owner Satisfaction	1
Road Test Score	<b>85</b>
Crash Prevention	Std./⬆️

**Base Price:** \$38,950-\$72,700  
**Body Styles:** convertible; coupe; sedan  
**Trim Lines:** C300, C350e, C43 AMG, C63, C63 S  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (241 hp); 2.0-liter 4 hybrid (275 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469, 503 hp)  
**Trans.:** 7-spd auto.; 9-spd. auto.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .185  
 Width (in.) . . . . .71  
 Height (in.) . . . . .57  
 Wheelbase (in.) . . . . .112  
 Weight (lb.) . . . . .3,670  
 % weight front/rear . . . . .55/45

#### Cargo Measurement

Max. Load (lb.) . . . . .795  
 Cargo Volume, cu.ft. . . . .17  
 Towing Capacity (lb.) . . . . .NR

#### Fuel

Premium  
 CR overall mpg . . . . .26

TROUBLE SPOTS	Mercedes-Benz C-Class		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	1	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	1	⬆️	⬆️
Power Equipment	⬆️	1	⬆️
In-Car Electronics	⬆️	1	1
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Worse than average ⬆️		

## Mercedes-Benz CLA



**MOST MAINSTREAM SEDANS** deliver a better driving experience than the CLA, let alone a typical Mercedes. The engine and transmission lack refinement. At times the powertrain feels unresponsive, and while the car is agile, the ride is punishingly stiff. Cabin access is difficult, and the well-appointed interior is noisy and 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 rise to the \$50,000 range for an available 375-hp AMG CLA45 version that sounds more exciting on paper than it feels from behind the wheel.



<b>Overall Score</b>	<b>56</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬇️
Road Test Score	<b>64</b>
Crash Prevention	Std./⬆️

**Base Price:** \$31,500-\$48,500  
**Body Styles:** sedan  
**Trim Lines:** 250, 45 AMG  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)  
**Transmissions:** 7-speed automatic; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . .70  
 Height (in.) . . . . .57  
 Wheelbase (in.) . . . . .106  
 Weight (lb.) . . . . .3,335  
 % weight front/rear . . . . .61/39

#### Cargo Measurement

Max. Load (lb.) . . . . .860  
 Cargo Volume, cu.ft. . . . .13  
 Towing Capacity (lb.) . . . . .NR

#### Fuel

Premium  
 CR overall mpg . . . . .28

TROUBLE SPOTS	Mercedes-Benz CLA		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Worse than average ⬆️		

## Mercedes-Benz CLS



**THE EXTENSIVELY FRESHENED** CLS gets a new 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic for the base powertrain. The 550 gets a 402-hp, 4.7-liter twin-turbo V8 mated to a new nine-speed automatic. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupe-like styling results in a low roof and small windows, reducing interior space. That limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. All-wheel drive is available.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	1*
Road Test Score	2
Crash Prevention	Std./3

**Base Price:** \$66,900-\$107,800

**Body Styles:** sedan

**Trim Lines:** CLS400, CLS550, CLS63 AMG S

**Drive Wheels:** Rear or AWD

**Seating:** 2 front, 2 rear

**Engines:** 3.0-liter V6 turbo (329 hp); 4.7-liter V8 turbo (402 hp); 5.5-liter V8 turbo (577 hp)

**Transmissions:** 7-speed automatic; 9-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.)	195
Width (in.)	74
Height (in.)	56
Wheelbase (in.)	113
Weight (lb.)	4,160
% weight front/rear	51/49

#### Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

**Fuel**

Premium

EPA combined mpg. . . . . 20

Reliability History	Mercedes-Benz CLS		
TROUBLE SPOTS	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS	NEW CAR PREDICTION		
Average	1	2	3
Premium	1	2	3

## Mercedes-Benz E-Class



**THE NEW 2017** Mercedes-Benz E-Class promises improved fuel economy and cutting-edge safety gear. The base E300 is powered by a 241-hp, 2.0-liter turbo four-cylinder that is linked to a nine-speed automatic. This combination works well, but it won't set your heart on fire. Diesel and high-performance AMG variants will come later. The car is quiet and handles with agility, and the ride is comfortable. Inside, the dash features high-resolution displays, but the controls have grown more complicated. Even adjusting the lumbar support in the seat is a multi step process done through the central controller and screen. Touch-sensitive control buttons adorn the steering wheel, which we find to be needlessly fussy. New technology includes the ability to follow the road and steer itself temporarily as a driver assist feature.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	2
Road Test Score	NA
Crash Prevention	Std./3

**Base Price:** \$52,150-\$65,000E

**Body Styles:** sedan; wagon

**Trim Lines:** AMG E43, E300, E400

**Drive Wheels:** Rear or AWD

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 turbo (396 hp)

**Transmissions:** 9-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	116
Weight (lb.)	4,030
% weight front/rear	54/46

#### Cargo Measurement

Max. Load (lb.)	1,070
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

**Fuel**

Premium

EPA combined mpg. . . . . 24

Reliability History	Mercedes-Benz E-Class		
TROUBLE SPOTS	14	15	16
Engine Major	2	2	2
Engine Minor	2	2	2
Engine Cooling	2	2	2
Transmission Major	2	2	2
Transmission Minor	2	2	2
Drive System	2	2	2
Fuel System	2	2	2
Electrical	2	2	2
Climate System	2	2	2
Suspension	2	2	2
Brakes	2	2	2
Exhaust	2	2	2
Paint/Trim	2	2	2
Noises/Leaks	2	2	2
Body Hardware	2	2	2
Power Equipment	1	2	2
In-Car Electronics	1	2	2

USED CAR VERDICTS	NEW CAR PREDICTION		
Average	1	2	3
Premium	1	2	3

## Mercedes-Benz GLA



**ESSENTIALLY A RAISED** wagon 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, combined with the engine's turbo lag, makes the GLA feel lethargic despite its quick acceleration times. Handling is dialed in, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor. Safety features include a radar-based collision-prevention system. Autonomous emergency braking, blind-spot monitoring, and lane assist are optional. A front-drive version and a high-performance 375-hp GLA45 are available. 2016 models get an upgraded infotainment system.



<b>Overall Score</b>	<b>70</b>
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	70
Crash Prevention	Std./^

**Base Price:** \$32,850-\$49,950  
**Body Styles:** 4-door SUV  
**Trim Lines:** 250, 45 AMG  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (355 hp)  
**Transmissions:** 7-speed sequential

Reliability History			
TROUBLE SPOTS	Mercedes-Benz GLA		
	14	15	16
Engine Major	^	*	
Engine Minor	^	*	
Engine Cooling	^	*	
Transmission Major	^	*	
Transmission Minor	^	*	
Drive System	^	*	
Fuel System	^	*	
Electrical	^	*	
Climate System	^	*	
Suspension	^	*	
Brakes	^	*	
Exhaust	^	*	
Paint/Trim	^	*	
Noises/Leaks	^	*	
Body Hardware	^	*	
Power Equipment	^	*	
In-Car Electronics	v	*	
<b>USED CAR VERDICTS</b>	1		
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 174  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 60  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,535  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 795  
 Cargo Volume, cu.ft. . . . . 23  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 26

## Mercedes-Benz GLC



**BASED ON THE** current C-Class, the rounded GLC replaces the GLK. Larger dimensions improve rear-seat room, although it's still a bit snug. Plush furnishings inside the quiet cabin prove appealing, although it also has Mercedes' complex infotainment system. The 241-hp, 2.0-liter turbo four-cylinder delivers ample power, and is matched to a nine-speed automatic. Unlike other nine-speeds we've tried, this one typically works well. The GLC rides comfortably and handles with athleticism. Automatic emergency braking is standard, but other safety gear like blind-spot monitoring and cross-traffic alert comes in confusing options packages. Towing capability is high for the class, and air suspension is optional. A turbo V6 AMG GL43 goes on sale this fall. A coupe-like SUV, the GLC Coupe, is also in the works.



<b>Overall Score</b>	<b>84</b>
Predicted Reliability	^
Owner Satisfaction	^*
Road Test Score	81
Crash Prevention	Std./^

**Base Price:** \$38,950-\$48,000E  
**Body Styles:** 4-door SUV  
**Trim Lines:** AMG GLC43, GLC300  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)  
**Transmissions:** 7-speed automatic; 9-speed automatic

Reliability History			
TROUBLE SPOTS	Mercedes-Benz GLC		
	14	15	16
Engine Major	^		
Engine Minor	^		
Engine Cooling	^		
Transmission Major	^		
Transmission Minor	^		
Drive System	^		
Fuel System	^		
Electrical	^		
Climate System	^		
Suspension	^		
Brakes	^		
Exhaust	^		
Paint/Trim	^		
Noises/Leaks	^		
Body Hardware	^		
Power Equipment	^		
In-Car Electronics	^		
<b>USED CAR VERDICTS</b>	^		
<b>NEW CAR PREDICTION</b>	Much better than average ^		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 113  
 Weight (lb.) . . . . . 4,010  
 % weight front/rear . . . . . 53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 950  
 Cargo Volume, cu.ft. . . . . 28  
 Towing Capacity (lb.) . . . . . 4,850

#### Fuel

Premium  
 CR overall mpg . . . . . 22

## Mercedes-Benz GLE



**RENAMED FROM THE M-Class**, the GLE is a capable and luxurious mid-sized 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 limits. A four-cylinder turbodiesel is also available. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback and precision. Emergency handling reaches its limits at modest speeds, reducing confidence. First-rate interior finish and well-padded seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A new plug-in hybrid version is said to deliver 18 miles of all-electric driving.



<b>Overall Score</b>	<b>7</b>
Predicted Reliability	1
Owner Satisfaction	▲*
Road Test Score	75
Crash Prevention	Std./▲

**Base Price:** \$51,100-\$107,100  
**Body Styles:** 4-door SUV  
**Trim Lines:** 300d, 350, 400, 500e, 63 AMG, 63 S AMG  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 22.1-liter 4 turbodiesel (201 hp); 3.5-liter V6 (302 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 hybrid (436 hp); 5.5-liter V8 turbo (550, 577 hp)  
**Trans:** 7-spd auto.; 9-spd auto.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 189  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 71  
 Wheelbase (in.) . . . . . 115  
 Weight (lb.) . . . . . 4,915  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,080  
 Cargo Volume, cu.ft. . . . . 37.5  
 Towing Capacity (lb.) . . . . . 7,200

#### Fuel

Premium or diesel  
 CR overall mpg . . . . . 18

Reliability History	
TROUBLE SPOTS	Mercedes-Benz GLE
	14 15 16
Engine Major	▲
Engine Minor	▲
Engine Cooling	▲
Transmission Major	▲
Transmission Minor	▲
Drive System	▲
Fuel System	▲
Electrical	▲
Climate System	▲
Suspension	▲
Brakes	▲
Exhaust	▲
Paint/Trim	▲
Noises/Leaks	1
Body Hardware	▲
Power Equipment	▲
In-Car Electronics	▲
<b>USED CAR VERDICTS</b>	▼
<b>NEW CAR PREDICTION</b>	Average 1

## Mercedes-Benz GLS



**MERCEDES' SEVEN-PASSENGER SUV** is freshened for the 2017 model year, with 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 GL 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 very clumsy when pushed to its handling limits. Engines include a 255-hp V6 diesel; 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 adaptive cruise control, pedestrian detection, cross-traffic alert, blind-spot warning, and lane-keeping assist.



<b>Overall Score</b>	<b>61</b>
Predicted Reliability	▼
Owner Satisfaction	▲*
Road Test Score	82
Crash Prevention	Std./▲

**Base Price:** \$67,050-\$124,100  
**Body Styles:** 4-door SUV  
**Trim Lines:** 350d, 450, 550, AMG S63  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.0-liter V6 turbodiesel (255 hp); 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp)  
**Trans.:** 7-spd auto.; 9-spd auto.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 202  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 73  
 Wheelbase (in.) . . . . . 121  
 Weight (lb.) . . . . . 5,660  
 % weight front/rear . . . . . 50/50

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,180  
 Cargo Volume, cu.ft. . . . . 47  
 Towing Capacity (lb.) . . . . . 7,500

#### Fuel

Premium or diesel  
 CR overall mpg . . . . . 20

Reliability History	
TROUBLE SPOTS	Mercedes-Benz GLS
	14 15 16
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Much worse than average ▼

**Alert:** This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

## Mercedes-Benz Metris



**FUNDAMENTALLY A COMMERCIAL** van, the Metris can be configured as a near-windowless delivery van or a passenger-hauling shuttle. Approximately the same length as a minivan, the Mercedes is taller and wider, with generous head room and available seats for eight. The sole powertrain is a responsive 208-hp, 2.0-liter turbo four that drives the rear wheels. Handling is relatively nimble, and the tight turning circle is terrific. However, the ride is on the stiff side. The high payload rating is impressive and the low load floor helps with cargo access. Despite its Mercedes badge, the Metris is rather Spartan and far from plush. The long options list includes power sliding side doors, auto climate control, and a rear camera, but lacks minivan mainstays like a rear entertainment system or easy-folding seats.



**Base Price:** \$28,950-\$32,500  
**Body Styles:** minivan  
**Trim Lines:** —  
**Drive Wheels:** Rear  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 2.0-liter 4 turbo (208 hp)  
**Transmissions:** 7-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 202  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . . 126  
 Weight (lb.) . . . . . 4,250  
 % weight front/rear . . . . . NA

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,875  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 5,000

#### Fuel

Premium  
 EPA combined mpg. . . . . 21

Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	^*
Road Test Score	NA
Crash Prevention	Opt.

Reliability History	
TROUBLE SPOTS	Mercedes-Benz Metris 14 15 16
Engine Major	*
Engine Minor	*
Engine Cooling	*
Transmission Major	*
Transmission Minor	*
Drive System	*
Fuel System	*
Electrical	*
Climate System	*
Suspension	*
Brakes	*
Exhaust	*
Paint/Trim	*
Noises/Leaks	*
Body Hardware	*
Power Equipment	*
In-Car Electronics	*
USED CAR VERDICTS	
NEW CAR PREDICTION	Average 1

## Mercedes-Benz S-Class



**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 S550 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 ultrahushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though it's large and posh, handling agility is commendable. Many controls are overly complicated, however. A coupe version is available, and a plug-in hybrid is new for 2016. Reliability has been well-below-average.



**Base Price:** \$96,600-\$247,900  
**Body Styles:** convertible; coupe; sedan  
**Trim Lines:** S500e, S550, S600, S63 AMG, S65 AMG  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 hybrid (436 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (523, 621 hp)  
**Trans.:** 7-spd auto.; 9-spd auto.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 207  
 Width (in.) . . . . . 75  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . . 125  
 Weight (lb.) . . . . . 4,935  
 % weight front/rear . . . . . 53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 915  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 18

Overall Score	73
Predicted Reliability	▼
Owner Satisfaction	^
Road Test Score	96
Crash Prevention	Std./^

Reliability History	
TROUBLE SPOTS	Mercedes-Benz S-Class 14 15 16
Engine Major	* ^ *
Engine Minor	* ^ *
Engine Cooling	* ^ *
Transmission Major	* ^ *
Transmission Minor	* ^ *
Drive System	* ^ *
Fuel System	* ^ *
Electrical	* ^ *
Climate System	* ^ *
Suspension	* ^ *
Brakes	* 1 *
Exhaust	* ^ *
Paint/Trim	* ^ *
Noises/Leaks	* ^ *
Body Hardware	* ^ *
Power Equipment	* 1 *
In-Car Electronics	* ▼ *
USED CAR VERDICTS	▼
NEW CAR PREDICTION	Much worse than average ▼



## Mercedes-Benz SL



**THE DROP-TOP SL** has several changes for 2017, including styling updates and more horsepower. 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 twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models—SL63 and SL65—make due with a 577-hp twin-turbo 5.5-liter V8 and 621-hp twin-turbo 6.0-liter V12 engines, respectfully. The SL is a luxury roadster with a foldable hardtop that's comfortable and quiet. One neat feature is a roof panel that offers varying degrees of opacity. Safety features include autonomous braking, lane-keeping assist, blind-spot detection, and adaptive cruise control.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Std./▲

**Base Price:** \$86,950-\$219,850  
**Body Styles:** convertible  
**Trim Lines:** SL450, SL550, SL63 AMG, SL65 AMG  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (621 hp)  
**Trans.:** 7-spd auto.; 9-spd auto.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . . 74  
 Height (in.) . . . . .51  
 Wheelbase (in.) . . . . . 102  
 Weight (lb.) . . . . .3,935  
 % weight front/rear . . . . . 50/50  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . NA  
 Cargo Volume, cu.ft. . . . .14  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg. . . . . 20

Reliability History	
TROUBLE SPOTS	Mercedes-Benz SL
	14 15 16
Engine Major	* * *
Engine Minor	* * *
Engine Cooling	* * *
Transmission Major	* * *
Transmission Minor	* * *
Drive System	* * *
Fuel System	* * *
Electrical	* * *
Climate System	* * *
Suspension	* * *
Brakes	* * *
Exhaust	* * *
Paint/Trim	* * *
Noises/Leaks	* * *
Body Hardware	* * *
Power Equipment	* * *
In-Car Electronics	* * *
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

## Mercedes-Benz SLC



**FOR 2017 THE** updated SLK also gets a new name: SLC. It features a retractable hardtop that does a great job at keeping the interior quiet. The SLK250 we tested had a 1.8-liter, turbo four-cylinder that delivered ample thrust, while the new SLC300 uses a more powerful 2.0-liter engine coupled to a nine-speed automatic. There is a more powerful V6 SLC43 version. The SLC 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.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	▲*
Road Test Score	NA
Crash Prevention	Std./▲

**Base Price:** \$47,950-\$61,225  
**Body Styles:** convertible  
**Trim Lines:** SLC300, SLC43  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)  
**Transmissions:** 9-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 163  
 Width (in.) . . . . . 72  
 Height (in.) . . . . .51  
 Wheelbase (in.) . . . . . 96  
 Weight (lb.) . . . . .3,295  
 % weight front/rear . . . . .51/49  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 560  
 Cargo Volume, cu.ft. . . . . 10  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg. . . . . 27

Reliability History	
TROUBLE SPOTS	Mercedes-Benz SLC
	14 15 16
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

**Alert:** This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

## Mini Cooper



**MINI VEHICLES ARE** equal parts 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 but not as agile as previous generations. The ride is rather firm 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 hot-rod John Cooper Works bumps the power to 228 hp and gets firmer suspension. Reliability has been average.



<b>Overall Score</b>	<b>58-66</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>68-81</b>
Crash Prevention	Opt.

**Base Price:** \$20,950-\$35,600  
**Body Styles:** 2-door hatchback; 4-door hatchback; convertible; wagon  
**Trim Lines:** Base, Clubman, Clubman S, JCW, S  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)  
**Trans.:** 6- & 8-spd auto.; 6-spd man.

### Facts & Figures

**Exterior Dimensions**

Length (in.)	151
Width (in.)	68
Height (in.)	56
Wheelbase (in.)	98
Weight (lb.)	2,775
% weight front/rear	.63/37

**Cargo Measurement**

Max. Load (lb.)	770
Cargo Volume, cu.ft.	9
Towing Capacity (lb.)	NR

**Fuel**

Premium	
CR overall mpg	30-31

TROUBLE SPOTS	Mini Cooper		
	14	15	16
Engine Major	⬆️	⬇️	⬆️
Engine Minor	⬇️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬇️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬇️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬇️	⬆️	⬆️

<b>USED CAR VERDICTS</b>	⬇️	⬇️	⬆️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️		

## Mini Cooper Clubman



**THE CLUBMAN IS** a longer and wider version of the four-door Coopers, and shares its platform with the BMW X1. Engine choices include a slightly wheeze-sounding three-cylinder turbo in the base car or a quicker and more enjoyable sounding four-cylinder turbo in the S. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is actually 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 on the S.



<b>Overall Score</b>	<b>57</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>67</b>
Crash Prevention	Opt.

**Base Price:** \$24,100-\$29,450  
**Body Styles:** wagon  
**Trim Lines:** Base, S  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp)  
**Transmissions:** 6-speed automatic; 8-speed automatic; 6-speed manual

### Facts & Figures

**Exterior Dimensions**

Length (in.)	168
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	105
Weight (lb.)	3,175
% weight front/rear	.59/41

**Cargo Measurement**

Max. Load (lb.)	980
Cargo Volume, cu.ft.	23
Towing Capacity (lb.)	NR

**Fuel**

Premium	
CR overall mpg	28

TROUBLE SPOTS	Mini Cooper Clubman		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️		

## Mini Cooper Countryman



**THE SUV-LIKE COUNTRYMAN** is taller than other Minis but still small and fun to drive. The quirky interior has well-shaped, comfortable seats. It's based on the previous-generation Cooper and retains its quick steering and fantastic agility, along with a stiff ride. The S has a punchy powertrain, and it posted a very good 26 mpg overall in our tests. Familiar Mini downsides carry over, including frustrating controls and a noisy cabin. All-wheel drive is only available on the S. Though the current car is still based on the previous-generation Mini, a Countryman riding on the new Clubman platform will be introduced soon. Reliability has been above average, but the Countryman scores too low for us to recommend.



Overall Score	<b>68</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>68</b>
Crash Prevention	NA

**Base Price:** \$22,750-\$35,350  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, JCW, S  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 (121 hp); 1.6-liter 4 turbo (181 hp); 1.6-liter 4 turbo (208 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .162  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 62  
 Wheelbase (in.) . . . . . 102  
 Weight (lb.) . . . . . 3,305  
 % weight front/rear . . . . .58/42

#### Cargo Measurement

Max. Load (lb.) . . . . . 860  
 Cargo Volume, cu.ft. . . . . 19.5  
 Towing Capacity (lb.) . . . . . NR

Fuel  
 Premium  
 CR overall mpg . . . . . 26

Reliability History			
TROUBLE SPOTS	Mini Cooper Countryman		
	14	15	16
Engine Major	⬆️	*	*
Engine Minor	⬆️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬆️	*	*
In-Car Electronics	⬇️	*	*
USED CAR VERDICTS	⬆️		
NEW CAR PREDICTION	Better than average ⬆️		

## Mitsubishi Lancer



**DESPITE ITS RECENT** facelift, the Lancer is an outdated and insubstantial compact sedan. The 2.0-liter four-cylinder engine is rough, the continuously variable transmission makes the car moan plaintively, fuel economy is uncompetitive, and the car is sluggish from a stop. Handling is secure, but the ride is a bit rough. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. All-wheel drive is available. 2016 saw the demise of the sporty Evolution version.



Overall Score	<b>61</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬇️*
Road Test Score	<b>62</b>
Crash Prevention	NA

**Base Price:** \$17,795-\$22,095  
**Body Styles:** sedan  
**Trim Lines:** ES, SE, SEL  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)  
**Transmissions:** 5-speed manual; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . . 69  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 3,015  
 % weight front/rear . . . . .61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 12  
 Towing Capacity (lb.) . . . . . NR

Fuel  
 Regular  
 CR overall mpg . . . . . 25

Reliability History			
TROUBLE SPOTS	Mitsubishi Lancer		
	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬇️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬇️	⬆️	*
Suspension	⬆️	⬇️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬇️	⬇️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬇️	⬆️	
NEW CAR PREDICTION	Average ⬇️		

## Mitsubishi Mirage



**ITS ROCK-BOTTOM STICKER** price and thrifty fuel economy of 37 mpg overall conjures an inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Minor updates for 2017 bring a sedan body style, a hint more power, Apple CarPlay and Android Auto, along with supposedly upgraded brakes and improvements to the handling. Yet those enhancements won't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament. While relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. The Mirage is a weak contender among new small cars, and for the money, there are many much-better used cars.



<b>Overall Score</b>	<b>37</b>
Predicted Reliability	1*
Owner Satisfaction	✓*
Road Test Score	29
Crash Prevention	NA

**Base Price:** \$12,995-\$16,995  
**Body Styles:** 4-door hatchback; sedan  
**Trim Lines:** ES, GT, SE  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.2-liter 3 (78 hp)  
**Transmissions:** 5-speed manual; CVT

Reliability History			
TROUBLE SPOTS	Mitsubishi Mirage		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

**Exterior Dimensions**

Length (in.)	149
Width (in.)	66
Height (in.)	59
Wheelbase (in.)	97
Weight (lb.)	2,085
% weight front/rear	.61/39

**Cargo Measurement**

Max. Load (lb.)	825
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

**Fuel**

Regular	
CR overall mpg	37

## Mitsubishi Outlander



**OUTDATED AND OUTCLASSED**, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, rare in this class. The Outlander received some suspension tweaks that made the ride a bit more absorbent but also more buoyant. Handling is clumsy, with lots of pronounced body lean in corners. Cabin noise levels have dropped slightly. Still, the base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for more power. Acceleration is leisurely at 10 seconds from 0-60 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 mitigation and lane-departure warning are available on some trims. The upcoming plug-in hybrid will cost over \$40,000.



<b>Overall Score</b>	<b>60</b>
Predicted Reliability	1*
Owner Satisfaction	✓*
Road Test Score	59
Crash Prevention	Opt.

**Base Price:** \$22,995-\$40,000E  
**Body Styles:** 4-door SUV  
**Trim Lines:** ES, GT, Plug-in Hybrid, SE, SEL  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.0-liter 4 (0 hp); 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)  
**Transmissions:** 6-speed automatic; CVT

Reliability History			
TROUBLE SPOTS	Mitsubishi Outlander		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

**Exterior Dimensions**

Length (in.)	185
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	105
Weight (lb.)	3,610
% weight front/rear	.56/44

**Cargo Measurement**

Max. Load (lb.)	1,155
Cargo Volume, cu.ft.	32.5
Towing Capacity (lb.)	1,500

**Fuel**

Regular or premium	
CR overall mpg	24

## Mitsubishi Outlander Sport



**THIS IS A** shortened version of the Outlander, with reduced 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 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. 2016 updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	4*
Road Test Score	NA
Crash Prevention	NA

**Base Price:** \$19,595-\$27,395  
**Body Styles:** 4-door SUV  
**Trim Lines:** ES, GT, SE, SEL  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)  
**Transmissions:** 5-speed manual; CVT

### Reliability History

TROUBLE SPOTS	Mitsubishi Outlander Sport	14	15	16
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Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS	NEW CAR PREDICTION
	Average 1

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .172  
 Width (in.) . . . . .71  
 Height (in.) . . . . .64  
 Wheelbase (in.) . . . . .105  
 Weight (lb.) . . . . .3,290  
 % weight front/rear . . . . .59/41

#### Cargo Measurement

Max. Load (lb.) . . . . .825  
 Cargo Volume, cu.ft. . . . .25.5  
 Towing Capacity (lb.) . . . . .NR

**Fuel**  
 Regular  
 EPA combined mpg . . . . .26

## Mitsubishi i-MiEV



**THE I-MIEV IS** one of the cheapest all-electric cars available. But the downside is an underdeveloped car that is slow, clumsy, stiff-riding, and plebeian inside. It takes between 6 and 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a standard 110-volt charger. Its range is EPA-rated at 62 miles, although we generally got around 56 miles. We measured its energy consumption at 111 mpg equivalent. The motor puts out a meager 66 hp. In comparison, the five-seat Nissan Leaf, with its roomier interior and more comfortable ride, feels like a real car and is a far better choice.



