



SMART PICKS
UNDER \$30,000

< 2019 SUBARU CROSSTREK

New Cars™

248
Models
Rated

BEST SUVs TRUCKS CARS

2019
TOYOTA
RAV4



COMPACT SUVs
Worth Buying

GET TOP \$\$\$
For Your Trade-In

**STANDOUT
TIRES**
From Our Tests

JULY 2019 CR.ORG



+ A NEW EV CHALLENGER TO TESLA

Please display until July 15, 2019

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JULY 2019



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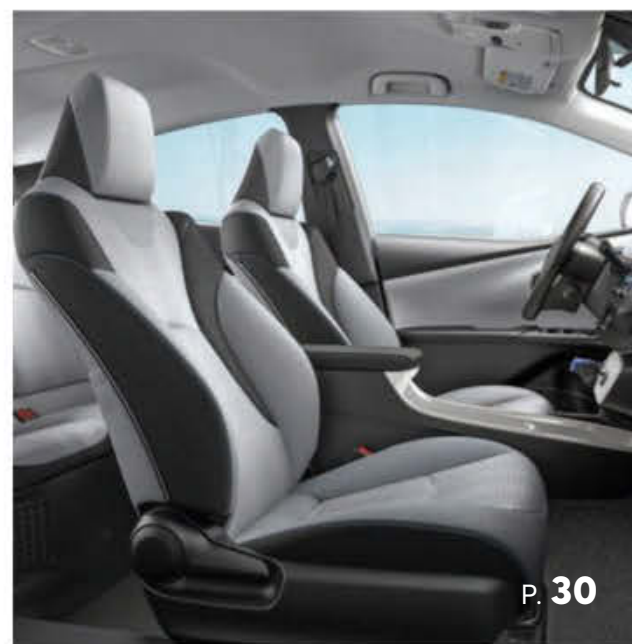
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The CR Difference

DIP YOUR TOE into the car-buying market and you'll soon be faced with a challenge: Wait and see what comes out down the road, or drive a new car home today?

To help guide your decision, on page 10 we cover the redesigned Ford Explorer and Subaru Legacy, the new Cadillac XT6 and Hyundai Palisade, the sleek Toyota Supra, and other exciting models coming later this year.

If you want to buy now, check page 14 for our insights on brand-new models that are currently on sale: the Audi A6, Chevrolet Blazer, Honda Passport, Jaguar I-Pace, and Volvo S60.

The widely sold Toyota RAV4 and Subaru Forester have both been updated for 2019, and we put them up against other top-ranking compact SUVs. If you're in the market for one, don't miss our review on page 20.

Whether you're buying or leasing, you can rely on CR's ratings and reviews to steer you in the right direction. These are based on the most comprehensive independent auto-testing program and reliability data of any U.S.

publication or website.

First, because we buy every vehicle we test and our testers live with each one, we can tell you which models fulfill their manufacturer claims ... and which promises weren't kept.

Second, owners tell us about their experiences with their own vehicles through our surveys. In our exclusive Auto Survey, our members report the specific problems they have experienced. From this, we provide detailed reliability histories and predict how likely the new models are to be trouble-free or trouble-prone.

But that's not all. Our exclusive owner satisfaction survey data gives us insights into how happy owners are with their vehicles.

All the resulting knowledge can help you make an informed buying decision that won't be influenced by advertising hype.

Jon Linkov and CR's Auto Test Center Team



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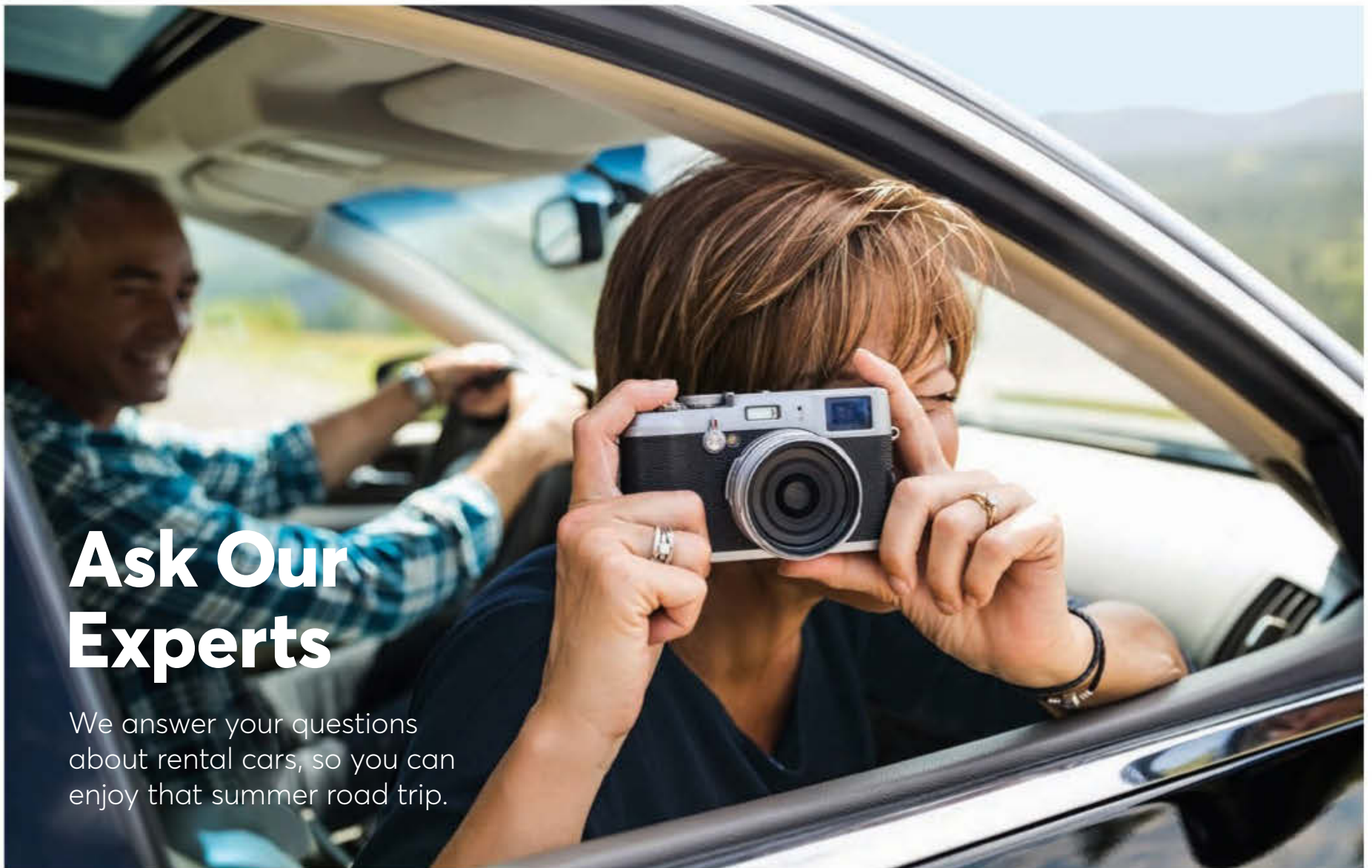
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Ask Our Experts

We answer your questions about rental cars, so you can enjoy that summer road trip.