Overall Score	44
Predicted Reliability	1*
Owner Satisfaction	4*
Road Test Score	35
Crash Prevention	NA

**Base Price:** \$22,995  
**Body Styles:** 4-door hatchback  
**Trim Lines:** ES  
**Drive Wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** Electric (66 hp)  
**Transmissions:** 1-speed direct

### Reliability History

TROUBLE SPOTS	Mitsubishi i-MiEV	14	15	16
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Engine Major	*	*
Engine Minor	*	*
Engine Cooling	*	*
Transmission Major	*	*
Transmission Minor	*	*
Drive System	*	*
Fuel System	*	*
Electrical	*	*
Climate System	*	*
Suspension	*	*
Brakes	*	*
Exhaust	*	*
Paint/Trim	*	*
Noises/Leaks	*	*
Body Hardware	*	*
Power Equipment	*	*
In-Car Electronics	*	*

USED CAR VERDICTS	NEW CAR PREDICTION
	Average 1

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .145  
 Width (in.) . . . . .62  
 Height (in.) . . . . .64  
 Wheelbase (in.) . . . . .100  
 Weight (lb.) . . . . .2,610  
 % weight front/rear . . . . .46/54

#### Cargo Measurement

Max. Load (lb.) . . . . .660  
 Cargo Volume, cu.ft. . . . .13  
 Towing Capacity (lb.) . . . . .NR

**Fuel**  
 Electric  
 CR overall mpg . . . . .111

## Nissan Altima



**THIS RATHER GENERIC**, though roomy, sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience. In our tests we got a decent 29 mpg overall in the 2.5-liter four-cylinder, while 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 feels superficially soft, but over sharp bumps the suspension loses its absorbency. Controls are easy to use, but the infotainment system is fussy to use and limits phone interaction only to voice commands. Blind-spot and lane-departure warning systems are available. Reliability has improved to average but the Altima scored too low to recommend.



Overall Score	67-72
Predicted Reliability	1
Owner Satisfaction	2
Road Test Score	71-80
Crash Prevention	Opt.

**Base Price:** \$22,500-\$32,090  
**Body Styles:** sedan  
**Trim Lines:** 2.5, 2.5 S, 2.5 SL, 2.5 SR, 2.5 SV, 3.5 SL, 3.5 SR  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (179 hp); 3.5-liter V6 (270 hp)  
**Transmissions:** CVT

Reliability History	Nissan Altima		
	TROUBLE SPOTS	14	15
Engine Major	1	1	1
Engine Minor	1	1	1
Engine Cooling	1	1	1
Transmission Major	1	1	1
Transmission Minor	2	1	2
Drive System	1	1	1
Fuel System	1	1	1
Electrical	1	1	1
Climate System	2	1	1
Suspension	1	2	1
Brakes	2	1	1
Exhaust	1	1	1
Paint/Trim	2	1	1
Noises/Leaks	2	2	1
Body Hardware	2	1	1
Power Equipment	3	1	1
In-Car Electronics	4	2	1
<b>USED CAR VERDICTS</b>	1	1	1
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .192  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . .3,245  
 % weight front/rear . . . . .61/39

#### Car Measurement

Max. Load (lb.) . . . . .900  
 Cargo Volume, cu.ft. . . . .15  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Regular  
 CR overall mpg . . . . .24-29

## Nissan Armada



**ESSENTIALLY A MAINSTREAM** version of the Infiniti QX80, the redesigned 2017 Nissan Armada is available in rear- and four-wheel-drive configurations. The updated 5.6-liter V8 now makes 390 horsepower. Inside, Nissan focused on giving the spacious interior a premium feeling. A variety of seating configurations are available, allowing seven or eight passengers to fit. Advanced safety systems such as forward-collision warning, auto emergency braking, and blind-spot warning come as part of the optional technology package. One of the biggest needs was an improvement over the old Armada's 13 mpg overall fuel economy. The similar Infiniti QX80 returned 15 mpg overall in our tests. Towing capacity is rated at 8,500 pounds..



Overall Score	NA
Predicted Reliability	3*
Owner Satisfaction	1*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$44,400-\$59,990  
**Body Styles:** 4-door SUV  
**Trim Lines:** Platinum, SL, SV  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.6-liter V8 (390 hp)  
**Transmissions:** 7-speed automatic

Reliability History	Nissan Armada		
	TROUBLE SPOTS	14	15
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Worse than average 3		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .209  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 76  
 Wheelbase (in.) . . . . .121  
 Weight (lb.) . . . . .5,820  
 % weight front/rear . . . . .52/48

#### Car Measurement

Max. Load (lb.) . . . . .1,545  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 8,500

**Fuel**  
 Regular  
 EPA combined mpg . . . . .15

## Nissan Frontier



**DATING BACK TO** 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the outgoing larger 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.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	↓
Road Test Score	NA
Crash Prevention	NA

**Base Price:** \$18,290-\$34,860  
**Body Styles:** crew cab; extended cab  
**Trim Lines:** DR, PRO-4X, S, SL, SV  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)  
**Transmissions:** 5-speed automatic; 5-speed manual; 6-speed manual

### Reliability History

TROUBLE SPOTS	Nissan Frontier		
	14	15	16
Engine Major	↑	↑	↑
Engine Minor	↑	↑	↑
Engine Cooling	↑	↑	↑
Transmission Major	↑	↑	↑
Transmission Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	1	↑
Suspension	↑	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↓	↑
Noises/Leaks	↑	1	↑
Body Hardware	↑	↑	↑
Power Equipment	1	↑	↑
In-Car Electronics	↓	↑	1
<b>USED CAR VERDICTS</b>	1	↓	1
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 206  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 70  
 Wheelbase (in.) . . . . . 126  
 Weight (lb.) . . . . . 4,655  
 % weight front/rear . . . . . 55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,160  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 6,100

#### Fuel

Regular  
 EPA combined mpg . . . . . 17

## Nissan Juke



**THE FUNKY-LOOKING JUKE** has the raised ride height and optional AWD of an SUV, but with very carlike handling and maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Tidy handling and Nissan's punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. A continuously variable transmission is standard. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test. A modest restyling took place for 2015.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	↓
Road Test Score	NA
Crash Prevention	NA

**Base Price:** \$20,250-\$30,020  
**Body Styles:** 4-door SUV  
**Trim Lines:** NISMO, NISMO RS, S, SL, SV  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 turbo (188 hp); 1.6-liter 4 turbo (197 hp); 1.6-liter 4 turbo (215 hp)  
**Transmissions:** 6-speed manual; CVT

### Reliability History

TROUBLE SPOTS	Nissan Juke		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 162  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 62  
 Wheelbase (in.) . . . . . 100  
 Weight (lb.) . . . . . 3,170  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 860  
 Cargo Volume, cu.ft. . . . . 11  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . 28

## Nissan Leaf



**IN BASE FORM**, the all-electric Leaf has a 75-mile typical range. A full charge took us 6 hours using a 240-volt outlet, but charge times have been shortened since our tests. We measured the equivalent of 106 mpg, and running costs are 3.5 cents per mile at the national average of 11 cents per kWh. The ride is comfortable, but handling isn't particularly agile. The rear seat is roomy, but the cargo area is rather small. Standard features include a heated steering wheel and seats, and top models get electric heating that uses 30 percent less energy. Reliability has been above average, but we can't recommend the Leaf because it scored a Poor in the IIHS small-overlap crash test. Both the SV and SL versions can be equipped with a 30-kWh battery with a claimed 107-mile range.



Overall Score	<b>67</b>
Predicted Reliability	<span style="color: yellow;">!</span>
Owner Satisfaction	<span style="color: green;">^</span>
Road Test Score	<b>71</b>
Crash Prevention	NA

**Base Price:** \$29,010-\$36,790  
**Body Styles:** 4-door hatchback  
**Trim Lines:** S, SL, SV  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (107 hp)  
**Transmissions:** 1-speed direct

Reliability History	
TROUBLE SPOTS	Nissan Leaf
	14 15 16
Engine Major	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Engine Minor	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Engine Cooling	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Transmission Major	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Transmission Minor	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Drive System	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Fuel System	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Electrical	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Climate System	<span style="color: red;">v</span> <span style="color: yellow;">!</span> *
Suspension	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Brakes	<span style="color: green;">^</span> <span style="color: yellow;">!</span> *
Exhaust	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Paint/Trim	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Noises/Leaks	<span style="color: yellow;">!</span> <span style="color: green;">^</span> *
Body Hardware	<span style="color: green;">^</span> <span style="color: green;">^</span> *
Power Equipment	<span style="color: green;">^</span> <span style="color: green;">^</span> *
In-Car Electronics	<span style="color: green;">^</span> <span style="color: green;">^</span> *
<b>USED CAR VERDICTS</b>	<span style="color: yellow;">!</span> <span style="color: green;">^</span>
<b>NEW CAR PREDICTION</b>	Better than average <span style="color: green;">^</span>

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .175  
 Width (in.) . . . . . 70  
 Height (in.) . . . . .61  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,360  
 % weight front/rear . . . . . 56/44

#### Cargo Measurement

Max. Load (lb.) . . . . . 860  
 Cargo Volume, cu.ft. . . . . 15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Electric  
 CR overall mpg . . . . . 106

## Nissan Maxima



**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, a number of high-tech safety and connectivity features, and 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.



Overall Score	<b>72</b>
Predicted Reliability	<span style="color: yellow;">!</span>
Owner Satisfaction	<span style="color: green;">^</span>
Road Test Score	<b>81</b>
Crash Prevention	Opt.

**Base Price:** \$32,560-\$39,990  
**Body Styles:** sedan  
**Trim Lines:** Platinum, S, SL, SR, SV  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 3.5-liter V6 (300 hp)  
**Transmissions:** CVT

Reliability History	
TROUBLE SPOTS	Nissan Maxima
	14 15 16
Engine Major	<span style="color: green;">^</span> <span style="color: green;">^</span>
Engine Minor	<span style="color: green;">^</span> <span style="color: green;">^</span>
Engine Cooling	<span style="color: green;">^</span> <span style="color: green;">^</span>
Transmission Major	<span style="color: green;">^</span> <span style="color: green;">^</span>
Transmission Minor	<span style="color: green;">^</span> <span style="color: green;">^</span>
Drive System	<span style="color: green;">^</span> <span style="color: green;">^</span>
Fuel System	<span style="color: green;">^</span> <span style="color: green;">^</span>
Electrical	<span style="color: green;">^</span> <span style="color: green;">^</span>
Climate System	<span style="color: green;">^</span> <span style="color: green;">^</span>
Suspension	<span style="color: green;">^</span> <span style="color: green;">^</span>
Brakes	<span style="color: green;">^</span> <span style="color: green;">^</span>
Exhaust	<span style="color: yellow;">!</span> <span style="color: green;">^</span>
Paint/Trim	<span style="color: yellow;">!</span> <span style="color: yellow;">!</span>
Noises/Leaks	<span style="color: green;">^</span> <span style="color: green;">^</span>
Body Hardware	<span style="color: green;">^</span> <span style="color: yellow;">!</span>
Power Equipment	<span style="color: yellow;">!</span> <span style="color: yellow;">!</span>
In-Car Electronics	<span style="color: green;">^</span> <span style="color: yellow;">!</span>
<b>USED CAR VERDICTS</b>	<span style="color: yellow;">!</span> <span style="color: yellow;">!</span>
<b>NEW CAR PREDICTION</b>	Average <span style="color: yellow;">!</span>

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 193  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 3,535  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 900  
 Cargo Volume, cu.ft. . . . . 14  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 25



## Nissan Murano



**NISSAN'S MIDSIZED 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-inchers. Optional safety features include blind-spot and cross-traffic warnings, as well as forward-collision warning with emergency autobrake. An available 8-inch color display houses the NissanConnect infotainment system. Good crash-test results are a plus. Reliability has been above average. A hybrid version is new.



<b>Overall Score</b>	<b>73</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>77</b>
Crash Prevention	Opt.

**Base Price:** \$29,740-\$40,780  
**Body Styles:** 4-door SUV  
**Trim Lines:** Platinum, S, SL, SV  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 hybrid (249 hp); 3.5-liter V6 (260 hp)  
**Transmissions:** CVT

### Reliability History

TROUBLE SPOTS	Nissan Murano		
	14	15	16

Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
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<b>NEW CAR PREDICTION</b>	Average ⬆️
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### Facts & Figures

#### Exterior Dimensions

Length (in.)	192
Width (in.)	75
Height (in.)	67
Wheelbase (in.)	111
Weight (lb.)	4,025
% weight front/rear	59/41

#### Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	33.5
Towing Capacity (lb.)	1,500

<b>Fuel</b>	
Regular	
CR overall mpg	21

## Nissan Pathfinder



**THIS MIDSIZED SUV** has seating for up to seven, but the second row's posture is not ideal 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. The ride is comfortable enough, but handling lacks agility. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, but the result of that setup is an overly low second-row seat cushion. Blind-spot warning and rear cross-traffic alert are available. Reliability has been below average. The 2017 model has been freshened and added 24 more horsepower to its engine, plus increased towing capability to 6,000 pounds.



<b>Overall Score</b>	<b>56</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>72</b>
Crash Prevention	Opt.

**Base Price:** \$29,990-\$43,560  
**Body Styles:** 4-door SUV  
**Trim Lines:** Platinum, S, SL, SV  
**Drive Wheels:** Front or 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 3.5-liter V6 (284 hp)  
**Transmissions:** CVT

### Reliability History

TROUBLE SPOTS	Nissan Pathfinder		
	14	15	16

Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬇️	⬆️	*
Transmission Minor	⬇️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬇️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬇️	⬆️	*
In-Car Electronics	⬆️	⬆️	*

<b>USED CAR VERDICTS</b>	⬇️	⬇️
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<b>NEW CAR PREDICTION</b>	Worse than average ⬇️
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### Facts & Figures

#### Exterior Dimensions

Length (in.)	199
Width (in.)	77
Height (in.)	70
Wheelbase (in.)	114
Weight (lb.)	4,505
% weight front/rear	54/46

#### Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	39.5
Towing Capacity (lb.)	6,000

<b>Fuel</b>	
Regular	
CR overall mpg	18

## Nissan Quest



**THE CAVERNOUS QUEST** is a luxurious minivan, with a plush interior and a smooth, compliant ride. The 3.5-liter V6 feels lively and returns a respectable 19 mpg overall. This is a commendably quiet minivan, with plenty of head and leg room in the first two rows, and room for three adults to fit comfortably in the third-row seats. The two rear rows fold to form a flat load floor. But the Quest seats only seven at most, whereas much of the competition can seat eight. The covered cargo bay behind the third-row seat is an uncommon feature in a minivan. A blind-spot detection system is optional. The otherwise-competitive Quest scored a Poor in the IIHS small-overlap crash test.



<b>Overall Score</b>	<b>67</b>
Predicted Reliability	1*
Owner Satisfaction	1*
Road Test Score	79
Crash Prevention	NA

**Base Price:** \$26,580-\$43,230

**Body Styles:** minivan

**Trim Lines:** Platinum, S, SL, SV

**Drive Wheels:** Front

**Seating:** 2 front, 2 rear, 3 third

**Engines:** 3.5-liter V6 (260 hp)

**Transmissions:** CVT

### Reliability History

TROUBLE SPOTS	Nissan Quest		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average	1	

### Facts & Figures

#### Exterior Dimensions

Length (in.)	201
Width (in.)	78
Height (in.)	72
Wheelbase (in.)	118
Weight (lb.)	4,570
% weight front/rear	.55/45

#### Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	62
Towing Capacity (lb.)	3,500

#### Fuel

Regular	
CR overall mpg	.19

## Nissan Rogue



**THE EASY-TO-DRIVE ROGUE** is one of the better small SUVs. It rides better than most competitors and is fairly 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 an updated continuously variable transmission that is not overly intrusive. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and nicely finished. The second-row seat is very roomy, and the small, optional third-row seat allows seating for seven in a pinch. A rear camera is standard, and available safety gear includes rear cross-traffic alert and forward-collision, lane-departure, and blind-spot warnings. A hybrid version with a 176-hp, 2.0-liter engine and the offering of more advanced safety features are new for 2017.



<b>Overall Score</b>	<b>71</b>
Predicted Reliability	2
Owner Satisfaction	2
Road Test Score	74
Crash Prevention	Opt.

**Base Price:** \$22,790-\$33,000E

**Body Styles:** 4-door SUV

**Trim Lines:** S, SL, SL Hybrid, SV, SV Hybrid

**Drive Wheels:** Front or AWD

**Seating:** 2 front, 3 rear, 2 third

**Engines:** 2.0-liter 4 hybrid (176 hp); 2.5-liter 4 (170 hp)

**Transmissions:** CVT

### Reliability History

TROUBLE SPOTS	Nissan Rogue		
	14	15	16
Engine Major	2	2	2
Engine Minor	2	2	2
Engine Cooling	2	2	2
Transmission Major	2	2	2
Transmission Minor	2	2	2
Drive System	2	2	2
Fuel System	2	2	2
Electrical	2	2	2
Climate System	2	2	2
Suspension	2	2	2
Brakes	2	2	2
Exhaust	2	2	2
Paint/Trim	2	2	2
Noises/Leaks	2	2	2
Body Hardware	2	2	2
Power Equipment	2	2	2
In-Car Electronics	2	2	2

<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average	1	

### Facts & Figures

#### Exterior Dimensions

Length (in.)	182
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	107
Weight (lb.)	3,590
% weight front/rear	.57/43

#### Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	1,100

#### Fuel

Regular	
CR overall mpg	24

## Nissan Sentra



**OVERALL, THE COMPACT** Sentra trails the class. A 2016 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. The tall stance aids cabin access, the elevated driving position helps visibility, and the rear seat is quite room. But the driving experience is ho-hum, almost joyless. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. A backup camera is standard on the SV. The freshening included improved occupant crash protection, which resulted in better scores in the IIHS crash tests, as well as the availability of safety features such as blind-spot warning, forward emergency braking, and rear cross-traffic alert. A turbocharged version is new for 2017.



<b>Overall Score</b>	<b>61</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>62</b>
Crash Prevention	Opt.

**Base Price:** \$16,780-\$25,000E  
**Body Styles:** sedan  
**Trim Lines:** S, SL, SR, SR Turbo, SV  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 (124 hp); 1.8-liter 4 (130 hp); 1.8-liter 4 turbo (188 hp)  
**Transmissions:** 6-speed manual; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . . 69  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . .2,865  
 % weight front/rear . . . . .61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 860  
 Cargo Volume, cu.ft. . . . . .15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . .31

Reliability History	
TROUBLE SPOTS	Nissan Sentra
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬇️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬇️ ⬆️ *
Noises/Leaks	⬇️ ⬇️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬇️ ⬇️ *
<b>USED CAR VERDICTS</b>	⬇️ ⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️

## Nissan Titan XD



**ALTHOUGH THE TITAN XD** (Extra Duty) is positioned to deliver heavy-duty pickup capability without their stiff ride., we found its capabilities are closer to a regular duty truck. On top of that, it's just as clumsy in the corners as HD trucks. It rides slightly better, however and consumes slightly less fuel at 15 mpg. The XD is available with both a new V8 Cummins diesel engine and a 5.6-liter gasoline V8, which is also on the regular-duty Titan. Properly equipped, the XD tows 12,000 pounds and carry a payload of 2,000 pounds. It has a built-in goose-neck trailer hitch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. The regular-duty crew-cab Titan has a seven-speed automatic and a towing capacity of over 9,000 pounds.



<b>Overall Score</b>	<b>50</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	<b>55</b>
Crash Prevention	NA

**Base Price:** \$36,290-\$60,400  
**Body Styles:** crew cab  
**Trim Lines:** Platinum Reserve, PRO-4X, S, SL, SV  
**Drive Wheels:** Rear or 4WD  
**Seating:** 3 front, 3 rear  
**Engines:** 5.0-liter V8 turbodiesel (310 hp); 5.6-liter V8 (390 hp)  
**Transmissions:** 6-speed automatic; 7-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 243  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 79  
 Wheelbase (in.) . . . . .152  
 Weight (lb.) . . . . . 7,145  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . .1,600  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 12,315

Fuel  
 Regular or diesel  
 CR overall mpg . . . . . .15

Reliability History	
TROUBLE SPOTS	Nissan Titan XD
	14 15 16
Engine Major	*
Engine Minor	*
Engine Cooling	*
Transmission Major	*
Transmission Minor	*
Drive System	*
Fuel System	*
Electrical	*
Climate System	*
Suspension	*
Brakes	*
Exhaust	*
Paint/Trim	*
Noises/Leaks	*
Body Hardware	*
Power Equipment	*
In-Car Electronics	*
<b>USED CAR VERDICTS</b>	⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## Nissan Versa



**NISSAN'S SUBCOMPACT VERSA** sedan is unimpressive, with a noisy and cheap interior. 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 compliant and has good isolation from bumps and ruts, but the short, quick pitches make it feel jumpy on the highway. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. Running changes include new interior refinements and some styling details, but much of the interior still feels low rent. Most controls are straightforward.



<b>Overall Score</b>	<b>56</b>
Predicted Reliability	1*
Owner Satisfaction	⬇️
Road Test Score	56
Crash Prevention	NA

**Base Price:** \$11,990-\$17,140

**Body Styles:** sedan

**Trim Lines:** S, SL, S Plus, SV

**Drive Wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 1.6-liter 4 (109 hp)

**Transmissions:** 5-speed manual; CVT

### Reliability History

TROUBLE SPOTS	Nissan Versa		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average	1	

### Facts & Figures

#### Exterior Dimensions

Length (in.)	175
Width (in.)	67
Height (in.)	60
Wheelbase (in.)	102
Weight (lb.)	2,430
% weight front/rear	59/41

#### Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR

#### Fuel

Regular	
CR overall mpg	32

## Nissan Versa Note



**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. Reliability has been above average.



<b>Overall Score</b>	<b>62</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	61
Crash Prevention	NA

**Base Price:** \$14,180-\$18,660

**Body Styles:** 4-door hatchback

**Trim Lines:** S, SL, S Plus, SR, SV

**Drive Wheels:** Front

**Seating:** 2 front, 3 rear

**Engines:** 1.6-liter 4 (109 hp)

**Transmissions:** 5-speed manual; CVT

### Reliability History

TROUBLE SPOTS	Nissan Versa Note		
	14	15	16
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	1	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	1	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	1	⬆️	*

<b>USED CAR VERDICTS</b>	1	⬆️
<b>NEW CAR PREDICTION</b>	Better than average	⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.)	164
Width (in.)	67
Height (in.)	61
Wheelbase (in.)	102
Weight (lb.)	2,470
% weight front/rear	60/40

#### Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	23
Towing Capacity (lb.)	NR

#### Fuel

Regular	
CR overall mpg	31

## Nissan Z



**EMPLOYING A WONDERFULLY** 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 cancellation/enhancement system was added to quiet some of the interior racket.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	1*
Owner Satisfaction	1*
Road Test Score	81
Crash Prevention	NA

**Base Price:** \$29,990-\$49,400  
**Body Styles:** convertible; coupe  
**Trim Lines:** Base, NISMO, NISMO Tech, Sport, Touring, Touring Sport  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)  
**Transmissions:** 7-speed automatic; 6-speed manual

### Reliability History

TROUBLE SPOTS	Nissan Z		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .167  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 52  
 Wheelbase (in.) . . . . . 100  
 Weight (lb.) . . . . .3,385  
 % weight front/rear . . . . . 54/46

#### Cargo Measurement

Max. Load (lb.) . . . . . 450  
 Cargo Volume, cu.ft. . . . . 7  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 23

## Porsche 718 Boxster



**FOR 2017 PORSCHE'S** roadster is renamed the 718 Boxster and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous Sixes. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated-manual transmission. The switch resulted in the loss of that high-revving zing but brought more readily available power. Handling remains superb with perfect balance, making the car fun-to-drive. The ride is firm yet compliant and not too punishing. The well-insulated power top can open or close in nine seconds, and can be operated at speeds up to 35-mph. The front trunk is a bonus.



<b>Overall Score</b>	<b>NA</b>
Predicted Reliability	1*
Owner Satisfaction	3*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$63,900-\$71,600  
**Body Styles:** convertible  
**Trim Lines:** Base, S  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)  
**Transmissions:** 6-speed manual; 7-speed sequential

### Reliability History

TROUBLE SPOTS	Porsche 718 Boxster		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .172  
 Width (in.) . . . . .71  
 Height (in.) . . . . . 50  
 Wheelbase (in.) . . . . . 97  
 Weight (lb.) . . . . .3,150  
 % weight front/rear . . . . . 44/56

#### Cargo Measurement

Max. Load (lb.) . . . . . 485  
 Cargo Volume, cu.ft. . . . . 4  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 EPA combined mpg . . . . . 25

## Porsche 718 Cayman



**FOR 2017, PORSCHE'S** coupe version of the 718 Boxster is named the 718 Cayman and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder mills. Both the base and S versions 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, and the ride is pretty compliant and not punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	4*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$53,900-\$69,500  
**Body Styles:** coupe  
**Trim Lines:** Base, S  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)  
**Transmissions:** 6-speed manual; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .172  
 Width (in.) . . . . .71  
 Height (in.) . . . . .50  
 Wheelbase (in.) . . . . .97  
 Weight (lb.) . . . . .2,945  
 % weight front/rear . . . . .45/55

#### Cargo Measurement

Max. Load (lb.) . . . . .NA  
 Cargo Volume, cu.ft. . . . .10  
 Towing Capacity (lb.) . . . . .NR

#### Fuel

Premium  
 EPA combined mpg. . . . .25

Reliability History			
TROUBLE SPOTS	Porsche 718 Cayman		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average	1	

## Porsche 911



**THE 911'S ICONIC** shape hides a thoroughly modern sports car, delivering performance and relative refinement. All of the engines have been updated, with the base model getting a 370-hp six and the Carrera S a 420-hp six, both matched with a seven-speed manual. 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 just as thrilling as the stick shift. It isn't particularly taxing on long trips, thanks to its relatively supple ride and sufficient sound deadening to limit headaches, but the low-slung cabin makes access a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting. Reliability has been average.



Overall Score	82
Predicted Reliability	1*
Owner Satisfaction	4*
Road Test Score	95
Crash Prevention	Opt.