Q. I don't rent cars often. Should I still join a loyalty program from one of the rental car companies?

Short answer? Yes. These no-cost programs often allow you to skip the long lines at the counters, choose your own vehicle, and—conveniently—avoid the person behind the counter who might try to upsell items you don't need. Once you've found the car and rate you want, sign up for the rental company's loyalty program before you travel. If you've already booked your reservation, make sure to add it to your loyalty profile.

Q. My credit card says it offers insurance coverage on rental cars. The agent at the rental car company told me I could still get charged for something called "loss of use." Who is right? If you get into a crash—even one in which you are not at fault—a

rental car company may charge you for "loss of use," which is the revenue it loses while a car is out of service and being repaired. This can be a significant amount of money. Some credit cards cover loss of use, either as a free benefit or for an additional fee, but many cards do not. So, before you leave home, call your credit card company to be sure. If you have no alternative, consider opting for the Collision Damage Waiver from the rental agency.

Q. When I search for a rental car, I see lower-cost offers from companies I've never heard of, like Ace, Advantage, EZ, Fox, and Payless. Should I be wary? These companies are often owned by or affiliated with

one of the majors, and can indeed charge less. Still, be sure to check local—and recent—online reviews on the smaller players. They may have bigger discounts, but sometimes their cars have higher mileage—meaning more wear and tear. At some airports, the smaller companies may be located off-site while big players are right next to baggage claim, or their shuttles may run less often.

Q. How do I pay for tolls in a rental car? Some agencies rent e-toll transponders for a daily fee, and others use a program like PlatePass, which automatically bills your credit card for any cashless tolls you pass through. Those charges might show up weeks after your rental and could include additional fees that might add as much as \$12.99 per day of your rental. Some states allow you to pay cash at toll booths or buy an e-toll transponder just for your visit. Beware: If you decline

\$90

How much you might pay in added fees for passing through tolls in a rental car without paying.

SOURCE: PlatePass.

PlatePass at the rental counter and end up on a toll road that doesn't accept cash payments or where your own transponder doesn't work, the company says it can charge as much as \$90 for administrative fees plus the cost of tolls. Unfortunately, renters have few options other than setting their navigation systems to avoid toll roads, or paying extra charges and fees.

Starting Up

Should you trade in your old car or sell it privately? Plus, expert tips on how to buy a car.

Get Top Dollar for Your Used Car

Congratulations! You've negotiated a great price on that new car you want to buy. But what are you going to do with your old car? Don't leave money on the table—follow CR's tips for maximizing the value of your used car before you sell it or trade it in.

THE FIRST STEP is deciding whether you want to sell your car privately or trade it in at a dealership. CR's experts can walk you through the pros and cons.

Trade In: Less Effort but Less Money

Many buyers prefer the simplicity of trading in their current vehicle. You can apply the trade-in amount to your down payment, reducing how much you have to finance.

There can be tax advantages, too. Most states require that sales tax be paid only on the difference between the price of your trade-in and the vehicle you're buying, not the full price of the car you buy. But this tax benefit goes away if you sell your car yourself.

A downside of trading in your vehicle is that you might leave behind hundreds, if not thousands, of dollars. The best you can hope for when trading in is the wholesale price, which is significantly less than what you could get if you sold it yourself. In addition, even if you've checked all the pricing sources and think you know what your vehicle is worth, you'll have to haggle with a

salesperson to get the best deal.

You might also encounter another problem: If a dealer already has six used silver Chevy Malibus on the lot, they aren't likely to pay top dollar for yours. And if your trade-in isn't one the dealer wants, it will probably be sent to auction and discounted accordingly.

Just remember that no matter how tired you may be of your current vehicle, a dealership isn't doing you a favor by taking it off your hands. If the dealership buys your car, it's because there's an inviting profit for it at the end of the transaction.

■ **Make a fair trade.** There are several things you can do to maximize the value of your trade-in.

If your car needs repairs, get an estimate to take with you. This could provide a little bargaining power when the dealer's estimator starts deducting repair costs from the figure offered to you. Be aware that it costs a dealership a lot less to make repairs in its own shop than the retail estimate you got.

Try to sell your car to a used-car dealer or possibly CarMax. They're always looking for clean, low-mileage

KNOW YOUR CAR'S VALUE

A little extra effort might pay off

If you're trading in your old car, you should know how much you could sell it for first. That's because a dealer might make an extremely low trade-in offer to ensure a big profit when it's resold or to make up for a discount on the price of a new car.

Before you start the negotiation process, get trade-in offer quotes from multiple dealerships first.

Use our tips to make your car presentable, and then take it for an appraisal at the used-car department of a few local dealerships or to a chain that buys used cars, such as CarMax. Ask what they would give you in a straight-out sale. This is the minimum to expect if you trade in your car.

That way, if you're being low-balled on your trade-in, you can always simply refuse the offer and sell your vehicle privately or to the dealer that gave you the best quote.

If you choose to sell your car yourself, look online at the asking prices for similar models. Price your car competitively by comparison, and expect to negotiate.

vehicles. And if yours is a popular model, you just might be able to get more than the wholesale price for it.

■ **Negotiate your trade.** You'll get the best deal by keeping the purchase and trade-in negotiations separate. Combining the two allows salespeople to manipulate the deals so that a good price in one area could be canceled out by a poor price in the other.

First, nail down the price of the car you want to purchase, then discuss your trade-in. Dealers often make more money reselling cars than they do on a new-car deals, so they have more flexibility with a trade-in offer.

Keep your eye on the bottom line. What's important is the net amount you have to pay. Be sure to read and understand any sales contract before you sign it. If you have a problem with any

WHAT TO EXPECT

12%

This is how much lower the trade-in value of a 2016 Toyota RAV4 is than its retail price.

SOURCE: Black Book Used Car Values

terms or conditions, ask questions. You have little recourse after you sign.

Sell It Yourself: More Money, More Work

You'll typically get a higher price by selling your car on your own instead of trading it in. But selling it yourself takes a lot more work than just driving to the dealership for a trade-in. You'll have to go through the hassle of advertising, taking phone calls, and showing the car. And in many states, you'll have to pay to keep it registered and insured until it is sold.

■ **Set a competitive price.** First, follow the advice under "Know Your Car's Value" on page 5. Remember, price your vehicle a little bit higher than what you're willing to take for it so that the buyer can negotiate and feel good

DEALER DO'S AND DON'TS

Dealerships count on unprepared customers. If you know what to expect, you won't end up overpaying.

■ **Get your financing secured.**

Go to a bank or credit union and get approved for a loan before you go to the dealership. The dealer may even try to beat the rate you got, which works to your advantage.

■ **Write down your questions.**

Come in with a prepared list of questions about the vehicle and check them off as they're answered to your satisfaction. Make sure all of your questions are covered.

■ **Don't flash your cash.**

The dealership doesn't need to know anything about your

finances during the negotiating process. Do not tell salespeople how much car you can afford or they'll try to take every penny of it.

■ **Don't focus on the monthly payment.**

To make a car seem affordable, a dealer might stretch out a loan term. Try to keep it as short as possible—and definitely under 60 months. The longer a loan lasts, the more you'll pay in interest and the greater the chance you'll end up "underwater," or owing more than the car is worth.