**Base Price:** \$89,400-\$200,400  
**Body Styles:** convertible; coupe  
**Trim Lines:** Carrera, Carrera 4, Carrera 4S, Carrera S, GT3, GT3 R3, GTS, R, Turbo, Turbo S  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 3.0-liter 6 turbo (370, 420 hp); 3.8-liter 6 (430, 475 hp); 4.0-liter 6 (500 hp); 3.8-liter 6 turbo (540, 580 hp)  
**Transmissions:** 7-speed manual; 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .177  
 Width (in.) . . . . .71  
 Height (in.) . . . . .51  
 Wheelbase (in.) . . . . .96  
 Weight (lb.) . . . . .3,235  
 % weight front/rear . . . . .38/62

#### Cargo Measurement

Max. Load (lb.) . . . . .660  
 Cargo Volume, cu.ft. . . . .5  
 Towing Capacity (lb.) . . . . .NR

#### Fuel

Premium  
 CR overall mpg . . . . .23

Reliability History			
TROUBLE SPOTS	Porsche 911		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average	1	

## Porsche Cayenne



**THE MIDSIZED CAYENNE** is one of the sportiest, most responsive SUVs available. The V6 and eight-speed automatic work well together. V8 and hybrid engines are also available. The eight-speed automatic is supersmooth. The ride is supple and steady 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, but the controls can be confusing. A plug-in hybrid is available, and has a 14-mile electric range. It takes two and a half hours to charge with a 240-volt connector.



<b>Overall Score</b>	<b>72</b>
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	<b>78</b>
Crash Prevention	Opt.

**Base Price:** \$59,600-\$159,600  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, GTS, S, S E-Hybrid, Turbo, Turbo S  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (300 hp); 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 turbo (420, 440 hp); 4.8-liter V8 turbo (520, 570 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 191  
 Width (in.) . . . . . 79  
 Height (in.) . . . . . 67  
 Wheelbase (in.) . . . . . 114  
 Weight (lb.) . . . . . 4,795  
 % weight front/rear . . . . . 53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,280  
 Cargo Volume, cu.ft. . . . . 33  
 Towing Capacity (lb.) . . . . . 7,715

**Fuel**  
 Premium  
 CR overall mpg . . . . . 19

Reliability History	
TROUBLE SPOTS	Porsche Cayenne
	14 15 16
Engine Major	⬆ * *
Engine Minor	⬇ * *
Engine Cooling	⬆ * *
Transmission Major	⬆ * *
Transmission Minor	⬆ * *
Drive System	⬆ * *
Fuel System	⬇ * *
Electrical	⬆ * *
Climate System	⬆ * *
Suspension	⬆ * *
Brakes	⬆ * *
Exhaust	⬆ * *
Paint/Trim	⬆ * *
Noises/Leaks	⬆ * *
Body Hardware	⬆ * *
Power Equipment	⬇ * *
In-Car Electronics	⬇ * *
<b>USED CAR VERDICTS</b>	⚠
<b>NEW CAR PREDICTION</b>	Average ⚠

## Porsche Macan



**PORSCHE'S LATEST ADDITION** combines much of the performance and feel of its sports cars with the functional package of a small SUV. For 2017 three 3.0-liter V6 turbo engines are offered, ranging from 340 to 400 horsepower, in addition to a new 2.0-liter turbo four-cylinder. Typically equipped S models land in the low-\$60,000 range, and the uplevel Turbo starts at \$76,000. Though based on the Audi Q5, the power and handling are true Porsche, as are the seats, controls, fit and finish, and attention to detail. The firm ride is steady and controlled, though not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Reliability has improved to average.



<b>Overall Score</b>	<b>74</b>
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	<b>85</b>
Crash Prevention	Opt.

**Base Price:** \$47,500-\$76,000  
**Body Styles:** 4-door SUV  
**Trim Lines:** 2.0T, GTS, S, Turbo  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (340, 360 hp); 3.6-liter V6 turbo (400 hp)  
**Transmissions:** 7-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 184  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 64  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 4,415  
 % weight front/rear . . . . . 57/43

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,150  
 Cargo Volume, cu.ft. . . . . 29  
 Towing Capacity (lb.) . . . . . 5,220

**Fuel**  
 Premium  
 CR overall mpg . . . . . 19

Reliability History	
TROUBLE SPOTS	Porsche Macan
	14 15 16
Engine Major	* ⬆ ⬆
Engine Minor	* ⬆ ⬆
Engine Cooling	* ⬆ ⬆
Transmission Major	* ⬆ ⬆
Transmission Minor	* ⬆ ⬆
Drive System	* ⬆ ⬆
Fuel System	* ⬆ ⬆
Electrical	* ⬆ ⬆
Climate System	* ⬇ ⬆
Suspension	* ⬆ ⬆
Brakes	* ⬆ ⬆
Exhaust	* ⚠ ⬆
Paint/Trim	* ⬆ ⬆
Noises/Leaks	* ⬆ ⬆
Body Hardware	* ⬆ ⬆
Power Equipment	* ⬆ ⬆
In-Car Electronics	* ⚠ ⬇
<b>USED CAR VERDICTS</b>	⬇ ⚠
<b>NEW CAR PREDICTION</b>	Average ⚠

## Porsche Panamera



**THE REDESIGNED PANAMERA** features new turbocharged engines and a high-tech, touch-activated control layout. Optional air suspension and advanced safety features are also included. This large, four-door luxury car hides beneath a coupe silhouette and remains largely true to the marque. The first-generation Panamera delivered performance and agility along with enough room for four adults to ride comfortably. In our tests we found the Panamera enjoyable to drive, with excellent steering feel and lots of cornering grip. The ride was a bit on the firm side for a luxury car, though.



Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	^*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$99,900-\$146,900  
**Body Styles:** 4-door hatchback  
**Trim Lines:** 4 E-Hybrid, 4S, Turbo  
**Drive Wheels:** AWD  
**Seating:** 2 front, 2 rear  
**Engines:** 2.9-liter V6 turbo (440 hp); 2.9-liter V6 + electric (462 hp); 4.0-liter V8 turbo (550 hp)  
**Transmissions:** 8-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 199  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 116  
 Weight (lb.) . . . . . 4,165  
 % weight front/rear . . . . . 52/48

#### Car Measurement

Max. Load (lb.) . . . . . 1,375  
 Cargo Volume, cu.ft. . . . . 17  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . NA

Reliability History			
TROUBLE SPOTS	Porsche Panamera		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average	1	

## Ram 1500



**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 torquy 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. Reliability has been well below average.



Overall Score	58
Predicted Reliability	1
Owner Satisfaction	^
Road Test Score	81-82
Crash Prevention	NA

**Base Price:** \$26,295-\$56,295  
**Body Styles:** crew cab; extended cab; regular cab  
**Trim Lines:** Big Horn, Express, HFE, Laramie, Laramie Limited, Lone Star, Outdoorsman, Rebel, SLT, Sport, Tradesman  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp)  
**Transmissions:** 6- & 8-speed auto.

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 229  
 Width (in.) . . . . . 79  
 Height (in.) . . . . . 79  
 Wheelbase (in.) . . . . . 141  
 Weight (lb.) . . . . . 5,495  
 % weight front/rear . . . . . 57/43

#### Car Measurement

Max. Load (lb.) . . . . . 1,270  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 10,050

#### Fuel

Regular or diesel  
 CR overall mpg . . . . . 15-20

Reliability History			
TROUBLE SPOTS	Ram 1500		
	14	15	16
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	1	1	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	1	^	^
Paint/Trim	1	^	^
Noises/Leaks	1	^	^
Body Hardware	^	^	^
Power Equipment	1	1	^
In-Car Electronics	1	1	^
USED CAR VERDICTS	1	1	1
NEW CAR PREDICTION	Much worse than average	1	1



## Smart ForTwo



**ALTHOUGH THE SECOND-GENERATION** Smart is improved, it's still not a smart choice unless easy parking is a priority. Tiny dimensions and a diminutive turning circle make it a breeze to park. Handling is fairly responsive but the ride is jittery and jumpy. Noise and vibration from the turbocharged, three-cylinder, 89-hp engine buzzes through the car. The six-speed dual-clutch automatic is better than the original's rocky-shifting transmission, but still causes idle vibration. Given the car's size and slow acceleration, you'd expect better than 36 mpg overall on premium fuel. Funky interior details and cheerful colors and textures abound, and the tall stance eases cabin access. An electric-drive version is also available.



<b>Overall Score</b>	<b>41</b>
Predicted Reliability	⬇️*
Owner Satisfaction	⬆️*
Road Test Score	41
Crash Prevention	Opt.

**Base Price:** \$15,250-\$18,000  
**Body Styles:** 2-door hatchback; convertible  
**Trim Lines:** Passion, Prime, Proxy, Pure  
**Drive Wheels:** Rear  
**Seating:** 2 front  
**Engines:** 0.9-liter 3 turbo (89 hp)  
**Transmissions:** 5-speed manual; 6-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 106  
 Width (in.) . . . . . 65  
 Height (in.) . . . . . 61  
 Wheelbase (in.) . . . . . 74  
 Weight (lb.) . . . . . 2,140  
 % weight front/rear . . . . . 45/55

#### Cargo Measurement

Max. Load (lb.) . . . . . 465  
 Cargo Volume, cu.ft. . . . . 8  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 36

Reliability History			
TROUBLE SPOTS	Smart ForTwo		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## Subaru BRZ



**DEVELOPED WITH TOYOTA,** Subaru's first rear-wheel-drive sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. 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 its mechanical sibling, the Toyota 86 (the old Scion FR-S). That difference makes the BRZ less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the FR-S. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing.



<b>Overall Score</b>	<b>73</b>
Predicted Reliability	1*
Owner Satisfaction	1*
Road Test Score	79
Crash Prevention	NA

**Base Price:** \$25,395-\$28,495  
**Body Styles:** coupe  
**Trim Lines:** Limited, Premium  
**Drive Wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 (205 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 167  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 51  
 Wheelbase (in.) . . . . . 101  
 Weight (lb.) . . . . . 2,770  
 % weight front/rear . . . . . 55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 700  
 Cargo Volume, cu.ft. . . . . 7  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Premium  
 CR overall mpg . . . . . 30

Reliability History			
TROUBLE SPOTS	Subaru BRZ		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Average 1

## Subaru Crosstrek



**THE CROSTREK IS** a small quasi-SUV version of the previous-generation Impreza hatchback, with a raised ride height that gives it enough clearance to slosh through deeply rutted roads. It may appeal to those people who live at the end of a dirt road and don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the 148-hp, 2.0-liter four-cylinder engine occasionally has to work hard, but fuel economy is a gratifying 26 mpg. The costlier Hybrid, and its 28 mpg, has been discontinued for 2017. In the end, the regular Impreza hatch may be a better choice: It's quieter, quicker, cheaper, and better riding, even if its lower ride height makes cabin access a bit more difficult.



<b>Overall Score</b>	<b>75-76</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	74
Crash Prevention	Opt.

**Base Price:** \$21,595-\$29,995  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base, Hybrid, Hybrid Touring, Limited, Premium  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (148 hp); 2.0-liter 4 hybrid (160 hp)  
**Transmissions:** 5-speed manual; CVT

Reliability History	
TROUBLE SPOTS	Subaru Crosstrek
	14 15 16
Engine Major	⬆️
Engine Minor	⬆️
Engine Cooling	⬆️
Transmission Major	⬆️
Transmission Minor	⬆️
Drive System	⬆️
Fuel System	⬆️
Electrical	⬆️
Climate System	⬆️
Suspension	⬆️
Brakes	⬆️
Exhaust	⬆️
Paint/Trim	⬆️
Noises/Leaks	⬆️
Body Hardware	⬆️
Power Equipment	⬆️
In-Car Electronics	⬆️
<b>USED CAR VERDICTS</b>	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .175  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 62  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 3,165  
 % weight front/rear . . . . .59/41

#### Cargo Measurement

Max. Load (lb.) . . . . .900  
 Cargo Volume, cu.ft. . . . . 23  
 Towing Capacity (lb.) . . . . .1,500

#### Fuel

Regular  
 CR overall mpg . . . . . 26-28

## Subaru Forester



**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 at times. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Mid-trim Foresters bring a lot of content for the money, but it's easy to crest \$30,000 with options packages. A feisty turbo comes with XT trim but compromises the value equation. The optional (and recommended) EyeSight system includes lane-departure warning and front-collision warning.



<b>Overall Score</b>	<b>83</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Opt.

**Base Price:** \$22,595-\$34,295  
**Body Styles:** 4-door SUV  
**Trim Lines:** 2.0XT Premium, 2.0XT Touring, 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (250 hp); 2.5-liter 4 (170 hp)  
**Transmissions:** 6-speed manual; CVT

Reliability History	
TROUBLE SPOTS	Subaru Forester
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .181  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 3,370  
 % weight front/rear . . . . .57/43

#### Cargo Measurement

Max. Load (lb.) . . . . .900  
 Cargo Volume, cu.ft. . . . . 35.5  
 Towing Capacity (lb.) . . . . .1,500

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 26

## Subaru Impreza



**THE REDESIGNED 2017** Impreza compact has more available safety equipment and a roomier interior. Still available in both sedan and five-door hatchback body styles, the Impreza continues to feature standard all-wheel drive. The new platform, with its longer wheelbase and wider cabin, should improve stability and ride comfort while aiding noise suppression. The 2.0-liter, four-cylinder engine is mated to a standard continuously variable transmission, and Subaru says the Impreza won't be offered with a manual gearbox. High trim lines feature a "manual mode" with paddle shifters that allow the driver to override the transmission through seven pre-set ratios. Subaru's EyeSight suite of advanced safety gear is available.



Overall Score	NA
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️*
Road Test Score	NA
Crash Prevention	Opt.

**Base Price:** \$18,700-\$24,000E  
**Body Styles:** sedan; wagon  
**Trim Lines:** 2.0i, Limited, Premium, Sport  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 (152 hp)  
**Transmissions:** CVT

### Reliability History

TROUBLE SPOTS	Subaru Impreza		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .182  
 Width (in.) . . . . .70  
 Height (in.) . . . . .57  
 Wheelbase (in.) . . . . .105  
 Weight (lb.) . . . . .3,015  
 % weight front/rear . . . . .60/40

#### Cargo Measurement

Max. Load (lb.) . . . . .850  
 Cargo Volume, cu.ft. . . . .12  
 Towing Capacity (lb.) . . . . .NR

**Fuel**  
 Regular  
 CR overall mpg . . . . .NA

## Subaru Legacy



**THE LEGACY IS** one of the roomier, quieter, and more refined midsized sedans--attributes that help it become one of our top-scoring vehicles in the class. Its ride is better 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 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. A rear camera is standard. Advanced safety gear like blind-spot monitoring and the EyeSight safety suite, including forward-collision warning with automatic braking, is optional.



Overall Score	79
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	89
Crash Prevention	Opt.

**Base Price:** \$21,995-\$31,640  
**Body Styles:** sedan  
**Trim Lines:** 2.5i, 2.5i Limited, 2.5i Premium, 2.5 Sport, 3.6R Limited  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)  
**Transmissions:** CVT

### Reliability History

TROUBLE SPOTS	Subaru Legacy		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .189  
 Width (in.) . . . . .72  
 Height (in.) . . . . .59  
 Wheelbase (in.) . . . . .108  
 Weight (lb.) . . . . .3,470  
 % weight front/rear . . . . .59/41

#### Cargo Measurement

Max. Load (lb.) . . . . .850  
 Cargo Volume, cu.ft. . . . .15  
 Towing Capacity (lb.) . . . . .NR

**Fuel**  
 Regular  
 CR overall mpg . . . . .26

## Subaru Outback



**AN SUV ALTERNATIVE** for the non-conformist, the Outback wagon is roomy, functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling. Standard AWD delivers reassuring traction in wintry conditions. The 2.5-liter four-cylinder returns 24 mpg overall, and drives through a standard continuously variable transmission. Opting for the 3.6-liter six-cylinder makes the car quicker, quieter, and thirstier, conceding 2 mpg. The controls are all easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is roomy enough for three adults. The generous cargo area is comparable to a Forester or Toyota RAV4, with a lower loading height to boot. The affordable EyeSight safety suite adds blind-spot monitoring and forward-collision warning with automatic braking.



Overall Score	73-75
Predicted Reliability	⚠️
Owner Satisfaction	👍
Road Test Score	82-85
Crash Prevention	Opt.

**Base Price:** \$25,645-\$38,195

**Body Styles:** wagon

**Trim Lines:** 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring, 3.6R Limited, 3.6R Touring

**Drive Wheels:** AWD

**Seating:** 2 front, 3 rear

**Engines:** 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)

**Transmissions:** CVT

### Reliability History

TROUBLE SPOTS	Subaru Outback		
	14	15	16
Engine Major	👍	👍	👍
Engine Minor	👍	👍	👍
Engine Cooling	👍	👍	👍
Transmission Major	👍	👍	👍
Transmission Minor	👍	👍	👍
Drive System	👍	👍	👍
Fuel System	👍	👍	👍
Electrical	👍	👍	👍
Climate System	👍	👍	👍
Suspension	👍	👍	⚠️
Brakes	👍	👍	👍
Exhaust	👍	👍	👍
Paint/Trim	👍	👍	👍
Noises/Leaks	👍	👍	👍
Body Hardware	👍	👍	👍
Power Equipment	👍	⚠️	👍
In-Car Electronics	👍	⚠️	⚠️
<b>USED CAR VERDICTS</b>	👍	⚠️	⚠️
<b>NEW CAR PREDICTION</b>	Average ⚠️		

### Facts & Figures

#### Exterior Dimensions

Length (in.)	190
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	108
Weight (lb.)	3,640
% weight front/rear	57/43

#### Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	34
Towing Capacity (lb.)	2,700

**Fuel**  
Regular  
CR overall mpg ..... 22-24

## Subaru WRX/STI



**WITH ITS BLISTERING** acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A six-speed manual is standard, but a CVT is offered. Power is abundant, handling is nimble, and the WRX is very capable on the 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 transmission and suspension differences along with a stronger 305-hp engine. New for 2016 is Subaru's Eyesight assistance package, which includes lane-keep assist, pre-collision braking, and lane-departure warning. Blind-spot detection and rear cross-traffic alert are also available. Reliability has dropped to below average.



Overall Score	59
Predicted Reliability	⚠️
Owner Satisfaction	👍
Road Test Score	75
Crash Prevention	Opt.

**Base Price:** \$26,695-\$39,995

**Body Styles:** sedan

**Trim Lines:** STi, STi Limited, WRX, WRX Limited, WRX Premium

**Drive Wheels:** AWD

**Seating:** 2 front, 3 rear

**Engines:** 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (305 hp)

**Transmissions:** 6-speed manual; CVT

### Reliability History

TROUBLE SPOTS	Subaru WRX/STI		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Worse than average ⚠️		

### Facts & Figures

#### Exterior Dimensions

Length (in.)	180
Width (in.)	69
Height (in.)	58
Wheelbase (in.)	103
Weight (lb.)	3,320
% weight front/rear	60/40

#### Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	11
Towing Capacity (lb.)	NR

**Fuel**  
Premium  
CR overall mpg ..... 26

## Tesla Model S



**RECEIVING A MIDYEAR** freshening, this sporty four-door luxury car seats five (or seven with the optional rear-facing jump seats) and just happens to be electric. With its optional 90-kWh battery—the largest available—it has a claimed range of 294 miles. The 85-kWh P85D that we tested had a 220-mile range and can be fully charged in about 5 hours on a dedicated Tesla connector. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. A huge iPad-like center screen controls many functions. Drawbacks include tight access, restricted visibility, and range limitations, especially in cold weather. All-wheel drive and active safety features are also available. Reliability has improved to average.



<b>Overall Score</b>	<b>88</b>
Predicted Reliability	⚠️
Owner Satisfaction	👍
Road Test Score	<b>100</b>
Crash Prevention	Std./👍

**Base Price:** \$66,000-\$134,500  
**Body Styles:** sedan  
**Trim Lines:** 60, 60D, 75, 75D, 90D, P100D, P90D  
**Drive Wheels:** Rear or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** Electric (315 hp); Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)  
**Transmissions:** 1-speed direct

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 196  
 Width (in.) . . . . . 77  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 117  
 Weight (lb.) . . . . . 4,960  
 % weight front/rear . . . . . 51/49

#### Cargo Measurement

Max. Load (lb.) . . . . . 890  
 Cargo Volume, cu.ft. . . . . 32  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Electric  
 CR overall mpg . . . . . 87

Reliability History	
TROUBLE SPOTS	Tesla Model S
	14 15 16
Engine Major	👍 👍 👍
Engine Minor	👍 👍 👍
Engine Cooling	👍 👍 👍
Transmission Major	👍 👍 👍
Transmission Minor	👍 👍 👍
Drive System	👎 👍 👍
Fuel System	👍 👍 👍
Electrical	👍 👍 👍
Climate System	👍 👍 👍
Suspension	👍 👍 👍
Brakes	👍 👍 👍
Exhaust	👍 👍 👍
Paint/Trim	👍 👍 👍
Noises/Leaks	👎 🟡 👍
Body Hardware	👍 🟡 👍
Power Equipment	🟡 🟡 👍
In-Car Electronics	👍 🟡 👍
<b>USED CAR VERDICTS</b>	👎 🟡 👍
<b>NEW CAR PREDICTION</b>	Average 🟡

## Tesla Model X



**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 rear 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 five-, six-, or seven-passenger seating configurations, but unlike every other SUV, the second row doesn't fold, which compromises utility. Like the S, the Model X is very quick and handles well. Ride comfort and noise isolation aren't as good as in the S, however. The 90-kWh version we tested had a realistic 230-mile range. First-year reliability has been well below average.



<b>Overall Score</b>	<b>58</b>
Predicted Reliability	👎
Owner Satisfaction	👍
Road Test Score	<b>76</b>
Crash Prevention	Std./👍

**Base Price:** \$72,800-\$134,300  
**Body Styles:** 4-door SUV  
**Trim Lines:** 60D, 75D, 90D, P100D, P90D  
**Drive Wheels:** AWD  
**Seating:** 2 front, 2 rear, 2 third  
**Engines:** Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)  
**Transmissions:** 1-speed direct

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 198  
 Width (in.) . . . . . 82  
 Height (in.) . . . . . 64  
 Wheelbase (in.) . . . . . 117  
 Weight (lb.) . . . . . 5,415  
 % weight front/rear . . . . . 50/50

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,170  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 5,000

#### Fuel

Electric  
 CR overall mpg . . . . . 92

Reliability History	
TROUBLE SPOTS	Tesla Model X
	14 15 16
Engine Major	* * 👍
Engine Minor	* * 👍
Engine Cooling	* * 👍
Transmission Major	* * 👍
Transmission Minor	* * 👍
Drive System	* * 🟡
Fuel System	* * 👍
Electrical	* * 👍
Climate System	* * 🟡
Suspension	* * 🟡
Brakes	* * 👍
Exhaust	* * 👍
Paint/Trim	* * 👍
Noises/Leaks	* * 👍
Body Hardware	* * 🟡
Power Equipment	* * 🟡
In-Car Electronics	* * 🟡
<b>USED CAR VERDICTS</b>	👎
<b>NEW CAR PREDICTION</b>	Much worse than average 👎

## Toyota 4Runner



**TOUGH AND READY** to tackle off-roading adventures, the truck-based 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 while cornering, and the bobbing and bouncing ride chips away at driver confidence. Limited versions have a tighter suspension with somewhat better control, but at the expense of a stiffer ride. A high step-in and low ceiling compromise access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low to be recommended.



<b>Overall Score</b>	<b>62</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	55
Crash Prevention	NA

**Base Price:** \$34,010-\$42,325  
**Body Styles:** 4-door SUV  
**Trim Lines:** Limited, SR5, SR5 Premium, TRD Off-Road, TRD Off-Road Premium, TRD Pro  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 4.0-liter V6 (270 hp)  
**Transmissions:** 5-speed automatic

Reliability History			
TROUBLE SPOTS	Toyota 4Runner		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 190  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 72  
 Wheelbase (in.) . . . . . 110  
 Weight (lb.) . . . . . 4,665  
 % weight front/rear . . . . . 53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,155  
 Cargo Volume, cu.ft. . . . . 44.5  
 Towing Capacity (lb.) . . . . . 4,700

#### Fuel

Regular  
 CR overall mpg . . . . . 18

## Toyota 86



**FOR 2017, THE** Scion FR-S is renamed as the Toyota 86. Jointly developed with Subaru, the rear-wheel-drive 86 features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and optimal weight distribution give it precise handling at its limits. In corners, the car turns in promptly, with almost no body lean, but it can be challenging at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. 2016 brought a standard audio system with a 7-inch touch-screen display.



<b>Overall Score</b>	<b>73</b>
Predicted Reliability	1*
Owner Satisfaction	1*
Road Test Score	78
Crash Prevention	NA

**Base Price:** \$26,255-\$26,975  
**Body Styles:** coupe  
**Trim Lines:** Base  
**Drive Wheels:** Rear  
**Seating:** 2 front, 2 rear  
**Engines:** 2.0-liter 4 (205 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

Reliability History			
TROUBLE SPOTS	Toyota 86		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average 1		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 167  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 51  
 Wheelbase (in.) . . . . . 101  
 Weight (lb.) . . . . . 2,770  
 % weight front/rear . . . . . 55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 700  
 Cargo Volume, cu.ft. . . . . 7  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 30

## Toyota Avalon



**SPACIOUS, QUICK, AND** quiet, the Avalon is an old-school big sedan, updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6, which 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. Avalons from 2013-15 had an overly stiff ride, but Toyota rectified that with improvements for 2016, without degrading the car's handling. Now the ride fits the car's mission as being a plush and comfortable cruiser. 2017 brings standard advanced safety features such as forward-collision warning and automatic emergency braking. Reliability has been above average.



<b>Overall Score</b>	<b>83</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>80</b>
Crash Prevention	Std./⬆️

**Base Price:** \$32,650-\$41,950  
**Body Styles:** sedan  
**Trim Lines:** Hybrid Limited, Hybrid Premium, Hybrid Touring, Limited, Premium, Touring, XLE  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)  
**Transmissions:** 6-speed automatic; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .195  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 111  
 Weight (lb.) . . . . . 3,590  
 % weight front/rear . . . . .61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 930  
 Cargo Volume, cu.ft. . . . .16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 24

Reliability History			
TROUBLE SPOTS	Toyota Avalon		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

## Toyota Camry



**SURE, IT MIGHT** seem vanilla, but the Camry truly delivers what shoppers want in a midsize sedan. And vanilla happens to be the best-selling flavor of ice cream. The Camry's no-fuss driving experience -- great outward visibility, controls that fall easily to hand, a roomy interior -- may not be the most thrilling in its class, but it's far from its undeserved boring reputation. A quiet cabin, slick powertrains, a comfortable ride, and sound handling make it pleasant and capable. Year after year this sedan delivers outstanding reliability and solid owner satisfaction. The Camry also scored impressive crash-test results, as well as very competitive fuel economy, which tops out with the Hybrid's 38 mpg.



<b>Overall Score</b>	<b>83-85</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>84-87</b>
Crash Prevention	Opt.

**Base Price:** \$23,070-\$31,370  
**Body Styles:** sedan  
**Trim Lines:** Hybrid LE, Hybrid SE, Hybrid XLE, LE, SE, XLE, XSE  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (178 hp); 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)  
**Transmissions:** 6-speed automatic; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 189  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 3,155  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 905  
 Cargo Volume, cu.ft. . . . .15  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 26-38

Reliability History			
TROUBLE SPOTS	Toyota Camry		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

## Toyota Corolla



**THE COROLLA DELIVERS** a relatively comfortable ride for a small car and has a quiet, spacious interior. Handling is lackluster but very secure. A sportier S version has a more taut, responsive suspension. The continuously variable transmission is adequate in delivering power to the wheels. Fuel economy is excellent at 32 mpg overall, and returns 43 mpg on the highway. Interior upgrades include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. The rear seat is one of the roomiest in the category. For the 2017 model year, Toyota has made forward collision warning and emergency auto braking standard.



<b>Overall Score</b>	<b>75</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>71</b>
Crash Prevention	Std./⬆️

**Base Price:** \$18,500-\$22,680  
**Body Styles:** sedan  
**Trim Lines:** 50th Anniversary Edition, L, LE, LE Eco, SE, XLE, XSE  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp)  
**Transmissions:** 6-speed manual; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 2,900  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 865  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 32

Reliability History			
TROUBLE SPOTS	Toyota Corolla		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

## Toyota Corolla iM



**THE IM HATCHBACK** is essentially a better-handling Corolla hatchback, and is highlighted by its angular styling and sub-\$20,000 starting price. Sized like a Mazda3, the 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. Unfortunately, a sunroof is not available. For 2017 Toyota retired the Scion brand, so this car is now called Corolla iM. Also new for 2017, Toyota has made forward collision warning and emergency auto braking standard.



<b>Overall Score</b>	<b>70</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️*
Road Test Score	<b>64</b>
Crash Prevention	Std./⬆️

**Base Price:** \$18,750-\$19,490  
**Body Styles:** 4-door hatchback  
**Trim Lines:** —  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 (137 hp)  
**Transmissions:** 6-speed manual; CVT

Reliability History			
TROUBLE SPOTS	Toyota Corolla iM		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 171  
 Width (in.) . . . . . 69  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 102  
 Weight (lb.) . . . . . 2,990  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 915  
 Cargo Volume, cu.ft. . . . . 21  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 31



## Toyota Highlander



**THE TOYOTA HIGHLANDER** ranks among the best midsize, three-row SUVs, with a desirable balance of absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—or seven with optional second-row captain’s chairs—and folds flat easily for more cargo stowage. The smooth and punchy 3.5-liter V6 is matched to a six-speed automatic (an eight-speed arrives for 2017). The Hybrid gets 25 mpg overall compared to the conventional engine’s 20. It’s a long reach to some controls, particularly the standard 6.1-inch touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including forward collision warning and emergency auto braking standard, will also be available for the 2017 model year.



Overall Score	<b>85-86</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>84-85</b>
Crash Prevention	Std./⬆️

**Base Price:** \$29,990-\$50,485  
**Body Styles:** 4-door SUV  
**Trim Lines:** Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, LE, LE Plus, Limited, SE, XLE  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 2.7-liter 4 (185 hp); 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (306 hp)  
**Transmissions:** 8-spd. auto.; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 191  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 68  
 Wheelbase (in.) . . . . . 110  
 Weight (lb.) . . . . . 4,490  
 % weight front/rear . . . . . 55/45

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,385  
 Cargo Volume, cu.ft. . . . . 40.5  
 Towing Capacity (lb.) . . . . 5,000

#### Fuel

Regular  
 CR overall mpg . . . . . 20-25

Reliability History	
TROUBLE SPOTS	Toyota Highlander
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

## Toyota Land Cruiser



**TOYOTA’S FLAGSHIP SUV** has the same powerful 5.7-liter V8 as the Tundra pickup. It is luxurious, quick, quiet, comfortable, and refined, but it is thirsty for fuel at 14 mpg overall. It rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by its crawl mode to ascend and descend steep slopes. But on-road handling falls well short. The Land Cruiser receives a number of interior and exterior styling updates for 2016, as well as a new eight-speed automatic transmission. Blind-spot monitoring, lane-departure warning, adaptive cruise control, and rear cross-traffic alert are also standard. Electronic connectivity is also updated, with Toyota’s Entune touch-screen audio system standard.



Overall Score	<b>74</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️*
Road Test Score	<b>68</b>
Crash Prevention	Std./⬆️

**Base Price:** \$84,325  
**Body Styles:** 4-door SUV  
**Trim Lines:** Base  
**Drive Wheels:** 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.7-liter V8 (381 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 195  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 74  
 Wheelbase (in.) . . . . . 112  
 Weight (lb.) . . . . . 5,855  
 % weight front/rear . . . . . 52/48

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,230  
 Cargo Volume, cu.ft. . . . . 43  
 Towing Capacity (lb.) . . . . 8,200

#### Fuel

Regular  
 CR overall mpg . . . . . 14

Reliability History	
TROUBLE SPOTS	Toyota Land Cruiser
	14 15 16
Engine Major	* * *
Engine Minor	* * *
Engine Cooling	* * *
Transmission Major	* * *
Transmission Minor	* * *
Drive System	* * *
Fuel System	* * *
Electrical	* * *
Climate System	* * *
Suspension	* * *
Brakes	* * *
Exhaust	* * *
Paint/Trim	* * *
Noises/Leaks	* * *
Body Hardware	* * *
Power Equipment	* * *
In-Car Electronics	* * *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

## Toyota Mirai



**THE \$57,000 MIRAI** is the first hydrogen-powered fuel-cell vehicle available for retail sale. It has a range of 300 miles on a single fill-up of five kg of hydrogen (the energy equivalent of five gallons of gas). It typically takes 15 minutes to fill the tank. The Mirai is sold only in areas near existing or planned fueling stations on the coasts. Acceleration from the 153-hp electric motor feels sluggish in this heavy car, but otherwise it feels like driving a conventional car. It's about the size of a Camry and seats four. The optional power takeoff can let owners run their home if the power goes out. It is on sale in California and the Northeast, and Toyota is offering free fuel for the duration of the \$499 per month, three-year lease.



Overall Score	NA
Predicted Reliability	▲*
Owner Satisfaction	▲*
Road Test Score	NA
Crash Prevention	Std./▲

**Base Price:** \$57,500  
**Body Styles:** sedan  
**Trim Lines:** —  
**Drive Wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** Electric (153 hp)  
**Transmissions:** 1-speed direct

Reliability History			
TROUBLE SPOTS	Toyota Mirai		
	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 193  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 60  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 4,100  
 % weight front/rear . . . . . 58/42

#### Cargo Measurement

Max. Load (lb.) . . . . . 690  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Hydrogen  
 EPA combined mpg. . . . . 67

## Toyota Prius



**THE NEW PRIUS** is longer, lower, and wider than the previous version. It relies on a new platform with an independent rear suspension that contributes to more responsive handling and a steadier ride. We got 52 mpg overall, a significant improvement over the previous-generation's 44 mpg. Colorful digital gauges dominate the dashboard and make it easier to access the infotainment features. The sensible Prius has always been about efficiency and low running costs. The car can still drive solely on electric, up to about 25 mph typically, and the engine is now quieter when it kicks in. However, the seats are rather chintzy, tire noise is noticeable, and cabin access is not as easy because of the car's lower stance. A plug-in version, the Prius Prime, arrives in the fall.



Overall Score	81
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	75
Crash Prevention	Std./▲

**Base Price:** \$24,685-\$30,015  
**Body Styles:** 4-door hatchback  
**Trim Lines:** Four, Three, Two  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 hybrid(121 hp)  
**Transmissions:** CVT

Reliability History			
TROUBLE SPOTS	Toyota Prius		
	14	15	16
Engine Major	▲	▲	▲
Engine Minor	▲	▲	▲
Engine Cooling	▲	▲	▲
Transmission Major	▲	▲	▲
Transmission Minor	▲	▲	▲
Drive System	▲	▲	▲
Fuel System	▲	▲	▲
Electrical	▲	▲	▲
Climate System	▲	▲	▲
Suspension	▲	▲	▲
Brakes	▲	▲	▲
Exhaust	▲	▲	▲
Paint/Trim	▲	▲	▲
Noises/Leaks	▲	▲	▲
Body Hardware	▲	▲	▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲	▲	▲
<b>USED CAR VERDICTS</b>	▲	▲	▲
<b>NEW CAR PREDICTION</b>	Much better than average ▲		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 179  
 Width (in.) . . . . . 69  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 106  
 Weight (lb.) . . . . . 3,080  
 % weight front/rear . . . . . 61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 825  
 Cargo Volume, cu.ft. . . . . 22  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 52

## Toyota Prius C



**THIS SMALLER, LESS** expensive alternative to the regular Prius feels like a Spartan subcompact, but 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. However, its 37 mpg 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. Reliability is above average, but the Prius C scored too low to be recommended. For the 2017 model year, forward-collision warning and emergency auto braking are standard.



<b>Overall Score</b>	<b>61</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	55
Crash Prevention	Std./⬆️

**Base Price:** \$19,560-\$24,495  
**Body Styles:** 4-door hatchback  
**Trim Lines:** Four, One, Persona SE, Three, Two  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 hybrid (99 hp)  
**Transmissions:** CVT

Reliability History	
TROUBLE SPOTS	Toyota Prius C
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬆️ ⬆️ *
Electrical	⬆️ ⬆️ *
Climate System	⬆️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬆️ ⬆️ *
Paint/Trim	⬆️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬆️ ⬆️ *
In-Car Electronics	⬆️ ⬆️ *
<b>USED CAR VERDICTS</b>	⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

### Facts & Figures

**Exterior Dimensions**

Length (in.)	157
Width (in.)	67
Height (in.)	57
Wheelbase (in.)	100
Weight (lb.)	2,545
% weight front/rear	61/39

**Cargo Measurement**

Max. Load (lb.)	845
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

**Fuel**

Regular	
CR overall mpg	43

## Toyota Prius V



**THIS WAGON VERSION** of the previous-generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Ford C-Max, its main competitor. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. The ride is comfortable, but uneven pavement can cause an annoying side-to-side rocking. Handling is sound and secure, but hardly inspiring. Rear visibility is better than in the standard Prius. The Prius V now scores a Good in the latest IIHS small-overlap crash test. A larger 4.1-inch dash-top screen for trip computer functions is also new.



<b>Overall Score</b>	<b>76</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	73
Crash Prevention	Opt.

**Base Price:** \$26,675-\$30,935  
**Body Styles:** wagon  
**Trim Lines:** Five, Four, Three, Two  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 hybrid (134 hp)  
**Transmissions:** CVT

### Facts & Figures

**Exterior Dimensions**

Length (in.)	182
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	109
Weight (lb.)	3,280
% weight front/rear	59/41

**Cargo Measurement**

Max. Load (lb.)	915
Cargo Volume, cu.ft.	32
Towing Capacity (lb.)	NR

**Fuel**

Regular	
CR overall mpg	41

Reliability History	
TROUBLE SPOTS	Toyota Prius V
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

## Toyota RAV4



**FOR YEARS, THE RAV4** has consistently been among the top-ranked small SUVs. Freshened for 2016, the cabin is quieter; the ride is smoother; it has a suite of advanced safety features; and offers a frugal hybrid version. The energetic 2.5-liter four-cylinder and smooth six-speed automatic 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. While the XLE comes with the automatic climate control and 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. For the 2017 model year, forward-collision warning and emergency auto braking are standard.



Overall Score	78-79
Predicted Reliability	⬆️
Owner Satisfaction	1
Road Test Score	74-75
Crash Prevention	Std./⬆️

**Base Price:** \$24,910-\$36,150  
**Body Styles:** 4-door SUV  
**Trim Lines:** Hybrid Limited, Hybrid XLE, LE, Limited, Platinum, XLE  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.5-liter 4 (176 hp); 2.5-liter 4 hybrid (194 hp)  
**Transmissions:** 6-speed automatic; CVT

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 180  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 65  
 Wheelbase (in.) . . . . . 105  
 Weight (lb.) . . . . . 3,620  
 % weight front/rear . . . . . 58/42

#### Cargo Measurement

Max. Load (lb.) . . . . . 900  
 Cargo Volume, cu.ft. . . . . 37  
 Towing Capacity (lb.) . . . . . 1,500

#### Fuel

Regular  
 CR overall mpg . . . . . 24-31

Reliability History	
TROUBLE SPOTS	Toyota RAV4
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

## Toyota Sequoia



**THE BIG, EIGHT-PASSENGER** Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- 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 get into the cabin, but once inside passengers will find the interior to be very roomy. Updates for 2016 include available blind-spot monitoring and lane-departure warning. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.



Overall Score	65
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️
Road Test Score	60
Crash Prevention	NA

**Base Price:** \$48,550-\$65,080  
**Body Styles:** 4-door SUV  
**Trim Lines:** Limited, Platinum, SR5  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 5.7-liter V8 (381 hp)  
**Transmissions:** 6-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 205  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 75  
 Wheelbase (in.) . . . . . 122  
 Weight (lb.) . . . . . 6,025  
 % weight front/rear . . . . . 51/49

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,230  
 Cargo Volume, cu.ft. . . . . 61  
 Towing Capacity (lb.) . . . . . 7,300

#### Fuel

Regular  
 CR overall mpg . . . . . 15

Reliability History	
TROUBLE SPOTS	Toyota Sequoia
	14 15 16
Engine Major	* * *
Engine Minor	* * *
Engine Cooling	* * *
Transmission Major	* * *
Transmission Minor	* * *
Drive System	* * *
Fuel System	* * *
Electrical	* * *
Climate System	* * *
Suspension	* * *
Brakes	* * *
Exhaust	* * *
Paint/Trim	* * *
Noises/Leaks	* * *
Body Hardware	* * *
Power Equipment	* * *
In-Car Electronics	* * *
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

## Toyota Sienna



**AS MINIVANS GO** the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides very comfortably and it is quiet inside, but handling is lackluster. The 3.5-liter V6 is lively and returned a respectable 20 mpg overall in our tests with the six-speed automatic. The all-wheel-drive version—the only such minivan on the market—sacrifices just 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. That update also brought a standard backup camera, an additional LATCH attachment, and a front-passenger seat-cushion airbag. Reliability has been above average. That and the availability of all-wheel drive are the Sienna's biggest advantages over the Honda Odyssey. 2017 brings an eight-speed automatic and additional horsepower.



Overall Score	78-80
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	78-80
Crash Prevention	Opt.

**Base Price:** \$27,645-\$47,310  
**Body Styles:** minivan  
**Trim Lines:** L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 3 third  
**Engines:** 3.5-liter V6 (296 hp)  
**Transmissions:** 8-speed automatic

### Reliability History

TROUBLE SPOTS	Toyota Sienna		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

**Exterior Dimensions**  
 Length (in.) . . . . . 200  
 Width (in.) . . . . . 78  
 Height (in.) . . . . . 71  
 Wheelbase (in.) . . . . . 119  
 Weight (lb.) . . . . . 4,445  
 % weight front/rear . . . . . 57/43  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 1,390  
 Cargo Volume, cu.ft. . . . . 70.5  
 Towing Capacity (lb.) . . . . . 3,500  
**Fuel**  
 Regular  
 CR overall mpg . . . . . 19-20

## Toyota Tacoma



**THE TACOMA IS** as rough and tumble as it has always been. Toyota's compact pickup features a 3.5-liter V6 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. While the truck is tough-as-nails and delivers impressive off-road prowess, it's primitive. The ride remains stiff, handling is ponderous, the cabin is loud, and the driving position is still awkwardly low. The modern connectivity features are welcome. Safety features such as blind-spot monitoring and rear cross-traffic alert are available. First-year reliability of the redesign has been well-below average.



Overall Score	41
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	46
Crash Prevention	NA

**Base Price:** \$24,825-\$37,820  
**Body Styles:** crew cab; extended cab  
**Trim Lines:** Limited, SR, SR5, TRD Off-Road, TRD Sport  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)  
**Transmissions:** 6-speed automatic; 5-speed manual; 6-speed manual

### Reliability History

TROUBLE SPOTS	Toyota Tacoma		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️		

### Facts & Figures

**Exterior Dimensions**  
 Length (in.) . . . . . 212  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 71  
 Wheelbase (in.) . . . . . 127  
 Weight (lb.) . . . . . 4,450  
 % weight front/rear . . . . . 56/44  
**Cargo Measurement**  
 Max. Load (lb.) . . . . . 1,000  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . . 6,400  
**Fuel**  
 Regular  
 CR overall mpg . . . . . 19

## Toyota Tundra



**DESPITE A RECENT** freshening that updated the exterior and interior, including improved controls, the Tundra 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 with the TRD package is way too stiff. 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.



<b>Overall Score</b>	<b>67</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	<b>63</b>
Crash Prevention	NA

**Base Price:** \$30,020-\$50,030  
**Body Styles:** crew cab; extended cab; regular cab  
**Trim Lines:** 1794 Edition, Limited, Platinum, SR, SR5, TRD Pro  
**Drive Wheels:** Rear or 4WD  
**Seating:** 2 front, 3 rear  
**Engines:** 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)  
**Transmissions:** 6-speed automatic

TROUBLE SPOTS	Toyota Tundra		
	14	15	16
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 229  
 Width (in.) . . . . . 80  
 Height (in.) . . . . . 76  
 Wheelbase (in.) . . . . . 146  
 Weight (lb.) . . . . . 5,740  
 % weight front/rear . . . . . 58/42

#### Carco Measurement

Max. Load (lb.) . . . . . 1,395  
 Cargo Volume, cu.ft. . . . . NA  
 Towing Capacity (lb.) . . . . 10,000

**Fuel**  
 Regular  
 CR overall mpg . . . . . 15

## Toyota Yaris



**EVEN AFTER ITS** recent face-lift, 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 a better choice. For the 2017 model year, forward-collision warning and emergency auto braking are standard.



<b>Overall Score</b>	<b>57</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬆️*
Road Test Score	<b>47</b>
Crash Prevention	Std./⬆️

**Base Price:** \$15,250-\$18,000  
**Body Styles:** 2-door hatchback; 4-door hatchback  
**Trim Lines:** L, LE, SE  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.6-liter 4 (106 hp)  
**Transmissions:** 4-speed automatic; 5-speed manual

TROUBLE SPOTS	Toyota Yaris		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️		

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 154  
 Width (in.) . . . . . 67  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . . 99  
 Weight (lb.) . . . . . 2,385  
 % weight front/rear . . . . . 62/38

#### Carco Measurement

Max. Load (lb.) . . . . . 845  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Regular  
 CR overall mpg . . . . . 32

## Toyota Yaris iA



**FOR 2017 THE** Scion iA is renamed the Toyota Yaris iA. This four-door sedan is actually built by Mazda and based on the new Mazda2 (not sold in the U.S.) It is powered by a 106-hp, 1.5-liter four-cylinder coupled to either a six-speed manual or automatic. 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 decor. It also comes with a standard low-speed pre-collision system that helps the driver avoid collisions. A backup camera is standard. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to to master. A navigation system is a dealer-installed option.



<b>Overall Score</b>	<b>67</b>
Predicted Reliability	⬆️*
Owner Satisfaction	⬇️*
Road Test Score	<b>60</b>
Crash Prevention	Std./⬇️

**Base Price:** \$15,950-\$17,050  
**Body Styles:** sedan  
**Trim Lines:** —  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.5-liter 4 (106 hp)  
**Transmissions:** 6-speed automatic; 6-speed manual

Reliability History	
TROUBLE SPOTS	Toyota Yaris iA
	14 15 16

Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .172  
 Width (in.) . . . . . 67  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . .101  
 Weight (lb.) . . . . .2,420  
 % weight front/rear . . . . .61/39

#### Cargo Measurement

Max. Load (lb.) . . . . . 850  
 Cargo Volume, cu.ft. . . . .13  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular  
 CR overall mpg . . . . . 35

<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Much better than average ⬆️

## Volkswagen Beetle



**THE BEETLE COUPE** and convertible have a roomy-enough interior and decent driving experience. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty, and gets sloppy in demanding conditions. The 1.8-liter turbocharged four-cylinder has better performance and fuel economy than the 2.5-liter five-cylinder it replaced. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. Updates for 2016 include an available rear-view camera and blind-spot detection. Reliability has been much below average.



<b>Overall Score</b>	<b>46</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>59</b>
Crash Prevention	NA

**Base Price:** \$19,795-\$35,745  
**Body Styles:** 2-door hatchback; convertible  
**Trim Lines:** 1.8T, R-Line  
**Drive Wheels:** Front  
**Seating:** 2 front, 2 rear  
**Engines:** 1.8-liter 4 (170 hp); 2.0-liter 4 (210 hp)  
**Transmissions:** 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

Reliability History	
TROUBLE SPOTS	Volkswagen Beetle
	14 15 16

Engine Major	⬆️	*	*
Engine Minor	⬆️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬇️	*	*
Electrical	⬆️	*	*
Climate System	⬇️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬇️	*	*
Noises/Leaks	⬇️	*	*
Body Hardware	⬇️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬇️	*	*

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 168  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . . 100  
 Weight (lb.) . . . . . 3,040  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 835  
 Cargo Volume, cu.ft. . . . . 11  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 27

<b>USED CAR VERDICTS</b>	⬇️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

## Volkswagen CC



**STYLE TRUMPS FUNCTION** in the CC, resulting in a snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 200-hp, 2.0-liter turbo four-cylinder is strong and returns 26 mpg overall with the six-speed automated manual transmission. A more powerful 280-hp, 3.6-liter V6 and AWD are optional. The interior is very well-finished, with comfortable seats up front and, in a pinch, rear seating for three. Some features, such as a sunroof and rear-view camera, are available only on higher-trim versions. The 2016 model year brought USB ports, lane-keeping assist, and adaptive cruise control.



<b>Overall Score</b>	<b>70</b>
Predicted Reliability	1*
Owner Satisfaction	2*
Road Test Score	78
Crash Prevention	Opt.

**Base Price:** \$32,685-\$43,140  
**Body Styles:** sedan  
**Trim Lines:** Executive, Sport  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (200 hp)  
**Transmissions:** 6-speed automatic

Reliability History			
TROUBLE SPOTS	Volkswagen CC		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
<b>USED CAR VERDICTS</b>			
<b>NEW CAR PREDICTION</b>	Average	1	

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 189  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 56  
 Wheelbase (in.) . . . . . 107  
 Weight (lb.) . . . . . 3,420  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 925  
 Cargo Volume, cu.ft. . . . . 13  
 Towing Capacity (lb.) . . . . . 2,000

**Fuel**  
 Premium  
 CR overall mpg . . . . . 26

## Volkswagen GTI



**THE GTI CONTINUES** to embody the sporty, practical and affordable hatchback concept. Whether opting for the manual or dual clutch automated transmission, the 2.0-liter turbo 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. 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 monitoring, and cross-traffic alert are now available. Reliability has dropped below average.



<b>Overall Score</b>	<b>71</b>
Predicted Reliability	2
Owner Satisfaction	3
Road Test Score	82
Crash Prevention	Opt.

**Base Price:** \$24,995-\$30,135  
**Body Styles:** 2-door hatchback; 4-door hatchback  
**Trim Lines:** Autobahn, S, SE, Sport  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (210 hp); 2.0-liter 4 turbo (220 hp)  
**Transmissions:** 6-speed manual; 6-speed sequential

Reliability History			
TROUBLE SPOTS	Volkswagen GTI		
	14	15	16
Engine Major	*	3	3
Engine Minor	*	3	3
Engine Cooling	*	2	3
Transmission Major	*	3	3
Transmission Minor	*	3	3
Drive System	*	3	3
Fuel System	*	2	3
Electrical	*	3	3
Climate System	*	3	3
Suspension	*	3	3
Brakes	*	3	3
Exhaust	*	3	3
Paint/Trim	*	3	2
Noises/Leaks	*	1	3
Body Hardware	*	3	2
Power Equipment	*	3	3
In-Car Electronics	*	2	1
<b>USED CAR VERDICTS</b>		1	2
<b>NEW CAR PREDICTION</b>	Worse than average	2	

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 166  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 102  
 Weight (lb.) . . . . . 3,155  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,045  
 Cargo Volume, cu.ft. . . . . 24  
 Towing Capacity (lb.) . . . . . NR

**Fuel**  
 Premium  
 CR overall mpg . . . . . 29



## Volkswagen Golf



**THE GOLF IS** a notch above other compacts in terms of sophistication, interior ambiance, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder feel effortless, and we got 28 mpg overall in our tests with the six-speed automatic. Handling 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 lane-keeping assist, blind-spot monitoring, and cross-traffic alert. Reliability has been below average.



<b>Overall Score</b>	<b>64</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>82</b>
Crash Prevention	Opt.

**Base Price:** \$18,495-\$37,895  
**Body Styles:** 2-door hatchback; 4-door hatchback  
**Trim Lines:** 1.8T, eGolf, R, S, SE, SEL, Wolfsburg  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** Electric (115 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 (292 hp)  
**Transmissions:** 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential; 1-speed direct

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 168  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 3,090  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,005  
 Cargo Volume, cu.ft. . . . . 24  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular or premium or electric  
 CR overall mpg . . . . . 28

Reliability History	
TROUBLE SPOTS	Volkswagen Golf
	14 15 16
Engine Major	* ⬆️ ⬆️
Engine Minor	* ⬆️ ⬆️
Engine Cooling	* ⬆️ ⬆️
Transmission Major	* ⬆️ ⬆️
Transmission Minor	* ⬆️ ⬆️
Drive System	* ⬆️ ⬆️
Fuel System	* ⬆️ ⬆️
Electrical	* ⬆️ ⬆️
Climate System	* ⬆️ ⬆️
Suspension	* ⬆️ ⬆️
Brakes	* ⬆️ ⬆️
Exhaust	* ⬆️ ⬆️
Paint/Trim	* ⬆️ ⬆️
Noises/Leaks	* ⬆️ ⬆️
Body Hardware	* ⬆️ ⬆️
Power Equipment	* ⬆️ ⬆️
In-Car Electronics	* ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬇️ ⬇️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## Volkswagen Jetta



**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 delivers responsive acceleration, and it returned an excellent 32 mpg overall in our testing. The 1.8-liter turbo four-cylinder is smooth and flexible, and returns a commendable 30 mpg. Opt for the GLI and you get a strong turbo 2.0-liter, a sportier suspension, better brakes, and a richer-feeling interior. The Hybrid that got 37 mpg overall in our tests has been discontinued for 2017. Rear-seat passengers will appreciate the spacious cabin, which is roomier than most competitors. Reliability has dropped to well-below average.



<b>Overall Score</b>	<b>57-59</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>74-79</b>
Crash Prevention	Opt.