■ **Stay on the subject.**

Never allow a salesperson

to change the direction of the conversation to matters other than car buying. Salespeople often gloss over important questions, such as option packages and price, by changing the subject. Be polite, but remember—you're completing a transaction, not making a new friend.

■ **Don't be rushed.** Never go to a dealership acting rushed—even if you need a car immediately—because they'll take advantage of your desperation. Many salespeople say they won't pressure or rush you into buying, but they usually do it anyway. If you feel that the sales process is moving too fast, tell the salesperson to slow down or that you'll come back at another time. If the car you're interested in is gone, remember that there are many other cars out there to choose from.

■ **Watch out for the F&I office.**

You've negotiated the price and signed the paperwork. You're done, right? Wrong! In the finance and insurance office (also known as F&I), a highly trained salesperson will often try to sell extras like glass etching, undercoating, extra warranties, gap insurance, anti-theft systems, and paint sealants. Most of these are unnecessary add-ons to help the dealership maximize its profits. If you do want them, you can add them on later or negotiate prices down—sometimes significantly. This process can take up to an hour, so be prepared to stand firm.

■ **Be prepared to walk away.**

Once you've come up with a price you feel is fair, state your offer clearly, and say nothing more. If the dealer won't budge, walk away. If you head for the door, you'll often have a deal that you can live with before you reach the exit.

about it. But don't be greedy: You'll scare off potential buyers with an unrealistic price.

■ **Advertise effectively.** There are many ways to market your vehicle. Some are more effective than others, and the cost can vary from free to quite expensive. Don't feel limited by the suggestions you see here.

Websites such as Cars.com, CarGurus, and AutoTrader offer a variety of paid online ads, sometimes with free trial offers or no up-front payment. Facebook Marketplace and Craigslist are free and a good bet for lower-priced cars. No matter what, take lots of good photos during daylight that show off the whole car, inside and out.

Word of mouth is very effective. Tell your friends, relatives, colleagues, and social-media circle that you have a car for sale.

Or try the old standby: Put a "For Sale" sign in your vehicle's window with your phone number and details such as price, model year, and mileage.

■ **Showing your car.** Once you've placed your ads, have your schedule ready so that you can set a day and time to show the car. If you don't feel comfortable having a stranger come to your home, agree to meet the potential buyer in a public place, and let others know where you're going. Bring a friend if it makes you more comfortable. When you show the car, answer all questions honestly. Be prepared to provide service receipts and to accompany the buyer on a test-drive.

■ **Prepurchase inspection.** Any savvy buyer will want to have your car inspected by a mechanic before the sale. If the buyer is a friend or relative, there should be little risk in allowing him or her to take the car for an inspection. If the potential buyer is a total stranger, however, you'll probably want to drive the car to the shop yourself. The inspection shouldn't take more than an hour. Ask for a written estimate of any needed repairs so you can negotiate the price of the car accordingly.

■ **Bring the correct documents.**



Paperwork requirements vary from state to state. In some, transferring ownership of a vehicle to another person is as simple as entering the odometer reading, sales price, and your signature on the back of the title. In others, you must use official title-transfer forms. Contact your state's motor vehicle department to see what you should do.

■ **Contact your lender.** See what has to be done if you have an outstanding loan, especially in states where the lender holds the title. A bill of sale is often required by the buyer for registration and tax purposes.

Prep Your Car Before You Sell

Whether you're selling it yourself or trading it in, if you want to make the most on your car, you have to make it look as good as possible.

Depending on its condition, you can

take it to a professional detailer or do the work yourself. If you want to hire a pro, prices generally start around \$100 and can rapidly increase depending on the region, the type of vehicle, and how much work is needed.

Detailing sometimes means little more than an extra-good job of polishing the body and cleaning the inside. But bodywork, paint touch-ups, and heavy-duty buffing can get costly.

As with all projects, the more elbow grease you invest, the less you'll need to pay someone else. Here are some tips on how to detail your car at home:

■ **Spiff up the exterior.** First, clean the exterior with car-wash detergent. Scrub alloy wheels with a stiff-bristle brush and wheel-safe cleaner to remove road film and grime. Once everything is dry, apply tire dressing to give the rubber a new-car look.

Then inspect the paint and assess

any damage, noting scratches, stone chips, and dents. If the paint is in good condition, you may need only a coat of wax. Avoid abrasive products meant for paint removal or to shine a dull finish. If your paint finish is a little dull, look for a product that both polishes and protects. This could help put a shine back in the paint. Based on our tests, we favor liquid waxes for the best cleaning results.

You can fix small scratches and chips yourself with touch-up paint, available for a few dollars from your dealership. Make sure you get an exact color match or your repair job will look worse than the scratch. Use the application brush, a pointed artist's brush, or a clipped matchstick to fill in the scratch in tiny dabs. Let the paint dry for at least a day or two before polishing the car. Fine surface abrasions or scratches in the paint can be professionally buffed out at a body shop or car-wash center. This will greatly improve the car's overall appearance, but it will cost between \$100 and \$200. You can hand-polish

the car yourself using an appropriate polish and microfiber cloths. Unless you know how to use an electric rotary buffer, don't try it. Done improperly, you can easily burn through the paint or leave permanent swirl marks.

■ **Remove small dents.** Having a body shop fix unsightly dents and dings can be costly. If there's no paint damage, you may be able to use a paintless dent-repair service. These are sometimes franchised under names such as DentPro or Dent Wizard, or you can ask your mechanic to help you find one. They use special tools and can massage out small dents from the inside. Costs range from \$50 to \$150 per dent.

Do-it-yourself dent-removal kits advertised on infomercials and online cost about \$20 to \$30. Essentially, they work by hot-gluing a disc onto the dent, then pulling the dent out with a special tool. Two kits that Consumer Reports tested were Ding King and DentOut. We found they worked about equally well, but results weren't perfect. Generally,

the more experience you have, the better the results. Be careful with the hot glue, and avoid pulling the metal out too far. Dents less than an inch in diameter were toughest to fix. The kits worked best on dents about 4 inches across.

■ **Fix window-glass defects.** It's very common for a windshield to pick up "star" or "bull's-eye" damage from a flying stone. An auto-glass repair service can repair these so that they're less noticeable and don't expand. For larger cracks, you'll have to replace the entire windshield. In some states, it's illegal to make windshield repairs in the glass area swept by the windshield wipers. Check your auto-insurance policy first. If you have glass coverage, the replacement will be free except for a possible deductible.

■ **Clean the interior thoroughly.** Look at the results with the eye of a potential buyer. Remove your personal clutter from the glove box and storage spaces, empty and wash the cup-holder inserts, and check under the seats for lost toys, trash, and wayward french fries.

You can buy special cleaners for upholstery, carpet, vinyl, and leather. For hard-plastic surfaces, use any general-purpose cleaner. Use an automotive glass cleaner to remove smudges and film from the inside of all windows, paying special attention to the windshield and rear window. If your floor mats are very dirty, take them to a carpet-cleaning service to have them cleaned for about \$15 to \$20 per pair. If they're worn out, replace them.