**Base Price:** \$17,325-\$31,120  
**Body Styles:** sedan  
**Trim Lines:** GLI, S, SE, SEL  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.4-liter 4 turbo (150 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (210 hp)  
**Transmissions:** 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 182  
 Width (in.) . . . . . 70  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . . 104  
 Weight (lb.) . . . . . 3,040  
 % weight front/rear . . . . . 59/41

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,025  
 Cargo Volume, cu.ft. . . . . 16  
 Towing Capacity (lb.) . . . . . NR

#### Fuel

Regular or premium  
 CR overall mpg . . . . . 27-32

Reliability History	
TROUBLE SPOTS	Volkswagen Jetta
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬆️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬆️ ⬆️ ⬆️
In-Car Electronics	⬆️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬇️ ⬇️ ⬇️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️

## Volkswagen Passat



**WITH GENEROUS INTERIOR** space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsize sedan. The primary powertrain is an energetic 1.8-liter turbo four-cylinder that's mated to a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. 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, and for 2017 VW made active safety features such as forward collision warning and auto emergency braking standard. Reliability has dropped below average.



Overall Score	<b>64-65</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>79-82</b>
Crash Prevention	Std./⬆️

**Base Price:** \$22,440-\$34,270  
**Body Styles:** sedan  
**Trim Lines:** S, SE, SEL, SEL Premium  
**Drive Wheels:** Front  
**Seating:** 2 front, 3 rear  
**Engines:** 1.8-liter 4 turbo (170 hp); 3.6-liter V6 (280 hp)  
**Transmissions:** 6-speed automatic; 6-speed sequential

Reliability History	
TROUBLE SPOTS	Volkswagen Passat
	14 15 16
Engine Major	⬆️ ⬆️ *
Engine Minor	⬆️ ⬆️ *
Engine Cooling	⬆️ ⬆️ *
Transmission Major	⬆️ ⬆️ *
Transmission Minor	⬆️ ⬆️ *
Drive System	⬆️ ⬆️ *
Fuel System	⬇️ ⬇️ *
Electrical	⬆️ ⬆️ *
Climate System	⬇️ ⬆️ *
Suspension	⬆️ ⬆️ *
Brakes	⬆️ ⬆️ *
Exhaust	⬇️ ⬆️ *
Paint/Trim	⬇️ ⬆️ *
Noises/Leaks	⬆️ ⬆️ *
Body Hardware	⬆️ ⬆️ *
Power Equipment	⬇️ ⬇️ *
In-Car Electronics	⬇️ ⬇️ *
<b>USED CAR VERDICTS</b>	⬇️ ⬇️
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .192  
 Width (in.) . . . . . 72  
 Height (in.) . . . . . 59  
 Wheelbase (in.) . . . . .110  
 Weight (lb.) . . . . .3,320  
 % weight front/rear . . . . .59/41

#### Cargo Measurement

Max. Load (lb.) . . . . .1,115  
 Cargo Volume, cu.ft. . . . .16  
 Towing Capacity (lb.) . . . . .1,000

#### Fuel

Regular or premium  
 CR overall mpg . . . . .23-28

## Volkswagen Tiguan



**THIS SOLID AND** nimble small SUV has high-end interior fit and finish and spacious rear seating, but the cargo area is small. Handling is very responsive and enjoyable, with sharp steering and strong cornering grip that keeps the Tiguan secure and unflappable at its limits. With its 19-inch tires, the SEL rides stiffly. The lower S and SE trim lines, with 17-inch tires, ride more comfortably and quietly. Automatic climate control is available only on the SEL, however. The 2.0-liter, turbo-charged four-cylinder is smooth, but yielded a not-so-stellar 21 mpg overall in our tests. A redesign is on the horizon for 2017.



Overall Score	<b>72</b>
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	<b>74</b>
Crash Prevention	NA

**Base Price:** \$23,305-\$38,080  
**Body Styles:** 4-door SUV  
**Trim Lines:** S, SEL, Sport, Wolfsburg  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (200 hp)  
**Transmissions:** 6-speed automatic

Reliability History	
TROUBLE SPOTS	Volkswagen Tiguan
	14 15 16
Engine Major	⬆️ ⬆️ ⬆️
Engine Minor	⬆️ ⬆️ ⬆️
Engine Cooling	⬆️ ⬆️ ⬆️
Transmission Major	⬆️ ⬆️ ⬆️
Transmission Minor	⬆️ ⬆️ ⬆️
Drive System	⬆️ ⬆️ ⬆️
Fuel System	⬆️ ⬆️ ⬆️
Electrical	⬆️ ⬆️ ⬆️
Climate System	⬆️ ⬆️ ⬆️
Suspension	⬆️ ⬆️ ⬆️
Brakes	⬆️ ⬆️ ⬆️
Exhaust	⬆️ ⬆️ ⬆️
Paint/Trim	⬆️ ⬆️ ⬆️
Noises/Leaks	⬇️ ⬆️ ⬆️
Body Hardware	⬆️ ⬆️ ⬆️
Power Equipment	⬇️ ⬆️ ⬆️
In-Car Electronics	⬇️ ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬇️ ⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Better than average ⬆️

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .174  
 Width (in.) . . . . . 71  
 Height (in.) . . . . . 66  
 Wheelbase (in.) . . . . .103  
 Weight (lb.) . . . . .3,785  
 % weight front/rear . . . . .57/43

#### Cargo Measurement

Max. Load (lb.) . . . . .1,145  
 Cargo Volume, cu.ft. . . . . 30  
 Towing Capacity (lb.) . . . . .2,200

#### Fuel

Premium  
 CR overall mpg . . . . .21

## Volkswagen Touareg



**THE TOUAREG HAS** the feel of a sharp-handling, luxury SUV, with a plush interior and wide, supportive seats that deliver all-day comfort. The only engine is a 3.6-liter V6 mated to an eight-speed automatic transmission. In our tests of the now-discontinued V6 turbodiesel, it pulled effortlessly and had a generous towing capacity. The low-speed ride is overly firm, but it's steady on the highway. The cabin is quiet and access is easy, but the almost-\$50,000 Touareg we sampled lacked some common luxury features such as a sunroof. The top-of-the-line hybrid version has been discontinued.



Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History		
TROUBLE SPOTS	Volkswagen Touareg	
	14	15 16
Engine Major	⬆️	* *
Engine Minor	⬇️	* *
Engine Cooling	⬆️	* *
Transmission Major	⬆️	* *
Transmission Minor	⬆️	* *
Drive System	⬇️	* *
Fuel System	⬇️	* *
Electrical	⬆️	* *
Climate System	⬆️	* *
Suspension	⬇️	* *
Brakes	⬆️	* *
Exhaust	⬆️	* *
Paint/Trim	⬆️	* *
Noises/Leaks	⬆️	* *
Body Hardware	⬆️	* *
Power Equipment	⬆️	* *
In-Car Electronics	⬆️	* *
<b>USED CAR VERDICTS</b>	⬇️	
<b>NEW CAR PREDICTION</b>	Much worse than average ⬇️	

**Base Price:** \$46,745  
**Body Styles:** 4-door SUV  
**Trim Lines:** Executive, Sport, Wolfsburg  
**Drive Wheels:** AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 3.6-liter V6 (280 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 189  
 Width (in.) . . . . . 76  
 Height (in.) . . . . . 67  
 Wheelbase (in.) . . . . . 114  
 Weight (lb.) . . . . . 5,060  
 % weight front/rear . . . . . 53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,105  
 Cargo Volume, cu.ft. . . . . 34.5  
 Towing Capacity (lb.) . . . . . 7,700

**Fuel**  
 Premium  
 EPA combined mpg . . . . . 19

## Volvo S60



**THE S60 OFFERS** fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder and an eight-speed automatic are new, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet, well-finished, and logically laid out, and the front seats are very comfortable. But the rear seat is tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The AWD Cross Country sedan has a 2.5-liter, five-cylinder turbo and raised ground clearance. The Inscription model adds almost 3 inches of rear leg room. Reliability has been average.



Overall Score	74
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	80
Crash Prevention	Std./⬆️

Reliability History		
TROUBLE SPOTS	Volvo S60	
	14	15 16
Engine Major	⬆️	⬆️
Engine Minor	⬆️	⬆️
Engine Cooling	⬆️	⬆️
Transmission Major	⬆️	⬆️
Transmission Minor	⬆️	⬆️
Drive System	⬆️	⬆️
Fuel System	⬆️	⬆️
Electrical	⬆️	⬆️
Climate System	⬆️	⬆️
Suspension	⬆️	⬆️
Brakes	⬆️	⬆️
Exhaust	⬆️	⬆️
Paint/Trim	⬆️	⬆️
Noises/Leaks	⬆️	⬆️
Body Hardware	⬆️	⬆️
Power Equipment	⬆️	⬆️
In-Car Electronics	⬆️	⬆️
<b>USED CAR VERDICTS</b>	⬆️	⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️	

**Base Price:** \$33,950-\$60,000  
**Body Styles:** sedan  
**Trim Lines:** Cross Country, Polestar, T5, T6, T6 R-Design  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 2.0-liter 4 turbo (302 hp); 3.0-liter 6 turbo (325 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 182  
 Width (in.) . . . . . 73  
 Height (in.) . . . . . 58  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 3,610  
 % weight front/rear . . . . . 62/38

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,025  
 Cargo Volume, cu.ft. . . . . 12  
 Towing Capacity (lb.) . . . . . 3,500

**Fuel**  
 Regular  
 CR overall mpg . . . . . 25

## Volvo S90



**THE S90 SHARES** the same platform, powertrains, and interior components as the XC90 SUV, including the infotainment touchscreen system that's unintuitive to use. The 2.0-liter turbo sounds a bit wheezy but pulls strongly. Ride and handling are ordinary but the interior is roomy and inviting. Base T5 versions produce 250 hp, while the turbocharged/supercharged variant in the T6 produces 316 hp. All are paired with an eight-speed automatic. Active safety features include all the latest and Volvo's CitySafe system includes a large animal detection option to help detect a deer from afar. The S90 competes with midsize luxury sedans such as the Mercedes-Benz E-class and BMW 5 Series. A V90 wagon version will arrive in 2017.



<b>Overall Score</b>	NA
<b>Predicted Reliability</b>	⬇️*
<b>Owner Satisfaction</b>	⬆️*
<b>Road Test Score</b>	NA
<b>Crash Prevention</b>	Std./⬆️

**Base Price:** \$46,950-\$56,250  
**Body Styles:** sedan  
**Trim Lines:** T5 Inscription, T5 Momentum, T6 Inscription, T6 Momentum, T8 Plug-in  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (407 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . .195  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 57  
 Wheelbase (in.) . . . . .116  
 Weight (lb.) . . . . .4,220  
 % weight front/rear . . . . .NA

#### Cargo Measurement

Max. Load (lb.) . . . . . 950  
 Cargo Volume, cu.ft. . . . .14  
 Towing Capacity (lb.) . . . . 4,600

#### Fuel

Premium  
 EPA combined mpg. . . . . 25

Reliability History	
TROUBLE SPOTS	Volvo S90
Engine Major	14
Engine Minor	15
Engine Cooling	16
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
<b>USED CAR VERDICTS</b>	
<b>NEW CAR PREDICTION</b>	Worse than average ⬇️

## Volvo V60



**THIS WAGON VERSION** of the S60 has fairly agile handling, but the ride is too stiff. The new four-cylinder turbo 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 chintzy and the rear seat is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The AWD Cross Country version has higher ground clearance. Reliability has improved to average, but the V60 scores too low to recommend.



<b>Overall Score</b>	69
<b>Predicted Reliability</b>	⬇️
<b>Owner Satisfaction</b>	⬇️
<b>Road Test Score</b>	73
<b>Crash Prevention</b>	Std./⬆️

**Base Price:** \$36,150-\$61,600  
**Body Styles:** wagon  
**Trim Lines:** Cross Country, Polestar, T5, T6 R-Design  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 3.0-liter 6 turbo (325 hp); 3.0-liter 6 turbo (345 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 73  
 Height (in.) . . . . .61  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . .3,925  
 % weight front/rear . . . . . 60/40

#### Cargo Measurement

Max. Load (lb.) . . . . . 990  
 Cargo Volume, cu.ft. . . . . 26  
 Towing Capacity (lb.) . . . . 3,300

#### Fuel

Regular  
 CR overall mpg . . . . .21

Reliability History	
TROUBLE SPOTS	Volvo V60
Engine Major	* ⬆️ *
Engine Minor	* ⬆️ *
Engine Cooling	* ⬆️ *
Transmission Major	* ⬆️ *
Transmission Minor	* ⬆️ *
Drive System	* ⬆️ *
Fuel System	* ⬆️ *
Electrical	* ⬆️ *
Climate System	* ⬆️ *
Suspension	* ⬆️ *
Brakes	* ⬆️ *
Exhaust	* ⬆️ *
Paint/Trim	* ⬆️ *
Noises/Leaks	* ⬆️ *
Body Hardware	* ⬆️ *
Power Equipment	* ⬆️ *
In-Car Electronics	* ⬇️ *
<b>USED CAR VERDICTS</b>	⬇️
<b>NEW CAR PREDICTION</b>	Average ⬇️

## Volvo XC60



**WHILE A GOOD** choice overall, the XC60 isn't as engaging to drive or as sporty as the Audi Q5 or BMW X3. The ride is stiff, but handling is responsive and secure. The new turbocharged four-cylinder engines are responsive and coupled to a smooth eight-speed automatic. Wind and road noise are well suppressed. The interior is well-constructed with high-quality materials, but many controls are too fussy to use. The seats are nicely shaped and comfortable up front, although rear leg room is a bit tight. City Safe automatic braking is standard, and crash-test performance is excellent, but opting for other cutting-edge safety gear gets pricey.



<b>Overall Score</b>	<b>70</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	<b>71</b>
Crash Prevention	Std./⬆️

**Base Price:** \$40,590-\$46,350  
**Body Styles:** 4-door SUV  
**Trim Lines:** T5, T6, T6 R-Design  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear  
**Engines:** 2.0-liter 4 turbo (245 hp); 2.0-liter 4 turbo (306 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 183  
 Width (in.) . . . . . 74  
 Height (in.) . . . . . 67  
 Wheelbase (in.) . . . . . 109  
 Weight (lb.) . . . . . 4,275  
 % weight front/rear . . . . . 58/42

#### Cargo Measurement

Max. Load (lb.) . . . . . 950  
 Cargo Volume, cu.ft. . . . . 32.5  
 Towing Capacity (lb.) . . . . 3,500

**Fuel**  
 Regular  
 CR overall mpg . . . . . 17

Reliability History	
TROUBLE SPOTS	Volvo XC60
	14 15 16
Engine Major	* ⬆️ ⬆️
Engine Minor	* ⬆️ ⬆️
Engine Cooling	* ⬆️ ⬆️
Transmission Major	* ⬆️ ⬆️
Transmission Minor	* ⬆️ ⬆️
Drive System	* ⬆️ ⬆️
Fuel System	* ⬆️ ⬆️
Electrical	* ⬆️ ⬆️
Climate System	* ⬆️ ⬆️
Suspension	* ⬆️ ⬆️
Brakes	* ⬆️ ⬆️
Exhaust	* ⬆️ ⬆️
Paint/Trim	* ⬆️ ⬆️
Noises/Leaks	* ⬆️ ⬆️
Body Hardware	* ⬆️ ⬆️
Power Equipment	* ⬆️ ⬆️
In-Car Electronics	* ⬆️ ⬆️
<b>USED CAR VERDICTS</b>	⬆️ ⬆️
<b>NEW CAR PREDICTION</b>	Average ⬆️

## Volvo XC90



**THE XC90 IS** a highly capable and competitive three-row SUV. Base models use a 250-hp, 2.0-liter four-cylinder turbo, offered with front- or all-wheel drive. We tested the T6 with its 316-hp, turbocharged and supercharged version. It delivers decent punch and returned 20 mpg overall, but has a raspy sound. A plug-in hybrid with an electric range of about 14 miles is available. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff, though the optional air suspension makes it more comfortable. The interior is quiet, plush, and modern, with supercomfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system. Many electronic safety features are available. First-year reliability has been well-below average.



<b>Overall Score</b>	<b>65</b>
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	<b>84</b>
Crash Prevention	Std./⬆️

**Base Price:** \$45,750-\$73,400  
**Body Styles:** 4-door SUV  
**Trim Lines:** T5 Inscription, T5 Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Plug-in Hybrid  
**Drive Wheels:** Front or AWD  
**Seating:** 2 front, 3 rear, 2 third  
**Engines:** 2.0-liter 4 turbo (250 hp, 316 hp); 2.0-liter 4 hybrid (400 hp)  
**Transmissions:** 8-speed automatic

### Facts & Figures

#### Exterior Dimensions

Length (in.) . . . . . 195  
 Width (in.) . . . . . 84  
 Height (in.) . . . . . 70  
 Wheelbase (in.) . . . . . 118  
 Weight (lb.) . . . . . 4,595  
 % weight front/rear . . . . . 53/47

#### Cargo Measurement

Max. Load (lb.) . . . . . 1,210  
 Cargo Volume, cu.ft. . . . . 35  
 Towing Capacity (lb.) . . . . 5,000

**Fuel**  
 Premium  
 CR overall mpg . . . . . 20

Reliability History	
TROUBLE SPOTS	Volvo XC90
	14 15 16
Engine Major	* * ⬆️
Engine Minor	* * ⬆️
Engine Cooling	* * ⬆️
Transmission Major	* * ⬆️
Transmission Minor	* * ⬆️
Drive System	* * ⬆️
Fuel System	* * ⬆️
Electrical	* * ⬆️
Climate System	* * ⬆️
Suspension	* * ⬆️
Brakes	* * ⬆️
Exhaust	* * ⬆️
Paint/Trim	* * ⬆️
Noises/Leaks	* * ⬆️
Body Hardware	* * ⬆️
Power Equipment	* * ⬆️
In-Car Electronics	* * ⬆️
<b>USED CAR VERDICTS</b>	⬆️
<b>NEW CAR PREDICTION</b>	Much worse than average ⬆️

# Road Tests Highlights

**Consumer Reports** conducts more than 50 objective tests and subjective evaluations on every vehicle we rate.

These charts list our test results, which allow you to easily compare models. These are the criteria that appear in the charts:

■ **Make & model** specifies the model and trim version of the vehicle Consumer Reports tested. We often test multiple versions of the same model, and each can yield different results depending on trim and equipment level, body style, and engine type.

■ **Trans** indicates the transmission type and number of speeds. (Auto is automatic, CVT is continuously variable transmission, man is manual, seq is sequential, and 1-spd. dir. is 1-speed direct drive.)

■ **HP** is the horsepower of the engine tested.

■ **Engine** notes tested displacement, number of cylinders, and configuration.

■ **CR's fuel economy** includes the tested overall mpg based on a realistic mix of highway and city driving. The mpg for city and highway driving are listed separately.

■ **Acceleration** is based on how a vehicle performs in several tests. The **0-to-30** and **0-to-60** mph tests are conducted from a standstill with the engine idling. The **¼-mile** test is done from a standing start, and the figures indicate the number of seconds needed to reach the quarter-mile mark and at what speed.

■ **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

■ **Handling** includes emergency-handling and turning circle tests. **AM speed** is the speed

at which the vehicle was able to successfully negotiate our avoidance maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

Our road tests of some Audi, Porsche, and Volkswagen diesel models took place prior to the EPA notifying them of Clean Air Act violations. As a result, we have dropped our test results for all of those diesel models. We will retest the vehicles when a recall has been made available.

For more information and to continue your research, visit our comprehensive website at [ConsumerReports.org](http://ConsumerReports.org). Subscribers to our website have access to all of our test results, detailed reliability and owner satisfaction Ratings, and our expert reviews.



PHOTO: JOHN POWERS

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Acura ILX Premium	seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura MDX Tech	auto 9	290	3.5-liter V6	21	14	31	2.8	6.8	15.3 @ 94	135	140	52.0	40
Acura RDX	auto 6	273	3.5-liter V6	22	14	31	2.9	6.6	15.2 @ 95	132	144	51.0	40
Acura RLX Tech	auto 6	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX 2.4L	seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX SH-AWD	auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Audi A3 Premium	seq 6	170	1.8-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	seq 7	252	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A5 convertible Premium Plus	auto 6	211	2.0-liter 4 turbo	22	15	31	2.9	8.0	16.2 @ 89	134	145	53.0	39
Audi A6 Premium Plus	auto 8	310	3.0-liter V6 supercharged	22	15	34	2.1	5.7	14.2 @ 101	132	138	52.5	41
Audi A8 L	auto 8	372	4.2-liter V8	21	14	30	2.2	5.5	14.0 @ 105	126	137	52.0	43
Audi Q3 Premium Plus	auto 6	200	2.0-liter 4 turbo	22	15	31	3.2	8.4	16.6 @ 87	132	141	51.5	40
Audi Q5 Premium Plus	auto 8	211	2.0-liter 4 turbo	21	14	29	3.0	7.9	16.2 @ 88	130	138	52.0	39
Audi Q7 Premium Plus	auto 8	333	3.0-liter V6 supercharged	20	13	28	2.5	6.7	15.1 @ 96	127	138	50.0	42
Audi TT 2.0T	seq 6	220	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 328d xDrive	auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 328i	auto 8	240	2.0-liter 4 turbo	28	19	39	2.6	6.3	14.9 @ 97	132	141	54.5	38
BMW 535i	auto 8	300	3.0-liter 6 turbo	23	15	34	2.5	6.1	14.5 @ 101	137	148	51.5	40
BMW 750i XDrive	auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
BMW i3 Giga	1-spd. dir.	170	0.7-liter 2 + electric	139**	135**	141**	3.3	7.5	16.3 @ 85	131	138	55.0	33
BMW M235i	man 6	320	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW X1 xDrive28i	auto 8	228	2.0-liter 4 turbo	26	17	37	3.5	7.9	16.3 @ 92	134	143	53.0	39
BMW X3 xDrive28i	auto 8	240	2.0-liter 4 turbo	23	16	30	2.9	7.3	15.8 @ 91	130	138	53.0	40
BMW X5 xDrive35i	auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
BMW Z4 sDrive28i	man 6	240	2.0-liter 4 turbo	28	19	38	2.4	6.1	14.7 @ 99	122	130	54.5	36
Buick Cascada Premium	auto 6	200	1.6-liter 4 turbo	22	14	31	3.5	8.9	17.0 @ 86	134	148	54.0	40
Buick Enclave CXL	auto 6	288	3.6-liter V6	15	10	24	3.0	7.9	16.2 @ 87	142	153	50.0	43
Buick Encore Leather	auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Envision Premium I	auto 6	252	2.0-liter 4 turbo	21	14	31	2.9	7.9	16.1 @ 90	128	153	55.0	38
Buick Regal Premium I	auto 6	259	2.0-liter 4 turbo	24	15	35	2.9	7.4	15.9 @ 92	125	134	53.5	39
Buick Verano Leather	auto 6	180	2.4-liter 4	24	16	33	3.0	8.5	16.5 @ 87	129	141	54.5	40
Cadillac ATS Luxury	auto 6	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CT6 Premium Luxury (AWD)	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	125	143	52.0	41
Cadillac CTS Luxury (AWD)	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	127	145	54.5	38
Cadillac Escalade Premium	auto 8	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XT5 Premium	auto 8	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XTS Premium	auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Camaro Coupe 2SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	auto 6	305	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Colorado LT Diesel	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
Chevrolet Corvette 3LT	man 7	460	6.2-liter V8	20	14	28	2.0	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze LT	auto 6	153	1.4-liter 4 turbo	30	19	47	3.3	8.5	16.6 @ 88	125	141	56.0	36
Chevrolet Equinox 1LT	auto 6	182	2.4-liter 4	21	14	30	3.8	10.7	18.0 @ 80	138	143	50.0	42
Chevrolet Equinox LTZ	auto 6	292	3.6-liter V6	18	12	25	2.5	7.1	15.4 @ 93	138	148	50.5	42
Chevrolet Impala 2LTZ	auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu LT	auto 6	163	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic hatchback LTZ	man 6	138	1.4-liter 4 turbo	30	21	39	3.0	8.9	16.9 @ 84	130	140	55.0	38
Chevrolet Sonic sedan LT	auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35
Chevrolet SS	auto 6	415	6.2-liter V8	17	12	23	2.2	5.1	13.5 @ 110	118	124	56.0	39

\*Composite of electric and gas. \*\*MPG equivalent

## Ratings & Reference

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec.@mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AW Speed (mph)	Turning Circle (ft.)
<b>Chevrolet Suburban</b> LTZ	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
<b>Chevrolet Tahoe</b> LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
<b>Chevrolet Traverse</b> LT	auto 6	288	3.6-liter V6	16	11	23	3.0	7.9	16.2 @ 87	141	161	50.0	42
<b>Chevrolet Trax</b> LT	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
<b>Chevrolet Volt</b> LT	1-spd. dir.	149	1.5-liter 4 + electric	105**	99**	109**	2.7	8.0	16.3 @ 84	133	140	52.0	38
<b>Chrysler 200</b> C	auto 9	295	3.6-liter V6	25	15	42	3.1	6.9	15.4 @ 97	138	148	51.5	41
<b>Chrysler 200</b> Limited	auto 9	184	2.4-liter 4	30	19	44	3.9	9.8	17.6 @ 83	130	135	53.5	41
<b>Chrysler 300</b> C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
<b>Chrysler 300</b> Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
<b>Chrysler Pacifica</b> Touring L	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
<b>Dodge Challenger</b> R/T Plus	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
<b>Dodge Charger</b> R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
<b>Dodge Charger</b> SXT Plus	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
<b>Dodge Dart</b> SXT	auto 6	184	2.4-liter 4	27	18	37	3.4	9.3	17.2 @ 84	127	134	54.5	38
<b>Dodge Durango</b> Limited	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
<b>Dodge Grand Caravan</b> R/T	auto 6	283	3.6-liter V6	17	11	27	3.3	8.1	16.5 @ 86	141	153	49.0	42
<b>Dodge Journey</b> Lux	auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
<b>Fiat 500</b> Abarth	man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
<b>Fiat 500</b> Sport	man 5	101	1.4-liter 4	33	24	42	3.5	11.3	18.3 @ 76	134	142	55.0	34
<b>Fiat 500c</b> Pop	man 5	101	1.4-liter 4	34	25	42	3.4	11.0	18.1 @ 76	129	137	53.0	34
<b>Fiat 500L</b> Easy	seq 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
<b>Fiat 500X</b> Easy	auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
<b>Ford C-MAX</b> Energi	CVT	188	2.0-liter 4 + electric	47*	45*	49*	3.3	8.1	16.4 @ 89	136	146	50.5	41
<b>Ford C-MAX</b> Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
<b>Ford Edge</b> SEL	auto 6	245	2.0-liter 4 turbo	21	14	31	3.1	8.8	16.8 @ 84	132	139	51.5	41
<b>Ford Escape</b> SE	auto 6	173	1.6-liter 4 turbo	22	15	31	3.4	9.9	17.5 @ 80	133	139	52.5	40
<b>Ford Escape</b> Titanium	auto 6	231	2.0-liter 4 turbo	22	15	29	2.9	8.2	16.3 @ 87	134	139	52.5	40
<b>Ford Expedition</b> Limited EL	auto 6	365	3.5-liter V6 turbo	14	10	19	2.7	7.2	15.7 @ 91	136	155	45.0	45
<b>Ford Explorer</b> XLT	auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
<b>Ford F-150</b> XLT	auto 6	325	2.7-liter V6 turbo	17	12	22	2.9	7.0	15.5 @ 94	137	155	46.0	49
<b>Ford F-150</b> XLT	auto 6	365	3.5-liter V6 turbo	16	11	22	2.9	7.2	15.7 @ 93	139	156	46.5	49
<b>Ford Fiesta</b> hatchback SE	man 5	123	1.0-liter 3 turbo	35	25	46	3.1	9.0	17.2 @ 83	125	133	56.0	35
<b>Ford Fiesta</b> hatchback SES	man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
<b>Ford Fiesta</b> sedan SE	seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
<b>Ford Fiesta</b> ST	man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
<b>Ford Flex</b> SEL	auto 6	287	3.5-liter V6	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
<b>Ford Focus</b> Electric	1-spd. dir.	143	Electric	111**	104**	116**	4.3	10.2	18.0 @ 82	140	154	52.5	41
<b>Ford Focus</b> sedan SE (1.0T)	auto 6	123	1.0-liter 3 turbo	29	18	44	4.1	11.0	18.3 @ 79	128	140	51.5	37
<b>Ford Focus</b> sedan SE (2.0L)	seq 6	160	2.0-liter 4	29	19	43	3.7	9.8	17.4 @ 85	128	140	51.5	37
<b>Ford Focus</b> ST	man 6	252	2.0-liter 4 turbo	26	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
<b>Ford Fusion</b> SE	auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
<b>Ford Fusion</b> SE Hybrid	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
<b>Ford Fusion</b> Titanium	auto 6	231	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
<b>Ford Mustang</b> GT Premium	man 6	435	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
<b>Ford Mustang</b> Premium	auto 6	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	53.0	39
<b>Ford Taurus</b> Limited	auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
<b>Ford Transit Connect</b> XLT	auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
<b>Genesis G80</b> 3.8 AWD	auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
<b>GMC Canyon</b> SLE	auto 6	305	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
<b>GMC Canyon</b> SLE Diesel	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
<b>GMC Sierra</b> 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
<b>GMC Terrain</b> 1LT	auto 6	182	2.4-liter 4	21	14	30	3.8	10.7	18.0 @ 80	138	143	50.0	42
<b>GMC Terrain</b> LTZ	auto 6	292	3.6-liter V6	18	12	25	2.5	7.1	15.4 @ 93	138	148	50.5	42



Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec.@mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AW Speed (mph)	Turning Circle (ft.)
<b>GMC Yukon</b> LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
<b>GMC Yukon</b> XL SLT	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
<b>Honda Accord</b> EX-L	auto 6	278	3.5-liter V6	26	16	39	2.7	6.3	14.7 @ 99	139	150	52.5	40
<b>Honda Accord</b> LX	CVT	185	2.4-liter 4	30	21	40	3.3	7.7	16.0 @ 92	136	148	53.0	41
<b>Honda Civic</b> EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
<b>Honda Civic</b> LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
<b>Honda CR-V</b> EX	CVT	185	2.4-liter 4	24	18	31	3.9	9.0	17.1 @ 86	134	143	51.5	38
<b>Honda Fit</b> EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
<b>Honda HR-V</b> LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
<b>Honda Odyssey</b> EX-L	auto 6	248	3.5-liter V6	21	13	31	3.3	8.4	16.6 @ 88	136	143	47.5	40
<b>Honda Pilot</b> EX-L	auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
<b>Honda Ridgeline</b> RTL	auto 6	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
<b>Hyundai Accent</b> hatchback SE	man 6	138	1.6-liter 4	32	24	40	3.0	8.5	16.8 @ 84	136	147	55.0	37
<b>Hyundai Accent</b> sedan GLS	auto 6	138	1.6-liter 4	31	20	45	3.7	10.3	17.8 @ 82	134	146	51.5	37
<b>Hyundai Elantra</b> SE	auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
<b>Hyundai Santa Fe</b> GLS	auto 6	290	3.3-liter V6	20	14	29	3.0	7.6	16.1 @ 90	133	140	51.0	39
<b>Hyundai Santa Fe Sport</b> Base	auto 6	190	2.4-liter 4	23	17	30	3.2	9.7	17.3 @ 82	132	142	50.5	38
<b>Hyundai Sonata</b> Hybrid SE	auto 6	193	2.0-liter 4 hybrid	39	31	46	3.1	8.2	16.4 @ 89	140	151	51.0	37
<b>Hyundai Sonata</b> SE	auto 6	185	2.4-liter 4	28	18	40	3.7	9.2	17.2 @ 86	139	155	50.5	37
<b>Hyundai Tucson</b> SE	auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
<b>Hyundai Tucson</b> Sport	seq 7	175	1.6-liter 4 turbo	26	18	35	3.3	8.4	16.6 @ 86	128	140	53.0	36
<b>Hyundai Veloster</b>	man 6	138	1.6-liter 4	31	24	37	3.2	9.2	17.1 @ 83	131	142	54.0	36
<b>Infiniti Q50</b> Premium (AWD)	auto 7	300	3.0-liter V6 twin turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
<b>Infiniti Q70</b>	auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
<b>Infiniti Q70</b> Hybrid	auto 7	360	3.5-liter V6 hybrid	25	17	33	2.4	5.6	14.2 @ 101	131	144	52.0	39
<b>Infiniti QX60</b>	CVT	265	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
<b>Infiniti QX70</b>	auto 7	303	3.5-liter V6	18	13	24	2.7	6.8	15.2 @ 95	133	147	51.0	40
<b>Infiniti QX80</b>	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
<b>Jaguar F-Pace</b> Prestige	auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.5 @ 100	129	139	50.5	41
<b>Jaguar XF</b> Prestige (AWD)	auto 8	340	3.0-liter V6 supercharged	21	14	30	2.3	5.8	14.2 @ 102	128	140	51.0	39
<b>Jaguar XJL</b>	auto 6	385	5.0-liter V8	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
<b>Jeep Cherokee</b> Latitude	auto 9	184	2.4-liter 4	22	15	31	3.9	10.9	18.2 @ 79	138	153	51.5	40
<b>Jeep Cherokee</b> Limited	auto 9	271	3.2-liter V6	21	14	29	3.1	7.7	16.1 @ 90	133	144	51.5	40
<b>Jeep Compass</b> Latitude	CVT	172	2.4-liter 4	22	15	29	4.1	10.3	17.9 @ 82	145	170	48.0	38
<b>Jeep Grand Cherokee</b> Limited	auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	39
<b>Jeep Grand Cherokee</b> Limited Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	40
<b>Jeep Patriot</b> Latitude	CVT	172	2.4-liter 4	21	15	28	4.0	10.3	17.9 @ 80	141	158	51.5	37
<b>Jeep Renegade</b> Latitude	auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
<b>Jeep Wrangler</b> Unlimited Sahara	auto 5	285	3.6-liter V6	17	12	22	3.5	8.9	16.8 @ 85	151	181	45.0	43
<b>Kia Forte</b> LX	auto 6	148	1.8-liter 4	28	19	40	3.6	10.1	17.6 @ 83	128	137	52.5	38
<b>Kia Optima</b> EX	auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
<b>Kia Rio</b> hatchback EX	auto 6	138	1.6-liter 4	29	21	37	3.6	9.9	17.5 @ 81	136	146	55.0	37
<b>Kia Rio</b> sedan EX	auto 6	138	1.6-liter 4	30	22	39	3.5	9.5	17.3 @ 83	138	148	55.0	37
<b>Kia Sedona</b> EX	auto 6	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
<b>Kia Sorento</b> EX	auto 6	290	3.3-liter V6	21	14	30	3.0	7.4	15.9 @ 91	131	143	49.5	38
<b>Kia Soul</b> Plus	auto 6	164	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
<b>Kia Sportage</b> LX	auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
<b>Land Rover Discovery Sport</b> HSE	auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
<b>Land Rover Range Rover</b> HSE	auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
<b>Land Rover Range Rover Sport</b> HSE	auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
<b>Lexus CT</b> 200h Premium	CVT	134	1.8-liter 4 hybrid	40	31	47	3.8	11.0	18.3 @ 78	133	146	54.5	37

\*Composite of electric and gas. \*\*MPG equivalent

## Ratings & Reference

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec.@mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AW Speed (mph)	Turning Circle (ft.)
Lexus ES 300h	CVT	200	2.5-liter 4 hybrid	36	28	44	3.4	8.2	16.4 @ 90	140	144	51.0	40
Lexus ES 350	auto 6	268	3.5-liter V6	25	17	35	2.8	6.7	15.0 @ 98	139	147	51.5	40
Lexus GS 350	auto 6	306	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
Lexus GX 460	auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS 300 AWD	auto 6	255	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus LS 460L	auto 8	386	4.6-liter V8	21	13	32	2.6	6.2	14.6 @ 101	140	153	48.5	40
Lexus NX 200t	auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX 300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41
Lexus RX 350	auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	41
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	40
Lincoln MKC Reserve	auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
Lincoln MKX 2.7L	auto 6	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln MKZ 2.0 EcoBoost	auto 6	231	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Lincoln MKZ Hybrid	CVT	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
Lincoln Navigator Base	auto 6	380	3.5-liter V6 turbo	15	10	20	2.6	7.0	15.6 @ 90	136	151	48.5	41
Maserati Ghibli S Q4	auto 8	404	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda CX-3 Touring	auto 6	146	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
Mazda CX-5 Touring	auto 6	184	2.5-liter 4	25	19	32	2.8	8.0	16.2 @ 86	133	142	52.5	38
Mazda CX-9 Touring	auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	man 6	155	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mazda3 i Grand Touring	man 6	155	2.0-liter 4	32	24	41	3.0	8.2	16.6 @ 86	133	143	54.0	38
Mazda3 i Touring	auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
Mazda6 Sport	auto 6	184	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
Mercedes-Benz C300 (AWD)	auto 7	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz CLA 250	seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
Mercedes-Benz GLA 250	seq 7	208	2.0-liter 4 turbo	26	19	35	2.7	6.9	15.4 @ 92	128	142	54.5	37
Mercedes-Benz GLC 300	auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	50.0	40
Mercedes-Benz GLE 350	auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40
Mercedes-Benz GLS 350 BlueTec	auto 7	240	3.0-liter V6 turbodiesel	20	14	28	3.2	8.2	16.5 @ 86	136	146	44.5	41
Mercedes-Benz S550 (AWD)	auto 7	449	4.7-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper Clubman	auto 6	134	1.5-liter 3 turbo	28	18	40	3.9	10.5	17.9 @ 81	129	140	56.5	38
Mini Cooper Countryman S	auto 6	184	1.6-liter 4 turbo	26	19	33	3.2	8.3	16.5 @ 87	135	142	54.5	38
Mini Cooper Hardtop	auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
Mini Cooper Hardtop S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mitsubishi i-MiEV SE	1-spd. dir.	63	Electric	111**	104**	116**	4.9	14.7	20.2 @ 69	132	146	52.0	33
Mitsubishi Lancer ES	CVT	152	2.0-liter 4	25	17	34	3.9	9.8	17.6 @ 82	144	159	49.5	37
Mitsubishi Mirage ES	CVT	74	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Nissan 370Z Touring	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
Nissan Altima 2.5 SV	CVT	182	2.5-liter 4	29	19	42	3.5	8.4	16.6 @ 89	135	143	52.0	39
Nissan Altima 3.5 SL	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
Nissan Leaf SL	1-spd. dir.	107	Electric	106**	86**	118**	3.4	10.3	17.8 @ 77	136	149	52.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	260	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Quest SL	CVT	260	3.5-liter V6	19	13	24	3.7	8.4	16.5 @ 90	143	157	51.5	39
Nissan Rogue SV	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
Nissan Sentra SV	CVT	130	1.8-liter 4	31	21	42	3.9	10.4	18.0 @ 80	129	139	55.6	37
Nissan Titan XD SV	auto 6	310	5.0-liter V8 turbodiesel	15	10	20	4.4	10.6	18.3 @ 82	147	167	45.0	56
Nissan Versa Note SV	CVT	109	1.6-liter 4	31	22	40	4.0	10.9	18.2 @ 79	135	149	54.5	37
Nissan Versa SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Porsche 911 Carrera S	man 7	400	3.8-liter 6	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	37

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec.@mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AW Speed (mph)	Turning Circle (ft.)
Porsche Cayenne Base	auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
Porsche Macan S	seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	15	10	21	2.8	7.1	15.5 @ 94	141	154	47.0	49
Ram 1500 Big Horn Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	20	14	27	3.4	9.5	17.4 @ 82	143	160	47.0	49
Smart ForTwo Passion	seq 6	89	0.9-liter 3 turbo	36	25	48	4.4	11.2	18.6 @ 78	132	140	52.5	24
Subaru BRZ Premium	man 6	200	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Crosstrek Hybrid	CVT	160	2.0-liter 4 hybrid	28	21	35	4.1	10.1	17.9 @ 82	131	135	53.0	37
Subaru Crosstrek Premium	CVT	148	2.0-liter 4	26	19	34	3.8	9.7	17.5 @ 82	130	148	53.0	37
Subaru Forester 2.5i Premium	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
Subaru Legacy 2.5i Premium	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
Subaru Outback 2.5i Premium	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
Subaru Outback 3.6R Limited	CVT	256	3.6-liter 6	22	16	29	3.2	7.4	15.7 @ 93	134	147	55.0	38
Subaru WRX Premium	man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	40
Tesla Model S P85D	1-spd. dir.	691	Electric	87**	64**	110**	1.4	3.5	12.1 @ 112	118	129	55.5	41
Tesla Model X 90D	1-spd. dir.	417	Electric	92**	90**	94**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	18	12	24	3.0	7.7	16.1 @ 89	131	145	48.0	45
Toyota 86	man 6	200	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Avalon Limited	auto 6	268	3.5-liter V6	24	16	35	2.8	6.6	15.0 @ 98	135	148	52.0	42
Toyota Camry Hybrid XLE	CVT	200	2.5-liter 4 hybrid	38	32	43	3.2	7.6	15.9 @ 92	133	150	51.0	40
Toyota Camry LE	auto 6	178	2.5-liter 4	28	19	38	3.3	8.6	16.7 @ 87	131	143	53.5	38
Toyota Camry XLE	auto 6	268	3.5-liter V6	26	17	37	2.7	6.4	14.8 @ 99	136	145	50.5	40
Toyota Corolla iM	CVT	137	1.8-liter 4	31	22	42	4.0	10.0	17.8 @ 82	133	150	52.5	37
Toyota Corolla LE Plus	CVT	132	1.8-liter 4	32	23	43	4.0	9.9	17.7 @ 83	138	149	54.5	37
Toyota Highlander Hybrid Limited	CVT	280	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Highlander XLE	auto 6	270	3.5-liter V6	20	14	27	2.9	7.5	15.9 @ 90	134	144	50.5	40
Toyota Land Cruiser	auto 6	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Prius C Two	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius Three	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius V Three	CVT	134	1.8-liter 4 hybrid	41	33	47	3.7	10.7	18.1 @ 78	138	151	55.0	39
Toyota RAV4 Hybrid XLE	CVT	194	2.5-liter 4 hybrid	31	26	36	3.3	8.7	16.7 @ 86	136	145	49.5	36
Toyota RAV4 XLE	auto 6	176	2.5-liter 4	24	17	32	3.4	9.3	17.2 @ 83	135	147	51.0	38
Toyota Sequoia Limited	auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
Toyota Sienna XLE	auto 6	266	3.5-liter V6	20	14	27	3.5	8.8	16.8 @ 88	134	156	49.0	40
Toyota Sienna XLE AWD	auto 6	266	3.5-liter V6	19	13	25	3.2	8.5	16.6 @ 87	139	155	48.5	40
Toyota Tacoma SR5	auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
Toyota Yaris iA	auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Toyota Yaris LE	auto 4	106	1.5-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
Volkswagen Beetle 1.8T	auto 6	170	1.8-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen CC Sport	seq 6	200	2.0-liter 4 turbo	26	18	35	3.1	7.5	15.8 @ 93	133	141	52.0	38
Volkswagen Golf SE	auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen GTI Autobahn	man 6	210	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Jetta GLI Autobahn	man 6	200	2.0-liter 4 turbo	27	18	39	3.0	7.2	15.6 @ 95	132	144	54.5	37
Volkswagen Jetta SE	auto 6	150	1.4-liter 4 turbo	32	21	47	3.3	9.1	16.9 @ 86	131	144	53.0	38
Volkswagen Jetta Sport	auto 6	170	1.8-liter 4 turbo	30	21	39	3.3	8.5	16.5 @ 90	137	151	52.0	37
Volkswagen Passat SE	auto 6	170	1.8-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Passat SEL Premium	seq 6	280	3.6-liter V6	23	16	33	3.0	6.8	15.1 @ 99	132	140	52.5	39
Volkswagen Tiguan SEL	auto 6	200	2.0-liter 4 turbo	21	16	27	3.2	8.5	16.7 @ 86	140	156	53.5	39
Volvo S60 T5 Drive-E	auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
Volvo V60 Cross Country	auto 6	250	2.5-liter 5 turbo	21	14	29	3.0	8.1	16.4 @ 87	127	134	49.5	38
Volvo XC60 T6	auto 6	281	3.0-liter 6 turbo	17	11	24	2.9	7.4	15.8 @ 92	132	140	52.5	40
Volvo XC90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

\*Composite of electric and gas. \*\*MPG equivalent

# Safety Update and Crash-Test Ratings

**When assessing safety**, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of the impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features as part of our test program. As part of our new overall score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

In 2012 the Insurance Institute for Highway Safety added the “small-overlap” frontal-crash test. It replicates a 40-mph crash in which 40 percent of the driver-side front of a car hits a rigid barrier. That's in contrast to the institute's regular offset frontal test, which replicates hitting a vehicle.

The test results have varied widely, much more so than in the traditional frontal-crash tests. Overall, newly-introduced vehicles that were designed with the test in mind have done better in the test than older models. Consumer Reports won't recommend any vehicle that scores Poor in an institute or government test.

## Guide to the Chart

The charts on these pages are a comprehensive collection of data to help you compare



the safety capabilities of different models. Because crash-test results can only be compared among vehicles of similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance.** A composite derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

■ **Front-crash prevention.** This indicates the availability of forward-collision warning and automatic emergency braking systems in a model. Std. indicates the feature is standard; Opt. means it is optional; and a — means the

feature is not available. NA indicates that, at time of publication, there is no information on availability of the features.

■ **IIHS Safety tests.** These include the narrow-offset, offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to 4 times its weight for up to 5 inches of roof crush.




























■ **NHTSA Safety tests.** These tests measure full-frontal and side-impact performance, and they are displayed as a combined overall and an overall front and side rating. The NHTSA rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

Make & Model	CR Tests		Front-Crash Prevention		IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/AWD
<b>CARS: SUBCOMPACT</b>												
Chevrolet Spark	↑	Opt.	—	—	—	Good	Good	—	—	—	—	—
Fiat 500	↑	—	—	—	Poor	Good	Good	Good	Good	↑	↑/↑	↑/—
Ford Fiesta	↑/↑	—	—	—	Marg.	Good	Good	Good	Good	↑	↑/↑	↑/—
Honda Fit	↑	—	—	—	Accept.	Good	Good	Good	Good	↑	↑/↑	↑/—
Hyundai Accent	↑	—	—	—	Poor	Good	Accept.	Good	Good	↑	↑/↑	↑/—
Hyundai Veloster	↑	—	—	—	Marg.	Good	Accept.	Good	Good	↑	↑/↑	↑/—
Kia Rio	↑	—	—	—	Marg.	Good	Accept.	Good	Good	↑	↑/↑	↑/—
Mini Cooper Base	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Mitsubishi i-MiEV	↑	—	—	—	—	—	—	—	—	↑	↑/↑	↑/—
Mitsubishi Mirage	↓	—	—	—	Marg.	Good	Good	Good	Good	↑	↑/↑	↑/—
Nissan Versa	↑	—	—	—	—	Good	Good	Good	Good	—	↑/—	↑/—
Nissan Versa Note	↑	—	—	—	—	Good	—	—	—	↑	↑/↑	↑/—
Smart ForTwo	↑	Opt.	—	—	—	Good	Good	—	—	—	—	—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
<b>CARS: SUBCOMPACT (Continued)</b>												
Toyota Prius C	⚠	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Toyota Yaris	⚠	Std.	Std.	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Toyota Yaris iA	⚠	—	Std.	—	Good	Good	Good	Good	Good	—	—	—
<b>CARS: COMPACT</b>												
Acura ILX	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Audi A3	⬆	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
BMW i3	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Verano	⬆	Opt.	—	—	—	Good	Good	—	Good	⬆	⬆/⬆	⬆/—
Chevrolet Cruze	⬆	Opt.	—	—	—	Good	Good	—	—	—	—	—
Chevrolet Sonic	⬆	Opt.	—	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Chevrolet Volt	⚠	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	—
Dodge Dart	⬆	—	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Fiat 500L	⬆	—	—	—	Poor	Good	Good	Good	Good	—	—	—
Ford Focus	⚠	—	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Ford Focus Electric	⚠	—	—	—	—	—	—	—	—	—	—	⬆/—
Honda Civic	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Hyundai Elantra	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Hyundai Ioniq	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Forte	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Kia Niro	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Soul	⬆	Opt.	—	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Mazda3	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—/⬆	⬆/—
Mercedes-Benz B-Class ED	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Clubman	⬆	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mitsubishi Lancer	⚠	—	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Nissan Leaf	⚠	—	—	—	Poor	Good	Good	—	Good	⬆	⬆/⬆	⬆/—
Nissan Sentra	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Subaru Impreza	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Corolla	⚠	Std.	Std.	Std.	Marg.	Good	Good	Good	Good	—	—	⬆/—
Toyota Corolla iM	⬆	Std.	Std.	—	—	Good	Good	—	—	—	—	—
Toyota Prius	⚠	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Volkswagen Beetle	⚠	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Volkswagen Golf	⬆	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Volkswagen Jetta	⚠	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
<b>CARS: MIDSIZE</b>												
Chevrolet Malibu	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Chevrolet SS	⬆	Std.	—	—	—	—	—	—	—	—	—	—
Chrysler 200	⚠	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Ford C-MAX Hybrid	⚠	Opt.	—	—	Accept.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Ford C-MAX Plug-in	⚠	Opt.	—	—	—	—	—	—	—	⬆	⬆/⬆	⬆/—
Ford Fusion	⚠	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Honda Accord	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Hyundai Sonata	⚠	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Kia Optima	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Mazda6	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Nissan Altima	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Subaru Legacy	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	—/⬆
Subaru Outback	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	—/⬆
Toyota Camry	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—
Toyota Mirai	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Prius V	⚠	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	⬆/—
Volkswagen Passat	⬆	Std.	Std.	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/—

## Ratings & Reference

Make & Model	CR Tests		Front-Crash Prevention		IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
<b>CARS: LUXURY MIDSIZED</b>												
Acura TLX	➤	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	➤	➤/➤	➤/➤
Alfa Romeo Giulia	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi A4	➤	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 3 Series	➤	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	➤	➤/➤	➤/➤
Buick Regal	➤	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	➤	➤/➤	➤/➤
Cadillac ATS	➤	Opt.	Opt.	Opt.	—	—	—	—	—	➤	➤/➤	➤/➤
Infiniti Q50	➤	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—/➤	➤/➤
Jaguar XE	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus CT 200h	➤	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Lexus ES	⚠	Std.	Std.	Std.	Good	Good	Good	Good	Good	➤	➤/➤	➤/—
Lexus IS	⚠	Std.	Std.	Std.	—	Good	Good	—	—	—	—	➤/➤
Lincoln MKZ	➤	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	➤	➤/➤	➤/➤
Mercedes-Benz C-Class	➤	Opt.	Std.	Std.	—	Good	Good	—	—	➤	➤/➤	➤/➤
Mercedes-Benz CLA	➤	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz CLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Volkswagen CC	➤	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	—	—	➤/➤
Volvo S60	➤	Std.	Std.	Opt.	Good	Good	Good	Good	Good	➤	➤/➤	➤/➤
Volvo V60	➤	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
<b>CARS: LARGE/LUXURY</b>												
Acura RLX	➤	Std.	Std.	Std.	Good	Good	Good	Good	Good	➤	➤/➤	➤/➤
Audi A6	➤	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	➤	➤/➤	➤/➤
Audi A7	—	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi A8	➤	Std.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 5 Series	➤	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	➤	➤/➤	➤/➤
BMW 7 Series	➤	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick LaCrosse	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac CT6	➤	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac CTS	➤	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	➤	➤/➤	➤/➤
Cadillac XTS	➤	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	➤	➤/➤	➤/➤
Chevrolet Impala	➤	Opt.	Opt.	Opt.	—	Good	Good	—	—	➤	➤/➤	➤/—
Chrysler 300	➤	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	➤	➤/➤	➤/➤
Dodge Charger	➤	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	➤	➤/➤	➤/➤
Ford Taurus	➤	Opt.	—	—	—	Good	Good	Good	Good	➤	➤/➤	➤/➤
Genesis G80	➤	Std.	Std.	Std.	Good	Good	Good	Good	Good	➤	➤/➤	➤/➤
Genesis G90	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Infiniti Q70	➤	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	➤	➤/➤	➤/➤
Jaguar XF	➤	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jaguar XJ	➤	—	—	—	—	—	—	—	—	—	—	—
Kia Cadenza	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia K900	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus GS	➤	Std.	Std.	Std.	—	Good	Good	—	Good	—	—	—
Lexus LS	⚠	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	—
Lincoln Continental	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Maserati Ghibli	➤	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	—
Mercedes-Benz E-Class	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz S-Class	➤	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Maxima	➤	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	➤	➤/➤	➤/—
Porsche Panamera	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model S	➤	Std.	Std.	Std.	—	—	—	—	—	➤	➤/➤	➤/➤
Toyota Avalon	➤	Std.	Std.	Std.	Good	Good	Good	Good	Good	➤	➤/➤	➤/—
Volvo S90	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—