To rid a car of odors, start by cleaning interior fabrics with pet-spot cleaner or another odor-fighting product. Don't forget to wipe down the overhead fabric, also called a headliner. Clean inside the trunk and spare-tire well, too. To remove stale odors from the ventilation ducts, spray odor eliminator into the system's air intake, which is usually located at the base of the windshield. Then run the air-conditioning system for at least 10 minutes.

Owner Satisfaction Survey

Which brands do CR members say they love?



MOST SATISFIED OWNERS

After 1-3 years, members said they'd buy the same models from these brands again.

1. Tesla
2. Porsche
3. Genesis
4. Subaru
5. Audi, Ram, and Toyota



LEAST SATISFIED OWNERS

With 500,000 vehicles in the survey, average scores for these brands were the lowest.

1. Acura
2. Nissan
3. Infiniti
4. Buick
5. Cadillac and Jaguar

■ **Clean the engine compartment.**

Cleaning the outside of the engine and other components under the hood can be a chore, but a clean engine bay gives the impression that the mechanicals have been well-maintained. Steam cleaning the engine bay used to be a common practice, but not anymore. That's because steam can damage electronic parts, and modern cars have lots of those under the hood.

If battery terminals are corroded or caked with white powder, clean off the residue with an old toothbrush dipped in a mixture of water and baking soda. Then coat the terminals with battery terminal grease. (Always wear eye protection and gloves when working around car batteries.)

A household cleaner and rag can work wonders on a cool engine in a few minutes. Don't rinse the engine under a hard spray or with an open hose. Instead, spray the plastic covers and sheet metal with the cleaner, then wipe with a wet towel.

■ **Replace what's broken.** It just makes good sense to fix or replace broken or missing items. A lost wheel cover or a broken mirror are signs that your vehicle has not been well-maintained and that it might need other repairs.

Major repairs are another matter. Suppose your air conditioner doesn't work and you have an estimate that it will cost \$600 to repair. Though it isn't necessary for the operation of the vehicle, and some buyers might not care as long as the price is adjusted accordingly, other buyers will probably lose interest in the car when they find out about the repair it needs. Remember that savvy buyers will have a car inspected before purchasing it.

The key question is whether you can recoup the cost of a repair in your selling price. A brand-new muffler or new tires might not increase the value of a trade-in, but they could attract buyers if you sell the car privately. With major issues, however, you'll probably lose money on repairs you have to make.

WHAT CR'S PROS KNOW ABOUT ONLINE BUYING

We buy about 50 vehicles each year to test at our track. We often start the purchase process online, which saves time.

1 Go to dealerships to test-drive the models on your short list. Make it clear to the salespeople that you're just trying out cars and don't intend to buy that day. Take notes on each car you drive. Later on, go over the positives and negatives of each model and narrow down your list.

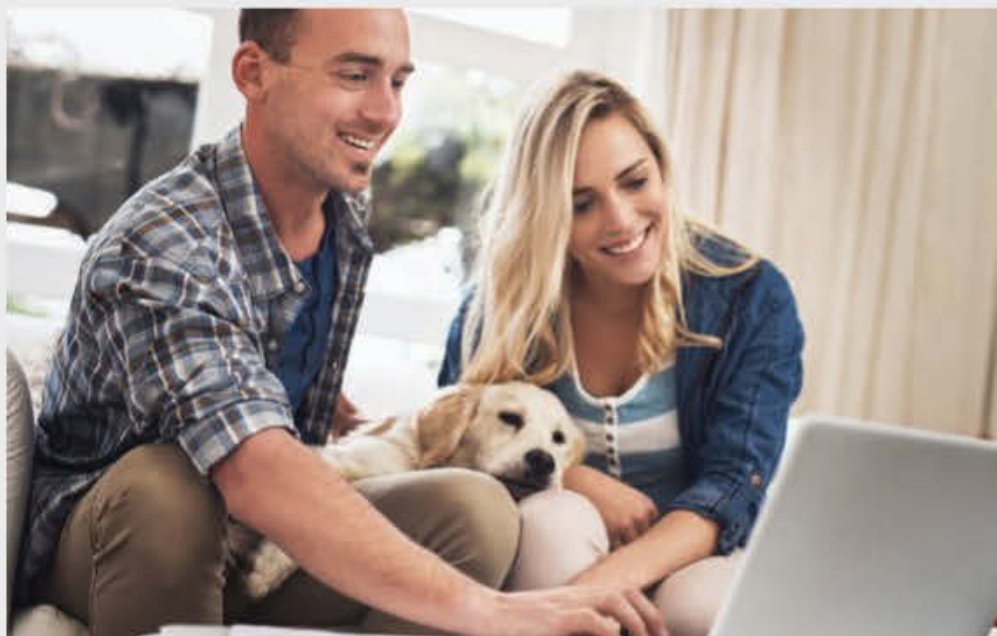
2 Once you've settled on the model you want, contact nearby dealers. We find it best to do this by email to avoid a barrage of phone calls. Determine the trim level, features, and color you want. Let the dealers know that you're shopping around but that you're ready to

buy. If they ask you to drop in, say no. Make sure the salesperson clearly knows that only the best price will win your business. You might be surprised by how often buyers can end up with thousands of dollars off the original sticker price. And there's a bonus: You can take a good offer and use it to negotiate with other dealers.

3 You may find that it's better to pay a little more to buy locally instead of getting a lower price from a dealer that's far away. Either dealership can perform service and warranty repairs, but the local shop may offer perks—including

guaranteed loaner cars and service discounts—that offset the price if you buy a car from its salesperson.

4 If you're financing the car, arrange a loan in advance so that you know how much you can spend. This will keep you from getting stuck with a high interest rate from the dealership. Once you've agreed on a price, have the bank or credit union make out a check for the final amount. Then simply go to the dealership with your check—and drive off. This is how Consumer Reports' pros do it, quickly and (usually) without stress.



On the Road

New Models, What We're Testing, Top Compact SUVs, and Recommended Cars Under \$30,000



Supra

2020 Vision: New Models to Look Out For

We got a sneak peek at these vehicles—
from nostalgic sports cars to practical
family haulers—before they go on sale.

Whether it's an all-new model or a major redesign of a car we've tested before, we plan to buy and test these new vehicles as soon as they go on sale.

SPRING 2019

Ford Explorer

ALTHOUGH IT MAY look familiar, the Explorer has been completely redesigned for 2020. This three-row SUV now rides on a new rear-wheel-drive platform (all-wheel drive is optional). And it gets new, more powerful engine choices, including a 300-hp, 2.3-liter turbo four-cylinder, a 400-hp engine for the performance-focused Explorer ST, and a 318-hp, 3.3-liter hybrid.

The interior features knobs and buttons that handle many functions, and the driving position is improved.

A 10.1-inch screen is available as an option, and it looks a lot like an iPad standing on edge. Connected families may want to spring for the wireless charging pad and combination

USB/USB-C charge ports. For an upgraded sound system, you can opt for a 980-watt 14-speaker Bang & Olufsen stereo. Massaging front seats are also optional.

Ford says the cargo area fits a sheet of plywood, and the third-row has more head, hip, and shoulder room than in the outgoing Explorer. Forward collision warning (FCW), automatic emergency braking (AEB) and blind spot warning (BSW) are standard.