Make & Model	CR Tests		Front-Crash Prevention		IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
<b>CARS: SPORTY/CONVERTIBLE</b>												
Alfa Romeo 4C	—	—	—	—	—	—	—	—	—	—	—	—
Audi A5		—	—	—	—	—	—	—	—	—	—	—
Audi TT		—	—	—	—	—	—	—	—	—	—	—
BMW 2 Series		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 4 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 6 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW Z4		—	—	—	—	—	—	—	—	—	—	—
Buick Cascada		Opt.	—	—	—	—	—	—	—		 / 	 /—
Chevrolet Camaro Coupe		—	—	—	Good	Good	Good	Good	Accept.	—	—	—
Chevrolet Corvette		—	—	—	—	—	—	—	—	—	—	—
Dodge Challenger		Opt.	—	—	Marg.	Good	Good	Accept.	Accept.		 / 	 /—
Fiat 124 Spider	—	—	—	—	—	—	—	—	—	—	—	—
Fiat 500 Abarth/convertible	 	—	—	—	—	—	—	—	—	—	—	—
Ford Mustang Coupe		Opt.	—	—	Accept.	Good	Good	Good	Good		 / 	 /—
Jaguar F-Type	—	—	—	—	—	—	—	—	—	—	—	—
Lexus LC	—	Opt.	Opt.	Std.	—	—	—	—	—	—	—	—
Lexus RC	—	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mazda MX-5 Miata		—	—	—	—	—	—	—	—	—	—	—
Mercedes-Benz SL	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mercedes-Benz SLC	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper S		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		 / 	 /—
Nissan Z		—	—	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 718 Cayman	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 911		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru BRZ		—	—	—	Accept.	Good	Good	Good	Good	—	 /—	 /—
Subaru WRX/STi		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Toyota 86		—	—	—	Accept.	Good	Good	Good	Good	—	 /—	 /—
Volkswagen GTI		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		 / 	 /—
<b>MINIVANS</b>												
Chrysler Pacifica		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Dodge Grand Caravan		—	—	—	Poor	Good	Good	Good	Good		 / 	 /—
Ford Transit Connect		—	—	—	—	—	—	—	—		 / 	 /—
Honda Odyssey		Opt.	—	—	Good	Good	Good	Good	Good		 / 	 /—
Kia Sedona		Opt.	—	—	Good	Good	Good	Good	Good		 / 	 /—
Mercedes-Benz Metris	—	Opt.	—	—	—	—	—	—	—	—	—	—
Nissan Quest		—	—	—	Poor	Good	Good	Good	Accept.	—	—	—
Toyota Sienna		Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good		 / 	 / 
<b>SUVs: SMALL</b>												
Audi Q3		—	—	—	Good	Good	Good	Good	Good	—	—	—
BMW X1		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Buick Encore		Opt.	—	—	Good	Good	Good	Good	Good		 / 	 / 
Chevrolet Trax		Opt.	—	—	Good	Good	Good	Good	Good		 / 	 / 
Fiat 500X		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Ford Escape		Opt.	—	—	Accept.	Good	Good	Good	Good		 / 	 / 
Honda CR-V		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		 / 	 / 
Honda HR-V		—	—	—	Accept.	Good	Accept.	Good	Good		 / 	 / 
Hyundai Tucson	 	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		 / 	 / 
Infiniti QX30	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Cherokee	 	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good		 / 	 / 
Jeep Compass		—	—	—	—	—	—	Good	—	—	 /—	 / 

## Ratings & Reference

Make & Model	CR Tests		Front-Crash Prevention		IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
<b>SUVs: SMALL (Continued)</b>												
Jeep Patriot	↓	—	—	—	Poor	Good	Good	Good	Good	↑	↓/↑	↓/↓
Jeep Renegade	↑	Opt.	Opt.	Opt.	—	Good	Good	—	Good	↑	↑/↑	↑/↓
Kia Sportage	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Lincoln MKC	↑	Opt.	—	—	—	Good	Good	—	—	↑	↑/↑	↑/↑
Mazda CX-3	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Mazda CX-5	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mercedes-Benz GLA	↑	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Countryman	↑	—	—	—	Good	Good	Good	Good	Good	—	—	—
Mitsubishi Outlander	↓	Opt.	Opt.	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Mitsubishi Outlander Sport	—	—	—	—	Accept.	Good	Good	Good	Good	—	↑/↑	↑/↑
Nissan Juke	—	—	—	—	Poor	Good	Good	Good	Good	↑	↓/—	↑/↑
Nissan Rogue	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Porsche Macan	↑	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru Crosstrek	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	—/↑
Subaru Forester	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	—/↑
Toyota RAV4	↓	Std.	Std.	Std.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Volkswagen Tiguan	↑	—	—	—	Marg.	Good	Good	Good	Good	↑	↓/↑	↑/↑
Volvo XC60	↑	Std.	Std.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
<b>SUVs: MIDSIZED/LUXURY</b>												
Acura MDX	↑	Std.	Std.	Std.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Acura RDX	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Audi Q5	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	—/↑
BMW X3	↑	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	↑	↑/↑	↑/↑
BMW X4	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW X5	↑	Opt.	Opt.	Opt.	—	Good	Good	—	—	↑	↑/↑	↑/↑
BMW X6	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Envision	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Cadillac XT5	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Chevrolet Equinox	↓	Opt.	—	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Dodge Durango	↓	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	↑	↑/↑	↑/↓
Dodge Journey	↓	—	—	—	Poor	Good	Good	Good	Good	↑	↑/↑	↑/↑
Ford Edge	↑	Opt.	—	—	Accept.	Good	Good	Good	Good	↑	↑/↑	↑/↑
Ford Explorer	↓	Opt.	—	—	Marg.	Good	Good	—	Good	↑	↑/↑	↑/↑
Ford Flex	↓	Opt.	—	—	Accept.	Good	Good	Good	Good	—	—	↑/↑
GMC Terrain	↓	Opt.	—	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Honda Pilot	↓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Hyundai Santa Fe	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Hyundai Santa Fe Sport	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Infiniti QX50	—	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	↑/↑
Infiniti QX60	↓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Infiniti QX70	↑	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	—
Jaguar F-Pace	↑	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Grand Cherokee	↑	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	↑	↑/↑	↓/↑
Jeep Wrangler	↓	—	—	—	Good	Good	Marg.*	Marg.	—	—	—	—/↓
Kia Sorento	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Land Rover Discovery Sport	↓	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus GX	↓	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus NX	↓/↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑

\* Tested without optional side air bags.



Make & Model	CR Tests				IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
<b>SUVs: MIDSIZED/LUXURY (Continued)</b>												
Lexus RX	1	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—/2	2/2
Lincoln MKT	—	Opt.	—	—	—	—	—	Good	—	—	—	2/2
Lincoln MKX	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/2
Maserati Levante	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mazda CX-9	1	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mercedes-Benz GLC	2	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz GLE	1	Opt.	Std.	Std.	Good	Good	Good	Good	Good	—	—	2/2
Nissan Murano	2	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/2
Nissan Pathfinder	1	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	2	2/2	2/2
Porsche Cayenne	2	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model X	2	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota 4Runner	1	—	—	—	Marg.	Good	Good	Good	Good	2	2/2	1/1
Toyota Highlander	1-2	Std.	Std.	Std.	Good	Good	Good	Good	Good	2	2/2	2/2
Volkswagen Touareg	—	Std.	Std.	—	—	Good	Good	Good	Good	—	—	—
Volvo XC90	2	Std.	Std.	Std.	Good	Good	Good	Good	Good	2	2/2	—/2
<b>SUVs: LARGE/LUXURY</b>												
Audi Q7	2	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
Buick Enclave	1	Opt.	—	—	—	Good	Good	Good	Good	2	2/2	2/2
Cadillac Escalade	1	Opt.	Opt.	Opt.	—	—	—	—	—	—	—/2	1/1
Chevrolet Suburban	1	Opt.	Opt.	Opt.	—	—	—	—	—	2	2/2	1/1
Chevrolet Tahoe	1	Opt.	Opt.	Opt.	—	—	—	—	—	2	2/2	1/1
Chevrolet Traverse	1	Opt.	—	—	—	Good	Good	Good	Good	2	2/2	2/2
Ford Expedition	1	—	—	—	—	—	—	—	—	2	2/2	1/2
GMC Acadia	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
GMC Yukon	1	Opt.	Opt.	Opt.	—	—	—	—	—	2	2/2	1/1
GMC Yukon XL	1	Opt.	Opt.	Opt.	—	—	—	—	—	2	2/2	1/1
Infiniti QX80	1	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover LR4	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover	1	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	2	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lincoln Navigator	1	—	—	—	—	—	—	—	—	2	2/2	1/2
Mercedes-Benz GLS	1	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Armada	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Land Cruiser	1	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Sequoia	2	—	—	—	—	—	—	—	—	—	—	2/2
<b>PICKUPS: COMPACT</b>												
Chevrolet Colorado	1	Opt.	—	—	—	Good	—	—	—	2	2/2	1/1
GMC Canyon	1	Opt.	—	—	—	Good	—	—	—	2	2/2	1/1
Honda Ridgeline	2	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Nissan Frontier	—	—	—	—	—	Good	Good	Accept.	—	—	—	1/2
Toyota Tacoma	2	—	—	—	—	Good	Good	—	—	2	2/2	2/2
<b>PICKUPS: FULL-SIZED</b>												
Chevrolet Silverado 1500	1	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	2	2/2	2/2
Ford F-150	1	Opt.	—	—	Good	Good	Good	Good	Good	2	2/2	2/2
GMC Sierra 1500	1	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	2	2/2	2/2
Nissan Titan XD	2	—	—	—	—	—	—	—	—	—	—	—
Ram 1500	1	—	—	—	Marg.	Good	Good	Good	Marg.	2	2/2	2/1
Toyota Tundra	2	—	—	—	Marg.	Good	Good	Good	Accept.	2	2/2	1/2

# Dimensions

These charts allow you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, much being compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

## Exterior Dimensions and Weight

Length, width, height, and wheelbase data come from the manufacturer. Weight of tested vehicles is measured on our scales.

## Cargo

Max. load is the maximum weight of the combination of passengers and cargo that

the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

Cargo volume for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

Towing capacity is the maximum for the vehicle we tested. For ones we did not test, we have included the manufacturer's tow rating for a typical model. NR denotes not recommended for towing.

## Interior Dimensions

Front, rear, and third-row shoulder room are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more. Front leg room is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go. Rear or third-row leg room is measured with the front seat adjusted to provide 40 inches of front leg room. Head room is the clearance above a 5-foot, 9-inch person. NA means data are not available; we have been unable to measure the vehicle completely. A dash (-) means not applicable.

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	-	-	-
Acura MDX	194	77	68	111	4,200	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	184	74	65	106	3,850	870	31.5	1,500	58.0	41.0	4.0	56.0	30.0	4.0	-	-	-
Acura RLX	196	74	58	112	3,930	850	13.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	-	-	-
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	-	-	-
Alfa Romeo 4C	158	74	47	94	2,465	335	4.0	NR	50.0	NA	NA	-	-	-	-	-	-
Alfa Romeo Giulia	183	74	56	111	3,300	NA	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	-	-	-
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	-	-	-
Audi A5	182	73	54	108	4,050	880	12.0	NR	54.0	42.5	5.0	43.0	24.0	2.0	-	-	-
Audi A6	194	74	58	115	4,075	1,100	14.0	NR	56.0	44.0	4.0	53.0	29.0	3.0	-	-	-
Audi A7	196	75	56	115	4,235	1,100	25.0	NR	56.0	42.5	3.0	54.0	27.5	1.5	-	-	-
Audi A8	207	77	58	123	4,420	1,100	13.0	NR	59.0	43.0	3.5	57.0	34.0	3.5	-	-	-
Audi Q3	173	72	63	103	3,680	1,060	24.5	2,200	55.0	42.0	4.0	52.5	26.0	3.0	-	-	-
Audi Q5	182	75	65	111	4,190	1,045	32.0	4,410	57.0	42.0	4.5	55.0	25.5	2.5	-	-	-
Audi Q7	200	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	-	-	-
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	-	-	-
BMW 3 Series	183	71	56	111	3,485	905	17.0	NR	54.5	42.0	4.0	54.0	28.5	2.5	-	-	-
BMW 4 Series	183	72	54	111	3,470	790	16.0	NR	55.5	NA	NA	51.5	NA	NA	-	-	-
BMW 5 Series	193	73	57	117	4,035	1,060	14.0	NR	57.0	42.0	3.5	55.0	29.0	4.0	-	-	-
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	-	-	-
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	-	-	-
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	-	-	-
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	-	-	-
BMW X3	183	74	65	111	4,135	905	33.0	3,000	57.0	43.0	4.5	55.5	28.5	4.0	-	-	-
BMW X4	184	74	64	111	4,130	905	NA	3,000	57.0	NA	NA	56.0	NA	NA	-	-	-
BMW X5	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	-	-	-
BMW Z4	167	71	51	96	3,240	560	6.0	NR	52.0	41.5	4.5	-	-	-	-	-	-
Buick Cascada	185	72	57	106	3,970	740	13.0	NR	54.5	41.5	5.0	46.0	24.5	0.0	-	-	-
Buick Enclave	202	79	72	119	5,100	1,335	44.0	4,500	62.0	41.5	3.5	60.5	30.0	4.0	56.0	24.0	0.0
Buick Encore	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-
Buick Envision	184	72	67	108	4,040	950	32.5	1,500	56.5	42.5	4.0	53.5	30.5	1.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
<b>Buick LaCrosse</b>	198	73	58	114	4,000	915	14.0	NA	57.5	NA	NA	56.5	NA	NA	-	-	-
<b>Buick Regal</b>	190	73	58	108	3,710	925	14.0	NR	56.5	43.0	3.0	53.0	29.0	1.5	-	-	-
<b>Buick Verano</b>	184	71	58	106	3,465	880	14.0	1,000	54.5	44.0	4.0	52.0	27.0	2.5	-	-	-
<b>Cadillac ATS</b>	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	-	-	-
<b>Cadillac CT6</b>	204	74	58	122	4,040	910	15.0	1,000	57.5	44.0	4.5	55.0	31.0	3.5	-	-	-
<b>Cadillac CTS</b>	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	-	-	-
<b>Cadillac Escalade</b>	204	81	74	116	5,820	1,310	48.0	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
<b>Cadillac XT5</b>	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	-	-	-
<b>Cadillac XTS</b>	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	-	-	-
<b>Chevrolet Camaro</b>	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	-	-	-
<b>Chevrolet Colorado</b>	213	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
<b>Chevrolet Corvette</b>	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	-	-	-	-	-	-
<b>Chevrolet Cruze</b>	184	71	57	106	2,915	870	15.0	1,000	54.0	43.0	5.0	51.5	29.0	1.5	-	-	-
<b>Chevrolet Equinox</b>	188	73	66	113	4,155	1,040	33.5	3,500	55.0	43.5	4.5	55.0	32.0	4.5	-	-	-
<b>Chevrolet Impala</b>	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	-	-	-
<b>Chevrolet Malibu</b>	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	-	-	-
<b>Chevrolet Silverado 1500</b>	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
<b>Chevrolet Sonic</b>	173	68	60	99	2,765	895	14.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	-	-	-
<b>Chevrolet Spark</b>	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	-	-	-
<b>Chevrolet SS</b>	196	75	58	115	4,025	915	18.0	NR	58.5	44.0	3.5	57.5	30.0	2.0	-	-	-
<b>Chevrolet Suburban</b>	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
<b>Chevrolet Tahoe</b>	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
<b>Chevrolet Traverse</b>	204	78	70	119	4,975	1,405	48.5	5,200	61.0	41.0	3.5	60.5	30.0	4.0	55.0	24.0	1.0
<b>Chevrolet Trax</b>	167	70	66	101	3,255	945	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	-	-	-
<b>Chevrolet Volt</b>	180	71	56	106	3,520	750	11.0	NR	56.0	43.0	3.5	52.0	27.5	0.5	-	-	-
<b>Chrysler 200</b>	192	74	55	108	3,650	900	16.0	NR	57.5	42.0	2.0	55.0	29.0	2.0	-	-	-
<b>Chrysler 300</b>	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
<b>Chrysler Pacifica</b>	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
<b>Dodge Challenger</b>	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	-	-	-
<b>Dodge Charger</b>	198	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	-	-	-
<b>Dodge Dart</b>	184	72	58	106	3,260	825	13.0	1,000	57.5	42.0	4.5	54.5	27.5	2.0	-	-	-
<b>Dodge Durango</b>	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
<b>Dodge Grand Caravan</b>	203	79	68	121	4,685	1,150	61.5	3,600	64.0	41.0	3.0	63.5	32.5	3.0	59.0	27.0	1.5
<b>Dodge Journey</b>	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
<b>Fiat 124 Spider</b>	160	69	49	91	2,435	340	5.0	NR	52.0	NA	NA	-	-	-	-	-	-
<b>Fiat 500</b>	140	64	60	91	2,415	750	10.0	NR	48.5	40.5	4.5	46.5	23.0	0.0	-	-	-
<b>Fiat 500L</b>	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
<b>Fiat 500X</b>	167	71	64	101	3,280	1,080	19.5	NR	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
<b>Ford C-MAX</b>	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	-	-	-
<b>Ford Edge</b>	188	76	69	112	4,205	935	39.0	3,500	58.0	42.5	3.5	59.0	30.5	3.0	-	-	-
<b>Ford Escape</b>	178	72	66	106	3,885	825	35.0	3,500	55.5	42.0	4.5	53.5	26.5	2.5	-	-	-
<b>Ford Expedition</b>	221	79	79	131	6,265	1,440	71.0	9,100	63.0	42.0	3.5	63.5	29.0	4.5	52.0	28.0	2.5
<b>Ford Explorer</b>	198	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
<b>Ford F-150</b>	232	80	77	145	5,025	1,925	-	10,700	66.0	43.0	7.5	65.5	34.5	6.0	-	-	-
<b>Ford Fiesta</b>	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	-	-	-
<b>Ford Flex</b>	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
<b>Ford Focus</b>	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	-	-	-
<b>Ford Fusion</b>	192	73	58	112	3,615	850	16.0	2,000	57.5	42.0	2.5	54.5	29.0	2.5	-	-	-
<b>Ford Mustang</b>	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
<b>Ford Taurus</b>	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	-	-	-
<b>Ford Transit Connect</b>	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
<b>Genesis G80</b>	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	-	-	-
<b>Genesis G90</b>	205	75	59	124	5,335	NA	16.0	NR	59.0	NA	NA	58.0	NA	NA	-	-	-
<b>GMC Acadia</b>	194	75	66	113	4,395	1,585	NA	4,000	59.5	NA	NA	58.5	NA	NA	54.5	NA	NA
<b>GMC Canyon</b>	212	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
<b>GMC Sierra 1500</b>	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-

## Ratings & Reference

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
GMC Terrain	188	73	66	113	3,945	1,095	33.5	1,500	55.5	43.0	6.5	55.5	31.0	5.5	-	-	-
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Honda Accord	191	73	58	109	3,245	850	16.0	1,000	58.5	41.0	5.0	55.5	30.0	2.0	-	-	-
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	-	-	-
Honda CR-V	179	72	65	103	3,530	850	36.0	1,500	58.0	41.0	4.0	55.0	29.0	4.5	-	-	-
Honda Fit	160	67	60	99	2,625	850	17.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	-	-	-
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	-	-	-
Honda Odyssey	203	79	68	118	4,530	1,340	61.5	3,500	64.0	41.0	2.5	62.5	32.0	5.0	59.5	29.0	3.5
Honda Pilot	195	79	70	111	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,415	1,325	-	5,000	61.0	40.5	6.0	26.0	4.5	26.0	-	-	-
Hyundai Accent	172	67	57	101	2,550	850	14.0	NR	53.0	41.5	5.0	51.0	26.0	2.0	-	-	-
Hyundai Elantra	180	71	57	106	2,865	850	14.0	NR	55.0	43.0	5.0	53.5	27.5	2.5	-	-	-
Hyundai Ioniq	176	72	57	106	NA	850	27.0	NR	56.0	NA	NA	55.0	NA	NA	-	-	-
Hyundai Santa Fe	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Santa Fe Sport	185	74	66	106	3,760	930	35.5	2,000	58.5	41.0	6.0	56.0	28.0	4.5	-	-	-
Hyundai Sonata	191	73	58	110	3,315	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	-	-	-
Hyundai Tucson	176	73	65	105	3,595	970	29.5	1,500	56.0	41.5	5.5	54.0	28.0	5.0	-	-	-
Hyundai Veloster	166	71	55	104	2,765	700	16.0	NR	54.5	41.5	2.0	50.5	26.5	0.0	-	-	-
Infiniti Q50	188	72	57	112	3,835	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	-	-	-
Infiniti QX30	174	72	60	106	3,340	880	NA	NR	55.0	NA	NA	53.0	NA	NA	-	-	-
Infiniti QX50	187	71	63	113	4,015	860	NA	NR	55.0	NA	NA	55.0	NA	NA	-	-	-
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX70	191	76	66	114	4,225	950	25.5	2,000	56.5	41.5	3.5	56.0	27.0	4.5	-	-	-
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar F-Pace	186	87	66	113	4,350	960	29.0	5,290	57.0	41.0	4.0	55.0	27.5	3.0	-	-	-
Jaguar F-Type	176	74	52	103	3,520	420	7.0	NR	56.5	NA	NA	-	-	-	-	-	-
Jaguar XE	184	77	56	112	3,350	NA	16.0	NA	NA	NA	NA	NA	NA	NA	-	-	-
Jaguar XF	195	78	58	117	4,175	960	19.0	4,080	56.5	43.0	3.5	54.0	30.5	3.5	-	-	-
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	-	-	-
Jeep Cherokee	182	73	66	106	4,120	1,000	31.0	4,500	57.0	42.5	5.5	54.0	29.0	4.0	-	-	-
Jeep Compass	173	69	65	104	3,590	925	26.5	1,000	54.0	41.5	6.5	53.5	27.0	5.0	-	-	-
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Patriot	174	69	67	104	3,350	925	29.5	1,000	54.5	41.0	4.0	54.0	26.0	6.0	-	-	-
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wrangler	173	74	71	116	4,570	850	34.5	3,500	56.0	41.0	6.5	58.0	28.0	6.0	-	-	-
Kia Cadenza	196	74	58	112	3,765	905	16.0	NR	58.5	NA	NA	56.5	NA	NA	-	-	-
Kia Forte	180	70	57	106	2,815	850	15.0	NR	55.0	41.5	4.5	52.5	28.5	2.0	-	-	-
Kia K900	201	75	59	120	4,555	905	16.0	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Kia Niro	172	71	60	106	NA	NA	NA	NR	56.0	NA	NA	55.5	NA	NA	-	-	-
Kia Optima	191	73	58	110	3,300	905	16.0	NR	56.5	42.0	4.0	54.5	29.5	3.5	-	-	-
Kia Rio	172	68	57	101	2,575	925	14.0	NR	52.5	42.0	5.0	49.5	26.0	2.5	-	-	-
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	187	74	66	109	4,175	1,120	37.5	5,000	58.5	42.0	5.5	56.5	27.5	5.0	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	-	-	-
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	-	-	-
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	NA	NA	NA
Land Rover LR4	190	75	72	114	5,710	1,300	52.5	7,715	59.0	40.5	5.0	59.0	27.5	8.0	43.0	27.5	4.5
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	-	-	-
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Lexus CT 200h	171	70	57	102	3,225	825	18.0	NR	53.5	42.0	3.0	52.0	26.0	3.0	-	-	-
Lexus ES	193	72	57	111	3,575	905	15.0	NR	57.5	42.5	3.0	54.0	30.5	2.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Lexus GS	192	72	57	112	3,845	825	16.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	-	-	-
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,850	825	14.0	NR	55.0	42.5	3.0	51.5	28.5	2.5	-	-	-
Lexus LC	187	76	53	113	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Lexus LS	205	74	58	122	4,515	825	18.0	NR	57.0	41.5	3.5	53.5	35.0	3.5	-	-	-
Lexus LX	199	78	73	112	6,000	1,385	NA	7,000	61.5	NA	NA	61.5	NA	NA	62.5	NA	NA
Lexus NX	182	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	-	-	-
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	-	-	-
Lincoln Continental	201	78	59	118	NA	NA	17.0	NA	58.5	NA	NA	56.0	NA	NA	-	-	-
Lincoln MKC	179	73	65	106	4,070	825	30.5	2,000	55.5	41.0	4.0	54.0	25.5	2.0	-	-	-
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKX	190	76	66	112	4,560	1,030	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	-	-	-
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	-	-	-
Lincoln Navigator	207	80	78	119	6,140	1,380	61.5	8,700	63.0	42.5	4.5	63.5	29.0	5.0	50.0	30.5	2.5
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	-	-	-
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	-	-	-
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	-	-	-
Mazda CX-5	179	72	66	106	3,435	850	33.0	2,000	56.5	42.0	4.0	54.0	28.5	4.5	-	-	-
Mazda CX-9	199	77	68	115	4,280	1,190	34.0	3,500	57.0	42.5	5.0	56.5	31.0	4.5	53.0	28.0	0.5
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	-	-	-	-	-	-
Mazda3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	-	-	-
Mazda6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	-	-	-
Mercedes-Benz B-Class ED	172	71	63	106	3,955	785	NA	NR	55.5	NA	NA	54.5	NA	NA	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	-	-	-
Mercedes-Benz CLS	195	74	56	113	4,160	915	11.0	NR	57.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	194	73	57	116	4,030	1,070	16.0	NR	56.0	NA	NA	56.0	NA	NA	-	-	-
Mercedes-Benz GLA	174	71	60	106	3,535	795	23.0	NR	54.5	44.0	2.0	51.5	26.5	2.0	-	-	-
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	4,850	57.0	44.0	4.5	55.0	27.5	4.0	-	-	-
Mercedes-Benz GLE	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	-	-	-
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz Metris	202	76	74	126	4,250	2,060	NA	4,960	NA	NA	NA	NA	NA	NA	NA	NA	NA
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	-	-	-
Mercedes-Benz SL	182	74	52	102	3,935	NA	14.0	NR	55.5	NA	NA	-	-	-	-	-	-
Mercedes-Benz SLC	163	72	51	96	3,295	560	10.0	NR	52.0	NA	NA	-	-	-	-	-	-
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper Clubman	168	71	57	105	3,175	980	23.0	NR	54.5	43.5	3.5	52.0	27.5	2.5	-	-	-
Mini Cooper Countryman	162	70	62	102	3,305	860	19.5	NR	52.5	42.0	4.5	50.0	28.5	3.0	-	-	-
Mitsubishi i-MiEV	145	62	64	100	2,610	660	13.0	NR	52.5	39.5	5.0	50.0	25.0	4.5	-	-	-
Mitsubishi Lancer	182	69	58	104	3,015	825	12.0	NR	55.0	40.5	5.0	54.0	27.0	1.5	-	-	-
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	172	71	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	192	72	58	109	3,245	900	15.0	NR	56.0	42.0	5.0	54.5	29.0	2.0	-	-	-
Nissan Armada	209	80	76	121	5,820	NA	NA	8,500	64.0	NA	NA	63.5	NA	NA	60.5	NA	NA
Nissan Frontier	206	73	70	126	4,655	1,160	-	6,100	58.0	40.0	3.0	58.0	27.0	3.5	-	-	-
Nissan Juke	162	70	62	100	3,170	860	11.0	NR	53.5	41.0	3.0	49.0	25.0	1.5	-	-	-
Nissan Leaf	175	70	61	106	3,360	860	15.0	NR	54.0	41.0	6.5	51.5	28.5	2.5	-	-	-
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-
Nissan Pathfinder	197	77	70	114	4,505	1,150	39.5	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0