CR SAYS The current Explorer is based on a model introduced in 2010, and it trails the competition in our tests. We think this update will bring much-needed improvements while retaining the Explorer's strengths.



SUMMER 2019

Toyota Supra

THIS TWO-SEATER sports car is the first new one to wear the Supra badge in the U.S. since 1998. It's built in partnership with BMW and is based on the German automaker's Z4 roadster. (Both are built in the same plant in Austria.)

The original Supra ended its run after four generations as a sports car that competed against models that cost twice as much.

It earned a starring role in the "The Fast and the Furious" film franchise, and its revered place in the automotive pantheon can be measured by its high resale values today.

The new car has a unique design with dramatic curves and large scoops and air intakes. The rear-wheel-drive coupe is designed with a 50:50 weight distribution, which is a coveted ratio for sports cars because it helps to create neutral, predictable handling. The

Supra is powered by a 3.0-liter twin-turbo six-cylinder engine that produces 335 hp and 365 lb.-ft. of torque. Toyota claims a 0-60 acceleration time of 4.1 seconds. An eight-speed automatic is the only available transmission.

The Supra is clearly designed for performance. Its racing-inspired seats have a narrow, body-hugging shape, there's only a modest amount of cargo space at the rear hatch, and the digital instrument cluster can be set to emphasize the car's driving-related data. The Supra's infotainment system is borrowed from BMW. FCW and AEB are standard. **CR SAYS** The new Supra builds on heritage while boasting the improvements and technology one would expect from a 21st-century sports car.



SUMMER 2019

Hyundai Palisade

THE THREE-ROW Palisade replaces the Santa Fe XL as Hyundai's flagship SUV. It has a muscular grille and flared fenders. Inside, it has room for up to eight. The third row offers power folding, unfolding, and reclining seats. A seven-seat configuration uses second-row captain's chairs that are available with ventilation. Fancy-looking quilted Nappa leather seating is available.

The interior offers family-focused niceties like an intercom system that allows the driver to communicate with the second- or third-row passengers via the audio system, and a Rear Sleep Mode that lets the driver listen to music without any sound going to the second- and third-row speakers. USB ports are in all three

rows, with a total of seven available. A large opening under the center console adds storage space, and there are 16 cup holders to ensure that everyone can stay hydrated. The Palisade has a 291-hp, 3.8-liter V6 paired with an eight-speed automatic transmission. Front-wheel drive comes standard, with all-wheel drive available. AEB, BSW, and adaptive cruise control come standard.

CR SAYS The slightly smaller Santa Fe XL was a strong performer, and we are impressed with the redesigned Santa Fe. So far, the Palisade looks like a strong contender in the mid-sized three-row SUV class. Notably, the large, easier-to-access third-row seat adds to its versatility.

FALL 2019

Mercedes-Benz CLA

THE NEW CLA is slightly longer and wider than the version it replaces while retaining a coupelike design. It fits above the newly introduced A-Class sedan. The current CLA was the first compact front-wheel-drive Mercedes sold in the U.S. market. But the car itself was hurt by numerous compromises.

In our road test, we noted that the original CLA lacked the handling agility, ride comfort, and refinement that we expect for its price, particularly for a car from a prestige brand. Buyers

were equally critical in CR's surveys, with owner satisfaction routinely scoring well below average.

The new car appears to have addressed some of those shortcomings as it also amps up the entertainment and safety technology.

The biggest change is the addition of the Mercedes-Benz User Experience infotainment system, which includes a voice assistant that automatically anticipates user requests, such as suggesting a frequently listened-to radio station.



FALL 2019

Subaru Legacy

THE SUBARU LEGACY gets an evolutionary exterior redesign for 2020. But more radical changes lie beneath, including a more substantial platform,

updated technology, and new safety features.

The new Legacy is based on a platform shared with the Subaru Ascent and Forester, two high-scoring, solid-feeling

vehicles. Subaru says the sedan's body is much stiffer than the outgoing model's, promising improvements to ride, handling, and noise suppression.

The Legacy comes standard with a 2.5-liter engine that produces 182 hp, up slightly from the last version. This is the same engine that debuted in the Forester, where it helped the small

SUV return impressive fuel economy, but the acceleration is decidedly tepid. Subaru estimates a slight increase in fuel economy over the prior model and predicts an EPA rating of 27 mpg city and 35 highway.

The old Legacy's optional 3.6-liter six-cylinder engine is gone. In its place, the sporty Legacy XT will get the same 260-hp, 2.4-liter

turbocharged four-cylinder engine that powers the Ascent. Subaru estimates that the turbo powertrain will be EPA-rated at 24 mpg city and 32 mpg highway, a significant improvement over the retired six-cylinder engine. Both Legacy engines are paired with a continuously variable transmission, and every Legacy gets all-wheel drive.

The optional Interior Assistant feature adds gesture controls, allowing the infotainment center to be operated by an occupant's motions alone rather than by interaction with a control.

Mercedes-Benz still refers to the CLA as a coupe, which may be an acknowledgment that this four-door has a snug rear seat, as its predecessor did. The car has a 2.0-liter turbo four-cylinder engine coupled to a seven-speed dual-clutch automatic transmission. It will be offered in front- or all-wheel drive. FCW and AEB are standard, and Mercedes is also debuting a new driver assist technology that adjusts speeds to address obstacles the driver may not be able to see.

CR SAYS The outgoing Mercedes CLA was a disappointing car that trailed some mainstream sedans and didn't live up to the brand's performance reputation. A host of promised improvements may help the next-generation CLA.



SUMMER 2019

Cadillac XT6

THE THREE-ROW XT6 SUV fills the gap between Cadillac's massive truck-based Escalade and the midsize XT5, an increasingly popular SUV segment.

The angular design of the new XT4 carries over to this larger SUV, including vertical lights that illuminate the front and rear. The larger XT6 gets larger, prominently featured air intakes.

Inside, every XT6 gets a power-folding third-row and remote-folding second-row, plus six USB ports, heated front seats, and a heated steering wheel. Cooled front seats are optional, as are heated second-row rear

outboard seats. The three rows can seat either six or seven; a middle bench seat comes standard, but one can upgrade to a pair of captain's chairs.

There are two trim choices. Buyers who pick the Premium Luxury trim get silver-toned accents and red taillight lenses. Those who pick the Sport trim get black trim and clear taillight lenses. Twenty-inch wheels come standard, and optional 21-inch wheels are available only on the Sport trim. The only powertrain choice is a 310-hp, 3.6-liter V6 engine mated to a nine-speed automatic transmission. Front-wheel

drive comes standard; all-wheel drive is optional. The XT6 shares its fundamental structure with the GMC Acadia.

The XT6 gets a generous amount of standard safety tech, too, including AEB with pedestrian detection, and BSW.

CR SAYS In addition to the new Lincoln Aviator, the Cadillac XT6 gives buyers another choice for an American-made, three-row luxury SUV. But both face stiff competition from the Audi Q7, BMW X5, Infiniti QX60, and Lexus RX350 L, all of which CR recommends.