## Ratings & Reference

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Nissan Quest	201	78	72	118	4,570	1,160	62.0	3,500	64.5	41.0	7.0	63.0	28.5	5.5	61.0	26.0	4.0
Nissan Rogue	182	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	-	-	-
Nissan Sentra	182	69	59	106	2,835	860	15.0	NR	54.5	41.0	4.5	53.0	30.5	2.0	-	-	-
Nissan Titan XD	243	80	79	152	7,145	1,600	-	12,365	63.0	42.0	6.0	63.0	31.0	6.5	-	-	-
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	-	-	-
Nissan Versa Note	164	67	61	102	2,470	850	21.0	NR	51.0	41.0	6.0	48.5	31.0	4.0	-	-	-
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	-	-	-	-	-	-
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	NA	NA	NA	-	-	-	-	-	-
Porsche 718 Cayman	172	71	50	97	2,845	NA	NA	NR	NA	NA	NA	-	-	-	-	-	-
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	-	-	-
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	-	-	-
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,220	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	196	76	56	115	4,165	NA	16.0	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Ram 1500	229	79	79	141	5,495	1,270	-	10,050	65.5	41.5	7.0	65.5	31.0	2.5	-	-	-
Smart ForTwo	106	65	61	74	2,140	465	8.0	NR	51.0	41.5	5.0	-	-	-	-	-	-
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Subaru Crosstrek	175	70	62	104	3,165	900	23.0	1,500	55.0	41.5	5.5	53.0	29.0	3.5	-	-	-
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	-	-	-
Subaru Impreza	182	70	57	105	3,015	850	NA	NR	55.5	NA	NA	53.0	NA	NA	-	-	-
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	-	-	-
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	-	-	-
Subaru WRX/STI	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Tesla Model S	196	77	57	117	4,960	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	-	-	-
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	4,700	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Toyota Avalon	195	72	58	111	3,590	930	16.0	NR	57.5	41.5	3.0	56.5	31.0	3.0	-	-	-
Toyota Camry	189	72	58	109	3,155	905	15.0	NR	57.5	42.0	5.0	55.5	29.0	3.0	-	-	-
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	-	-	-
Toyota Corolla iM	171	69	55	102	2,990	915	21.0	NR	54.0	41.0	4.5	53.5	27.5	2.0	-	-	-
Toyota Highlander	191	76	68	110	4,490	1,385	40.5	5,000	58.5	42.0	4.0	58.5	31.5	5.5	53.0	27.5	1.0
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	60	109	4,100	690	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius C	157	67	57	100	2,545	845	17.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	-	-	-
Toyota Prius V	182	70	62	109	3,280	915	32.0	NR	56.0	42.0	5.5	54.0	30.0	3.5	-	-	-
Toyota RAV4	180	73	65	105	3,620	900	37.0	1,500	56.5	42.0	4.5	54.0	30.0	4.0	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	69	119	4,445	1,390	70.5	3,500	64.0	42.0	5.5	63.5	33.0	4.5	60.0	28.0	3.0
Toyota Tacoma	212	74	71	127	4,450	1,000	-	6,400	57.5	41.0	3.5	57.5	26.5	3.0	-	-	-
Toyota Tundra	229	80	76	146	5,740	1,395	-	10,000	64.5	42.5	5.5	63.0	28.5	3.5	-	-	-
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	-	-	-
Toyota Yaris iA	172	67	59	101	2,420	850	13.0	NR	53.0	41.5	4.0	47.0	25.0	1.5	-	-	-
Volkswagen Beetle	168	71	59	100	3,040	835	11.0	NR	54.0	43.0	6.5	47.0	24.0	1.5	-	-	-
Volkswagen CC	189	73	56	107	3,420	925	13.0	2,000	55.0	43.0	3.0	54.0	27.5	2.0	-	-	-
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen Jetta	182	70	57	104	3,040	1,025	16.0	NR	54.5	43.0	4.0	53.0	30.5	3.0	-	-	-
Volkswagen Passat	192	72	59	110	3,320	1,115	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	-	-	-
Volkswagen Tiguan	174	71	66	103	3,785	1,145	30.0	2,200	55.0	42.0	5.0	52.0	28.0	1.5	-	-	-
Volkswagen Touareg	189	76	67	114	5,060	1,105	34.5	7,700	59.5	43.0	5.5	56.5	31.0	5.0	-	-	-
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	-	-	-
Volvo S90	195	74	57	116	4,220	950	14.0	4,600	57.5	NA	NA	56.0	NA	NA	-	-	-
Volvo V60	183	73	61	109	3,925	990	26.0	3,300	56.5	41.5	3.5	53.0	26.5	3.0	-	-	-
Volvo XC60	182	74	67	109	4,275	950	32.5	3,500	56.0	41.0	4.5	54.0	26.5	4.0	-	-	-
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

# Top Tires

It doesn't pay to skimp when buying replacement treads



SHOPPING FOR NEW tires can be a daunting task. You can look at and feel them, but there's no way to tell simply by how they look which provides the best grip, the longest life, or the shortest stopping distance.

That's why Consumer Reports tests 50 or more tire models each year, with each going through as many as 14 rigorous tests.

## Spend More, Get More

We've found you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more, but will likely be worth it in the long run.

For example, a \$130 tire that will last twice as long as an \$87 tire is a better bet, assuming other factors are equal. Still, the cheaper tire may be just fine if you won't be keeping your car for

long. Many tires have a pro-rated tread-wear warranty—but consult our tread life Rating or mileage for a direct comparison on how long a tire will last.

We have found some tires with lower rolling resistance allowed our test cars to get one to two more mpg than tires with the highest rolling resistance. But the mileage you get with brand-new, low-resistance tires may initially be worse than the old, end-of-life tires you are replacing. This is because tires with tens of thousands of miles of wear have less tread and behave more like low-rolling resistance tires.

We recommend sticking to the same type and size tire that originally came on your car. First, check the Ratings for ones that provide good braking and handling capabilities, as well as good hydroplaning resistance, which can help you avoid an accident. After that, look for models rated highly in

areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

## Every Season: Covered

While regular all-season tires typically come in T-speed ratings (up to 118 mph), many new cars come with performance all-season tires in H- and V-speed ratings (with ceilings of 130 mph and 149 mph, respectively). These deliver better grip, but at the cost of some tread life. Most don't carry a price penalty for performance, and there are some bargains available. A few also offer good snow and ice traction.

## Traditional Truck Tires

Big SUVs and pickup trucks have specifically-designed tires, although many can also be used on crossovers.

All-season or all-terrain SUV/truck tires are designed for the rigors of towing and carrying heavy loads. All-terrain tires also provide some off-road grip.

## How Long Will They Last?

Our latest testing of all-season, performance all-season, ultra-high performance (UHP), and all-season UHP car tires includes the projected wear-out mileage in place of the five point tread-life Rating scale.

To determine longevity, we test tread life at a contract lab in Texas where each tire is driven 16,000 miles on public roads. We've been conducting this test for several years.

We found that close to half of the 49 all-season and performance all-season tires that we tested could be expected to last 65,000 miles or more, and about a half dozen could top 85,000 miles. A rewarding surprise: Long tread life doesn't necessarily bring much of a price premium, if any.

Our tread life estimates let you compare the expected miles-to-wear-out for the specific tires we tested, but your actual experience will vary by how, where, and what vehicle you drive, among many other factors.

Michelin was a standout in our latest tests. The three Michelin models we rated all met or exceeded their mileage warranty, and also did very well overall in our performance tests. But the longest-wearing tire came from Pirelli. We estimate that its P4 Four Seasons Plus could last a whopping 100,000 miles.

**Falling short.** Models we project—based on our tests—to fall short of their mileage claim by 15,000 miles or more include the Continental TrueContact and PureContact (H, V), Sumitomo HTR Enhance L/X (T, H, V), Kumho Solus TA71 and TA11, Firestone Precision Touring, and Bridgestone Serenity Plus. These tires are still viewed as long-wearing tires, and your actual mileage will vary based on many different driving factors.

The Nokian eNTYRE 2.0, with an 80,000-mile warranty, was the biggest outlier in our tests. We calculate that it would wear out in 35,000 miles. Nokian now offers a supplemental warranty

and will replace the tire for free if it wears out in 40,000 miles.

**What’s wrong with warranties.** If your new tires wear out prematurely, the manufacturer’s pro-rated tire treadwear warranty typically provides only a partial credit, representing the miles you didn’t get, good toward the purchase of an identical or comparable tire from the same maker.

The credit is applied to the dealer’s retail price, but that price is often fictional due to frequent discounting.

On top of that, restrictions abound. Your tires may have to show even wear across the tread or the deal’s off. You may also have to document in writing that you had the tires rotated at the prescribed intervals, usually every 5,000 miles, since they were new.

**Where to Shop**

Between looking at traditional tire stores, local car dealerships, big-box superstores, and Internet retailers, you

have ample sources with which to compare prices for the tires you want. We recommend replacing all four tires at the same time for the best balance of handling and grip:

**Check online first.** Ask for a final price, including shipping and any extras.

**Visit your local retailers.** Ask if they can meet or beat the online prices. Also ask what they’d charge to mount and balance tires you buy elsewhere.

**Compare price quotes.** Make sure the final “out the door” price including mounting, balancing, wheel alignment, and disposal of your old tires.

**Consider the extras.** Services like free lifetime tire rotations and a free replacement road-hazard guarantee may tilt the scales to one retailer over another.

**Additional costs.** If your car has a tire-pressure monitoring system you may face a modest extra charge, and if the sensors in the wheels need to be replaced, expect to pay \$30 or more per sensor.

**Quick Recommendations**

These are high-scoring models that stand out for the reasons below.

**ALL-SEASON TIRES**

Best balance of long tread life and good all-weather performance:



Michelin Defender



Pirelli P4 Four Seasons Plus

Rec.	Brand & Model	Score	Three Season Driving				Winter Driving		Comfort		Other	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise		Rolling Resistance
<b>ALL-SEASON TIRES</b>												
✓	Michelin Defender	70	↑	↓	↑	↑	↑	↓	↓	↑	↑	90,000
	Continental TrueContact	68	↑	↓	↑	↑	↑	↓	↓	↑	↑	60,000
	General Altimax RT43	66	↑	↓	↓	↑	↑	↓	↓	↑	↑	65,000
✓	Pirelli P4 Four Seasons Plus	66	↑	↓	↓	↑	↑	↓	↓	↑	↑	100,000
	Goodyear Assurance TripleTred All-Season	62	↑	↓	↑	↑	↓	↓	↓	↑	↓	80,000
	Kumho Solus TA11	62	↑	↓	↓	↑	↑	↓	↓	↑	↑	55,000
	Cooper CS5 Grand Touring	62	↑	↓	↓	↑	↑	↓	↓	↑	↑	70,000
	Yokohama Avid Ascend	60	↑	↓	↓	↑	↓	↓	↓	↑	↑	90,000
	BFGoodrich Advantage T/A	58	↑	↓	↓	↑	↓	↓	↓	↓	↓	75,000
	Uniroyal Tiger Paw Touring	56	↑	↓	↓	↑	↓	↓	↓	↓	↓	65,000
	Sumitomo HTR Enhance L/X	56	↑	↓	↓	↑	↓	↓	↓	↑	↓	70,000
	Toyo Extensa A/S	54	↑	↓	↓	↓	↓	↓	↓	↑	↓	60,000
	Firestone Precision Touring	54	↑	↓	↓	↓	↓	↓	↓	↓	↑	55,000
	Firestone FR710	52	↑	↓	↓	↓	↓	↓	↓	↓	↑	55,000
	GT Radial Champiro VP1	50	↑	↓	↓	↑	↓	↓	↓	↑	↑	45,000



## Quick Recommendations

These are high-scoring models that stand out for the reasons below.

### PERFORMANCE ALL-SEASON TIRES H-RATED

Best balance of long tread life and good all-weather grip:



Pirelli Cinturato P7 All Season Plus



Michelin Premier A/S

Rec.	Brand & Model	Score	Three Season Driving				Winter Driving		Comfort		Other	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles
	<b>PERFORMANCE ALL-SEASON, H-SPEED RATED</b>											
	Continental PureContact	70	↑	↑	↑	↑	↑	↓	↑	↑	↑	55,000
✓	Pirelli Cinturato P7 All Season Plus	70	↑	↓	↓	↑	↑	↓	↑	↑	↑	70,000
✓	Michelin Premier A/S	70	↑	↑	↓	↑	↑	↓	↑	↑	↑	85,000
	Goodyear Assurance Fuel Max	68	↑	↑	↑	↑	↓	↓	↑	↑	↑	60,000
	General Altimax RT43	68	↑	↓	↑	↑	↓	↓	↑	↑	↑	65,000
	Nokian Entyre 2.0	68	↑	↑	↑	↑	↓	↓	↑	↑	↑	35,000
	Nexen N5000 Plus	66	↑	↓	↑	↑	↑	↓	↑	↑	↑	75,000
	Cooper CS5 Ultra Touring	64	↑	↓	↑	↑	↓	↓	↑	↑	↓	60,000
	Dunlop SP Sport 7000 A/S	64	↑	↓	↓	↑	↓	↓	↑	↑	↓	65,000
	Kumho Solus TA31	64	↑	↓	↑	↑	↓	↓	↑	↓	↑	55,000
	Toyo Versado Noir	60	↑	↓	↓	↑	↑	↓	↑	↓	↑	65,000
	Uniroyal Tiger Paw Touring	60	↑	↓	↓	↑	↓	↓	↑	↓	↑	60,000
	BFGoodrich Advantage T/A	58	↑	↓	↓	↑	↓	↓	↑	↓	↓	65,000
	Sumitomo HTR Enhance L/X	58	↑	↓	↓	↑	↓	↓	↑	↑	↓	55,000
	Falken ZieX ZE950 A/S	56	↑	↓	↓	↓	↓	↓	↑	↓	↓	55,000
	GT Radial Champiro VP1	52	↑	↓	↓	↑	↓	↓	↑	↓	↑	50,000

### PERFORMANCE ALL-SEASON TIRES V-RATED

Best balance of long tread life and mostly good all-weather performance:



Michelin Premier A/S



Pirelli Cinturato P7 All Season Plus

Rec.	Brand & Model	Score	Three Season Driving				Winter Driving		Comfort		Other	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles
	<b>PERFORMANCE ALL-SEASON, V-SPEED RATED</b>											
	Continental PureContact	70	↑	↑	↑	↑	↑	↓	↑	↑	↑	55,000
✓	Michelin Premier A/S	70	↑	↑	↑	↑	↑	↓	↑	↑	↓	80,000
✓	Pirelli Cinturato P7 All Season Plus	70	↑	↓	↓	↑	↑	↓	↑	↑	↑	65,000
	General Altimax RT43	68	↑	↓	↑	↑	↓	↓	↑	↑	↑	55,000
	Goodyear Eagle Sport All-Season	64	↑	↓	↑	↑	↓	↓	↑	↓	↑	70,000
	Goodyear Assurance ComforTred Touring	62	↑	↓	↓	↑	↑	↓	↑	↑	↑	75,000
	Yokohama Avid Ascend	62	↑	↓	↓	↑	↓	↓	↑	↑	↓	85,000
	Cooper CS5 Ultra Touring	60	↑	↓	↑	↑	↓	↓	↑	↑	↓	50,000
	Kumho Solus TA71	60	↑	↓	↑	↑	↓	↓	↑	↑	↓	40,000
	Bridgestone DriveGuard	60	↑	↑	↓	↑	↓	↓	↑	↑	↓	50,000
	Bridgestone Turanza Serenity Plus	60	↑	↓	↓	↑	↓	↓	↑	↑	↓	60,000
	Goodyear Assurance TripleTred All-Season	58	↑	↓	↓	↑	↓	↓	↑	↓	↓	85,000
	BFGoodrich Advantage T/A	56	↑	↓	↓	↑	↓	↓	↑	↓	↓	60,000
	Falken ZieX ZE950 A/S	56	↑	↓	↓	↓	↓	↓	↑	↓	↓	55,000
	Uniroyal Tiger Paw Touring	56	↑	↓	↓	↑	↓	↓	↑	↓	↑	60,000
	Sumitomo HTR Enhance L/X	52	↑	↓	↓	↑	↓	↓	↑	↑	↓	55,000

## Quick Recommendations

These are high-scoring models that stand out for the reasons below.

### UHP ALL-SEASON TIRES

Best for most weather conditions:

- Michelin Pilot Sport A/S 3+
- Pirelli P Zero Nero All Season
- Continental ExtremeContact DWS 06
- BFGoodrich g-Force COMP-2 A/S



Michelin Pilot Sport A/S 3+

### UHP SUMMER TIRES

Best Overall:

- Michelin Pilot Super Sport
- Goodyear Eagle F1 Asymmetric 3
- Nokian zLine
- Yokohama ADVAN Sport V105
- Hankook Ventus V12 evo2
- Pirelli P Zero



Michelin Pilot Super Sport

**GUIDE TO THE RATINGS** Overall score is based on up to 14 tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. Braking tests on ice are from 10 mph; on dry and wet pavement from 60 mph. Handling for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. For UHP tires, (dry) handling includes dry cornering grip, avoidance maneuver performance, and subjective steering feel. Where noted, wet handling includes wet cornering grip and handling on our wet circuit. Hydroplaning denotes a tire's ability to resist skimming along the surface of standing water. Snow traction tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, moderately packed snow. Ride comfort and Noise are evaluated subjectively, on rough and smooth roads. Rolling resistance, as measured on a dynamometer, is a factor in fuel economy. Tread life indicates wear potential from our 16,000-mile mixed vehicle driving test.

Rec.	Brand & Model	Score	Three Season Driving					Winter Driving		Comfort		Other	
			Dry Braking	Dry Handling	Wet Braking	Wet Handling	Hydroplaning	Snow	Ice	Ride	Noise	Rolling Resistance	Tread Life
<b>UHP ALL-SEASON</b>													
✓	Michelin Pilot Sport A/S 3+	78	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	55,000
✓	Pirelli P Zero All Season Plus	76	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	50,000
✓	Continental Extreme-Contact DWS 06	76	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	45,000
✓	BFGoodrich g-Force COMP-2 A/S	74	↑	↑	↑	↑	↑	↑	↑	↓	↓	↓	60,000
	Goodyear Eagle Sport All-Season	72	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	70,000
	Yokohama ADVAN Sport A/S	72	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	60,000
	Goodyear Eagle F1 Asymmetric All-Season	72	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	50,000
	Hankook Ventus S1 noble 2	72	↑	↑	↓	↑	↑	↓	↓	↓	↑	↑	45,000
	Dunlop Signature HP	72	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	40,000
	General G-Max AS-03	70	↑	↑	↓	↑	↑	↓	↓	↓	↓	↓	50,000
	Falken Azenis FK450 A/S	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	40,000
	Kumho ECSTA 4X II	68	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	40,000
	Cooper Zeon RS-3G1	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	35,000
	Bridgestone Potenza RE970 AS Pole Position	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	45,000
	Laufenn S Fit AS	68	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	60,000
	Nitto Motivo	66	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	50,000
	Fuzion UHP Sport A/S	64	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	55,000
	Toyo Proxes 4 Plus	62	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	50,000
	Sumitomo HTR A/S PO2	60	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	30,000
	Sumitomo HTR Enhance L/X	60	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	55,000
	GT Radial Champiro UHP AS	58	↑	↓	↓	↓	↑	↓	↓	↓	↓	↓	40,000
<b>UHP ALL-SUMMER</b>													
✓	Michelin Pilot Super Sport	82	↑	↑	↑	↑	↑	-	-	↓	↑	↓	40,000
✓	Goodyear Eagle F1 Asymmetric 3	80	↑	↑	↑	↑	↑	-	-	↓	↑	↓	35,000
✓	Nokian zLine	80	↑	↑	↑	↑	↑	-	-	↓	↑	↓	35,000
✓	Yokohama ADVAN Sport V105	78	↑	↑	↑	↑	↑	-	-	↓	↑	↓	35,000
✓	Pirelli P Zero	78	↑	↑	↑	↑	↑	-	-	↓	↓	↓	35,000
	Kumho ECSTA PS91	76	↑	↑	↑	↑	↑	-	-	↓	↑	↓	25,000
	Bridgestone Potenza S-04 Pole Position	76	↑	↑	↑	↑	↑	-	-	↓	↓	↓	30,000
	Vredestein Ultrac Vorti	76	↑	↑	↑	↑	↑	-	-	↓	↑	↓	40,000
	Hankook Ventus V12 evo2	76	↑	↑	↑	↑	↑	-	-	↓	↓	↓	35,000
	Nexen N Fera SU1	76	↑	↑	↑	↑	↑	-	-	↓	↑	↓	35,000
	Toyo Proxes T1 Sport	74	↑	↑	↑	↑	↑	-	-	↓	↑	↓	25,000
	Firestone Firehawk Indy 500	74	↑	↑	↑	↑	↑	-	-	↓	↓	↓	40,000
	Bridgestone Potenza RE760 Sport	72	↑	↑	↓	↑	↑	-	-	↓	↑	↓	40,000
	Sumitomo HTR ZIII	70	↑	↑	↓	↑	↑	-	-	↓	↑	↓	35,000
	BFGoodrich g-Force Sport Comp-2	70	↑	↑	↑	↑	↑	-	-	↓	↓	↓	35,000
	Nitto iNVO	68	↑	↑	↓	↑	↑	-	-	↓	↓	↓	30,000
	Cooper Zeon RS3-S	66	↑	↑	↓	↑	↑	-	-	↓	↓	↓	25,000
	Dunlop Direzza DZ102	66	↑	↑	↓	↓	↑	-	-	↓	↓	↓	40,000

## Quick Recommendations

These are high-scoring models that stand out for the reasons below.

### ALL-SEASON TRUCK TIRES

Best for all-weather conditions and excellent tread life:



Michelin LTX M/S2



Goodyear Assurance CS TripleTred All-Season

### Very good choices for most weather conditions:

- Pirelli Scorpion Verde All Season Plus
- Continental CrossContact LX20 EcoPlus
- Cooper Discoverer SRX

Rec.	Brand & Model	Score	Three Season Driving				Winter Driving		Comfort		Other	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride Comfort	Noise	Rolling Resistance	Tread Life
<b>ALL-SEASON TRUCK</b>												
✓	Michelin LTX M/S2	74	↑	↑	↑	↑	↑	↓	↑	↑	↑	↑
✓	Goodyear Assurance CS TripleTred All-Season	70	↑	↑	↓	↑	↓	↓	↓	↑	↑	↑
✓	Pirelli Scorpion Verde All Season Plus	68	↑	↑	↑	↑	↓	↓	↑	↑	↑	↑
✓	Continental CrossContact LX20 EcoPlus	68	↑	↑	↓	↑	↓	↓	↑	↑	↓	↓
✓	Cooper Discoverer SRX	68	↑	↑	↑	↑	↑	↓	↓	↑	↑	↑
	Nokian WR G3 SUV	66	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓
	Uniroyal Laredo Cross Country Tour	66	↑	↑	↑	↑	↓	↓	↑	↑	↓	↑
	Firestone Destination LE 2	66	↑	↑	↑	↑	↑	↓	↓	↑	↓	↓
	General Grabber HTS	66	↑	↑	↓	↑	↓	↓	↓	↑	↓	↓
	Falken WildPeak H/T 01	64	↑	↓	↓	↑	↓	↓	↓	↑	↓	↑
	Hankook Dynapro HT	64	↑	↑	↑	↑	↓	↓	↓	↓	↓	↑
	GT Radial Saverio HT2	64	↑	↓	↑	↑	↓	↓	↓	↑	↓	↓
	Toyo Open Country H/T	62	↑	↓	↑	↑	↓	↓	↓	↑	↓	↓
	Kumho Road Venture APT KL51	62	↑	↓	↓	↑	↓	↓	↓	↑	↓	↓
	Maxxis Bravo HT-770	60	↑	↓	↑	↑	↓	↓	↓	↑	↓	↓
	Bridgestone Dueler H/L Alenza Plus	60	↑	↑	↑	↑	↓	↓	↓	↓	↓	↓
	Geostar GS716	58	↑	↓	↑	↑	↓	↓	↓	↓	↓	↓
	Sunny SN3606	54	↑	↓	↓	↑	↓	↓	↓	↓	↓	↓

### ALL-TERRAIN TRUCK TIRES

Best for all-weather conditions and long tread life:

- Hankook Dynapro AT-M
- Goodyear Wrangler All-Terrain Adventure with Kevlar
- Michelin LTX A/T2
- Cooper Discoverer A/TW

### Very good choices for most weather conditions:

- Falken WildPeak A/T01



Hankook Dynapro AT-M

Rec.	Brand & Model	Score	Three Season Driving				Winter Driving		Comfort		Other	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride Comfort	Noise	Rolling Resistance	Tread Life
<b>ALL-TERRAIN TRUCK</b>												
✓	Hankook Dynapro AT-M	66	↑	↓	↓	↑	↑	↓	↓	↓	↓	↑
✓	Goodyear Wrangler All-Terrain Adventure with Kevlar	66	↑	↑	↑	↑	↓	↓	↓	↓	↓	↑
✓	Michelin LTX A/T2	66	↑	↓	↓	↑	↑	↓	↓	↓	↓	↑
✓	Cooper Discoverer A/TW	64	↑	↓	↑	↑	↑	↓	↓	↓	↓	↑
✓	Falken WildPeak A/T01	64	↑	↑	↓	↑	↑	↓	↓	↓	↓	↓
	Maxxis Bravo AT-771	62	↑	↓	↓	↑	↓	↓	↓	↓	↓	↓
	BFGoodrich Rugged Terrain T/A	62	↑	↑	↓	↑	↓	↓	↓	↓	↓	↑
	Cooper Discoverer A/T3	60	↑	↓	↑	↑	↓	↓	↓	↓	↓	↓
	Nokian Rotiiva AT	60	↑	↓	↓	↑	↑	↓	↓	↓	↓	↓
	Nexen Rodian AT Pro	60	↑	↓	↓	↑	↑	↓	↓	↓	↓	↓
	Kumho Road Venture AT KL78	58	↑	↓	↓	↑	↑	↓	↓	↓	↓	↓
	Dick Cepek Trail Country	58	↑	↓	↓	↑	↑	↓	↓	↓	↓	↓
	Yokohama Geolandar A/T-S	58	↑	↓	↓	↑	↓	↓	↓	↓	↓	↓
	Bridgestone Dueler A/T Revo 2	58	↑	↑	↓	↑	↓	↓	↓	↓	↓	↓
	Firestone Destination A/T	56	↑	↓	↓	↑	↓	↓	↓	↓	↓	↓

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