Inside, every Legacy but the base model gets a giant, iPad-sized infotainment touch screen that controls everything from Apple CarPlay and Android Auto to climate functions.

All Legacy models will be equipped with Subaru's EyeSight system, which includes FCW, AEB, BSW, lane departure warning, adaptive cruise control, and now lane centering. A Front View Monitor system

presents a 180-degree view on the large center display that essentially helps the driver "see" through blind spots and can help with parking.

CR SAYS The Subaru Legacy has been a top performer in Consumer Reports' tests, with strong reliability and owner satisfaction ratings based on member surveys. This redesigned version looks to build on that heritage.





Jaguar I-Pace

Now Testing at Our Track

To find out whether a car is worthy of our recommendation, we first put it through a rigorous battery of tests at our track. Before our official verdicts, here's a look at the cars and SUVs we're testing now—and what we think of them so far.

2019 Jaguar I-Pace

New EV aims to take on Tesla with luxe appointments—but long charging times and other quirks give us pause

THE 2019 JAGUAR I-PACE is the first real electric vehicle that can truly challenge Tesla. It's purpose-built EV that delivers long range and the accommodations that buyers expect in a luxury car.

We recently purchased our own I-Pace to put through CR's testing regimen. After a few weeks with the car, these are our first impressions.

WHAT WE LIKE ... SO FAR

We're impressed with how solid and quick our I-Pace is. The Jaguar feels like a luxury car built by a luxury car company, and its more conventional interior design is different from Tesla's radical, minimalist approach. The front seats are roomy, comfortable, and supportive for long drives—at least, as far as a charge allows.

The driving experience can best be described as delightful. As expected from an EV—particularly a sporty luxury model—acceleration is superb. We've found the interior to be mostly quiet, much more so than that of the Tesla Model X and 3. The I-Pace is also quite nimble for such a large car, and its firm ride is composed and comfortable over most bumps.

WHAT WE DON'T

So far, it's been taking about an hour of charging with an ordinary 240-volt charger for every 5 miles of range. Jaguar says the battery can charge 80 percent in 40 minutes through a DC fast charger, but those are still not as easily found or conveniently located as Tesla's proprietary Supercharging network.

Even though the cabin is mostly quiet, some tire and road noise does come through, slightly marring the otherwise premium experience.

The touch screen is slow to respond to inputs, which we



found to be frustrating. We also found it a challenge to see out the rear window and know what's in the blind zone on either side. The nonstandard gear selector is a nuisance during parking maneuvers.

Although the two vehicles have a similar silhouette, the I-Pace is smaller than the Tesla Model X, which offers an optional third row. The Jaguar's rear seat is fine for two adults, but its modest cargo area can't fit larger items unless the rear seats are folded down.

WE'RE KEEPING AN EYE ON ...

The I-Pace's big, 90-kilowatt-hour battery gives the promise of a long driving range between charges. It has an Environmental Protection Agency rating of 234 miles, albeit in optimal test conditions. The real-life driving range, which will depend on driving style and the use of heat or air conditioning, is likely to be less than that. And, of course, we'll keep our eye on the range we get in cold weather.

Some drivers have found that



the infotainment system doesn't always make the "handshake" when a phone is plugged in or connected over Bluetooth. In addition, the rearview camera is slow to turn on and its tiny display does a poor job making up for the small rear window.

We've also noted that

the factory setting for the regenerative braking system doesn't aggressively slow the I-Pace when the driver's foot is off the accelerator, as it can in EVs from other manufacturers. A more aggressive style can be chosen in the settings menu.

WHAT WE BOUGHT

Model 2019 Jaguar I-Pace EV400 HSE **Price** \$86,841
Engine 394-hp dual electric motors, battery pack
Transmission Direct drive **Drive Wheels** All

2019 Chevrolet Blazer

A well-known nameplate returns on an in-between SUV



GENERAL MOTORS has revived the decades-old Blazer name and attached it to a new SUV that slots between the automaker's compact Equinox and three-row Traverse. We recently bought our own to test it out and see whether this new Blazer for a new era can carry the torch of its fondly remembered predecessors.

It's a tough and growing segment: The Blazer joins the new Honda Passport and redesigned Hyundai Santa Fe in the fight against the revamped Ford Edge and Nissan Murano, all two-row midsized SUVs.

WHAT WE LIKE ... SO FAR

We appreciate that the Blazer has a firm, controlled ride and a quiet cabin.

Its handling is competent overall; it isn't as agile as the Ford Edge but is better than the Nissan Murano, its two top competitors. The nine-speed transmission works well, complementing the engine's smooth power delivery.

Unlike SUVs that wore the nameplate in the past, today's Blazer has a more modern focus on styling, tech, and convenience features than ruggedness.

Inside, there are a number of premium touches, including

a padded dashboard and handsome stitching. Standard equipment includes an 8-inch touch screen, with GM's most recent, easy-to-use infotainment system.

In addition, the Blazer sports buttons and knobs for common functions, which we found to be useful. It's also compatible with Android Auto and Apple CarPlay, and it comes with lots of shortcuts that drivers can use through controls mounted on the steering wheel.

Other high-tech touches include a rearview mirror that can display a live video feed from a rear-mounted camera for a wider angle that isn't blocked by the rear headrests. Drivers who don't care for that can easily revert the mirror to its conventional approach if they find it too distracting.

The front seats offer decent comfort and support. A flat floor maximizes legroom in the rear, although it's not as roomy as the Ford Edge. The cargo area offers plenty of space to haul lots of stuff.

WHAT WE DON'T

The Blazer has an eye-catching exterior styling that's reminiscent of the current Chevrolet Camaro. However, its sharply sloping roofline has a big impact

on rear visibility. This makes the optional surround-view camera a welcome addition.

Most of the controls are straightforward, but the climate system's tiny, dimly lit buttons are under a ledge in the center stack. From some seating positions, they're difficult to see or operate. The system's large, round air vents (which are also similar to the ones in the Camaro) also serve as rotary temperature adjustments, which takes a little getting used to at first.

In the Camaro we found

that those low-mounted vents did a better job cooling our elbows and knees; we'll see how well they work here.

Important safety features such as forward collision warning (FCW) and automatic emergency braking (AEB) are available only on higher Premier and RS trimmed Blazers—and even then they are still only optional. We'd prefer them as standard equipment at all levels.

WE'RE KEEPING AN EYE ON ...

At first glance, the Blazer seems nicely equipped. Our V6 Leather model came outfitted with premium audio, remote start, blind spot warning (BSW), and rear cross traffic warning. However, it conspicuously lacks FCW and AEB—two safety features that we believe are important. Other significant omissions on our \$43,000 Blazer include a sunroof and an auto-up feature on all windows, both of which are commonly found on similarly priced competitors.

We will also perform our own fuel-economy tests to see how close the Blazer gets to its combined rating of 21 mpg from the EPA.



WHAT WE BOUGHT

Model 2019 Chevrolet Blazer Leather
Price \$43,290 Engine 305-hp, 3.6-liter 6-cylinder
Transmission 9-speed auto Drive Wheels All

2019 Audi A6

A comfortable mid-sized sedan gets some updates inside and out

THIS IS THE NEWEST version of the German carmaker's mid-sized sedan, and it competes against models such as the BMW 5 Series, Cadillac CTS, Genesis G80, and Mercedes-Benz E-Class.

We recently rented an A6 from Audi to see what has changed in its redesign. We'll know more once we buy our own and put it through CR's testing regimen.

WHAT WE LIKE SO FAR

The new A6 uses a smooth, strong 3.0-liter turbo engine that is ready to deliver power whenever it's asked to.

Optional 21-inch wheels with summer tires deliver a taut ride, but the car still feels composed. Everyone who drove the A6 commended its agile handling and satisfying steering weight and feedback.

One driver said the A6's interior is "an absolute jaw-dropper" in terms of style and presentation, and road, wind, and engine noise was nonexistent. Of course, that's to be expected on a car that sells for about \$75,000, like the one we drove.

The controls, although advanced, were easy for our testers to work with over time. There are two touch screens: The top one is mostly for infotainment, and the lower one is mostly for climate functions. Each press gives a vibrating feedback as confirmation, which we find to be helpful.

The seats have excellent support and a variety of adjustments, making them perfect for long drives. The nicely finished trunk is square-shaped and has plenty of room.

WHAT WE DON'T

The A6's low stance made it somewhat challenging to climb in or out, but the wide door opening helps ease the process. The rear seat has plenty of



room for two adults, but it's a tight fit for three, and the large central tunnel eats up legroom for the center position.

Cabin storage is limited, with just a shallow bin underneath the center armrest for a wireless charging pad and two USB outlets; there isn't room

for much else once a phone is plugged in and stored there.

And although it's great that FCW and city-speed AEB and pedestrian detection are standard, BSW should not be optional on the base Premium trim of such an expensive car. An additional driver assistance

package adds adaptive cruise control with lane centering. Shoppers beware: It can be challenging to determine which feature is in each package, so buyers should make it clear to their salesperson exactly which safety features they want.

WE'RE KEEPING AN EYE ON ...

The car occasionally exhibited a delay when accelerating from rolling stops or slow speeds, such as when merging onto a highway from an on-ramp or when jumping into a gap in traffic.

We didn't experience this lag in the A8 we own, which has the same engine but a different automatic transmission. Because this A6 came from Audi's press fleet, we also don't know what it went through before we drove it.

We will wait to purchase our own test vehicle until the A6 is available with the base engine, a 2.0-liter turbo. It will ultimately be the more popular version of the car, so we can see how it ranks against its peers.

WHAT WE RENTED

Model 2019 Audi A6 3.0T **Price** \$75,000 (est.) **Engine** 335-hp, 3.0-liter turbocharged 6-cylinder **Transmission** 7-speed dual-clutch automatic **Drive Wheels** All



2019 Honda Passport

Honda renewed this model for those who want an SUV that's smaller than a Pilot but bigger than a CR-V

THE 2019 HONDA PASSPORT expands the automaker's SUV lineup, fitting between the small CR-V and the three-row Pilot. This new five-passenger model competes against the Chevrolet Blazer, Ford Edge, Hyundai Santa Fe, and Nissan Murano.

It's essentially a Pilot that has been shortened by 6 inches and given a bit sportier visual flair, highlighted by more black trim elements, such as the pieces surrounding the fog lamps. There are some minor hardware changes, such as a firmer suspension, that are aimed at making handling more responsive than what you'd find on the Pilot.

We recently purchased our own to find out whether this in-between SUV should be on shoppers' lists. Ahead of our full test results, these are our initial thoughts.

WHAT WE LIKE SO FAR

The standout facet of the Passport is its smooth, refined engine. The 3.5-liter, 280-hp V6 is competitive in the Passport's class. The engine isn't strained

under acceleration, and there's plenty of power.

All the trims except the Elite come with front-wheel drive standard. (All-wheel drive is an option.) Only the Elite trim has standard all-wheel drive.

Visibility is quite good, and a standard multi-angle rearview

camera is useful when drivers must look around the Passport while parking or backing into or out of a parking spot. The tall, wide cabin feels spacious, with generous room all around for front- and even second-row passengers. There's plenty of interior storage, too.



WHAT WE BOUGHT Model 2019 Honda Passport AWD EX-L
Price \$39,937 Engine 280-hp, 3.5-liter 6-cylinder
Transmission 9-speed auto Drive Wheels All



All Passports come standard with FCW, AEB, lane keep assist (LKA), and lane departure warning (LDW). The EX-L and higher trims add BSW. When factoring in how much it costs to get important safety equipment, Passport undercuts the price on comparably equipped competitors such as the Blazer, Edge, and Murano.

WHAT WE DON'T

That stellar V6 is paired with a nine-speed automatic that occasionally hesitates, particularly when drivers accelerate from a rolling start. There's a pronounced delay when drivers try to jump into a gap in traffic.

The ride is a bit stiff compared with the Pilot, and the steering is rather slow to respond. Despite the firmness, there's hardly any added agility compared with the Pilot.

The interior has some quirks as well. Too many infotainment controls are relegated to a slow and clumsy touch screen, and the seats are firm and flat. The second-row seating is fine, but it isn't much roomier than in Honda's smaller and less expensive CR-V.

Access is also a problem: You have to take a hearty step up to get into the Passport, especially with AWD versions, which sit almost an inch higher off the ground than the Pilot does.

WE'RE KEEPING AN EYE ON ...

Our initial takeaway is that the Alabama-built Passport is more mundane than its outdoorsy marketing campaign would suggest. We are particularly interested in how well the engine and transmission will work together over time.

We'll soon see how it measures up against the Santa Fe, the all-new Blazer, and the freshened Edge.

2019 Volvo S60

Stylish and distinct from the competition—but its infotainment system is frustrating



FOR 2019, THE VOLVO S60 is a stylish compact luxury sedan that's new from the ground up. In fact, it's an entirely different car from the outgoing model. It competes against some impressive sedans, such as the Audi A4 and BMW 3 Series, both of which we recommend.

We recently purchased our own S60 so that we could put it through CR's testing regimen. After a few weeks with the car, we like the power the S60 provides, as well as the low-key but stylish interior, but we're not fans of the difficult-to-use controls. The jury remains out on a few issues, including fuel economy.

WHAT WE LIKE SO FAR

Like all other Volvos, the S60 has standard front-wheel drive. All-wheel drive is optional—but it's currently available only if buyers upgrade to the T6 model, which also includes a more powerful 316-hp turbocharged and supercharged four-cylinder engine.

The base engine in our car had plenty of power on tap for around-town drives and merging onto the highway. We also appreciated that the comfortable cabin blocked

out almost all wind, road, and engine noise.

The driving position lets drivers get a good view of the road, and we like that our car has a traditional shift lever. There's lots of room in the deep trunk and plenty of cubbies in the center console, too.

The 2019 Volvo S60 is at least 6 inches wider than most of its competitors, and it has a graceful and athletic appearance. Those who remember the utilitarian

Volvos of the not-so-distant past may find it ironic that modern models use their looks as a selling point today.

WHAT WE DON'T

The S60's handling and steering feel are tuned more for comfort than agility, but its relaxed handling makes for an odd mix with its rather stiff suspension and ride.

By far the biggest complaint about the new S60 is one shared with all new Volvos:

the Sensus infotainment system. It's the driver's interface to handle everything from climate control to the radio, and it's overly complex. Even a simple task such as adjusting the temperature keeps a driver's eyes off the road for longer than we feel is wise. At least it offers Android Auto and Apple CarPlay compatibility.

Despite the S60's high price, some interior materials feel noticeably cheap, including the hard armrest and the flimsy plastic panels on the backs of the front seats.

Automatic emergency braking and other advanced safety systems come standard, but BSW was a pricey extra on our base Momentum version; we had to buy the Premium Package to get it.

WE'RE KEEPING AN EYE ON ...

Volvo's minimalist interior design continues to be a source of debate among our testers—some find the S60's dashboard to be too spartan, but most said they appreciate its clean lines and simplicity.

Most of our testers found the driver's seat exceptionally comfortable for long rides, but some said it was too firm and disliked its lack of four-way lumbar adjustment.

We also intend to retest Pilot Assist, Volvo's version of a partially automated driving system that can keep the car centered in its lane and control its speed. Pilot Assist currently sits at the bottom of our rankings of these systems.

So far, we've averaged about 25 mpg in a mix of highway and city driving, compared with the S60's EPA rating of 28 mpg combined. We will put the S60 through our own fuel-economy tests to find out just how efficient it is in real-world driving.



WHAT WE BOUGHT

Model 2019 Volvo S60 T5 FWD Momentum **Price** \$47,110
Engine 250-hp, 2.0-liter turbocharged 4-cylinder
Transmission 8-speed auto **Drive Wheels** Front





Practically Perfect SUVs

If you're in the market for a compact SUV, you're not alone—these versatile vehicles are more popular than ever. But which one is right for you? We pit the all-new 2019 Toyota RAV4 against our top-rated compact SUVs to find out.

Subaru Forester



FOR 2019, SUBARU made a lot of improvements beneath the Forester's familiar exterior design but didn't alter the SUV's sensible, no-nonsense character. The result is a smart, small SUV with a roomy interior, great fuel economy, and a full roster of standard safety equipment.

The spacious cabin has easy-to-use controls, plenty of headroom, and phenomenal visibility from all angles. Most versions come with a power seat that is comfortable and supportive. Rear-seat access is easy, and there is plenty of headroom and legroom.

Opening the power liftgate reveals a wide, square-shaped space that can swallow a fair amount. Fold down the rear seat and you can even fit a bicycle with both wheels on.

The 2.5-liter four-cylinder engine has more horsepower than the one in the previous model, but it doesn't translate to quicker acceleration. The Forester feels responsive in everyday driving, even though its 9.2-second 0-60 mph time trails some competitors. Fuel economy of 28 mpg overall is impressive, tying the Honda CR-V EX for the best mileage of any small SUV that's not a diesel or hybrid.

The continuously variable transmission is largely unobtrusive. It's only under heavy acceleration—such as when making a quick merge—that the transmission amplifies the engine noise.

The Forester is one of the better riding models in the



category, and it benefits from responsive handling with less body roll and quicker steering than the previous model.

The Forester falters only when it comes to refinement. Despite improvements over the last model, engine noise is still noticeable and some interior materials look cheap.

Forward collision warning (FCW), automatic emergency braking (AEB), lane departure warning (LDW), and lane keeping assist (LKA) are standard. Blind spot warning (BSW) is optional on Premium and Sport trims.

BEST VERSION TO GET

The Premium trim includes BSW, a power driver's seat, rear air vents, a sunroof, and aluminum wheels. The Limited trim adds convenience and luxury items, such as leather upholstery, a bigger infotainment screen, and dual-zone automatic climate control.

VITAL STATS



Price as tested
\$29,341

Trim line Premium

Drivetrain
182-hp, 2.5-liter 4-cyl. engine; continuously variable transmission; AWD

Overall fuel economy 28 mpg

Reasons to Buy

- Impressive fuel economy
- Spacious interior with great visibility
- Comfortable ride
- Standard EyeSight safety features

Reason to Skip

- Noticeable engine noise

Mazda CX-5




THE MAZDA CX-5 is one of the best small SUVs we've tested. In addition to its comfortable ride and quiet cabin, it offers sporty handling and dynamic styling, both of which differentiate the CX-5 from more rational choices like the Forester and CR-V.

The standard 2.5-liter, 187-hp, four-cylinder engine and six-speed automatic transmission make for a responsive and unobtrusive powertrain. However, we measured an average fuel economy of 24 mpg overall on the Touring AWD model we bought, which doesn't stand out in the class. An optional turbocharged four-cylinder bumps horsepower up to 227.

We like the CX-5's responsive handling, and its steady, compliant ride is among the best in its class at absorbing bumps. We also like how the CX-5 steers nicely, with a satisfying responsiveness and precision.

The cabin is noticeably quiet, and it benefits from the soft-touch dashboard and door panels, visible stitching details, and touches of chrome trim that add class. In fact, we think it looks almost as good as some luxury SUV cabins we've evaluated. The new-for-2019 Signature model spruces things up even more, with additional upscale leather trim.

Both the front and rear seats are comfortable, and there are plenty of storage cubbies, USB ports, and bins up front. The rear seat is easy to access,



though the CR-V and Forester are roomier.

The infotainment system requires multiple steps for some simple tasks, and the touch screen works only at parking speeds. (A rotary knob works at all speeds.) Android Auto and Apple CarPlay are standard on most trims. Climate control functions get physical buttons and knobs, but they're mounted inconveniently low. Outward visibility is good, though chunky rear pillars partly obscure the rear view. FCW and city-speed AEB come standard, as does BSW.

BEST VERSION TO GET

We would gravitate toward the Touring with the Preferred Equipment package for a little extra luxury. It adds a sunroof, upgraded Bose audio system, and a power liftgate.

VITAL STATS



Price as tested
\$29,530

Trim line Touring

Drivetrain
187-hp, 2.5-liter 4-cyl. engine; 6-speed automatic transmission; AWD

Overall fuel economy 24 mpg

Reasons to Buy

- Sporty handling makes for fun driving
- Upscale interior approaches the fit and finish of a luxury SUV
- Standard AEB

Reasons to Skip

- Fuel economy doesn't stand out
- Controls require some getting used to

Honda CR-V



ONE OF THE MOST well-rounded SUVs on the market, the CR-V is an ideal blend of fuel economy, technology, size, and price. It's even a viable alternative to larger, mid-sized SUVs. The only real drawback is a lack of standard advanced safety features on the base LX version.

We tested two CR-V trims: a base LX and a midlevel EX. The LX is powered by a 2.4-liter four-cylinder, and all other trims use a 190-hp, 1.5-liter turbo that delivers more low-end punch. The turbo works well with the CVT.

In our tests, we got 27 mpg overall in our all-wheel-drive LX, and our AWD EX CR-V returned 28 mpg overall.

Handling is responsive, with contained body roll and quick steering, but it's not as sporty as a Ford Escape or Mazda CX-5. Though the suspension skews firm, the ride is compliant and composed.

The only sounds that penetrate the cabin are low levels of wind and engine noises, which contributes to the CR-V's substantial and premium feel.

There's a decidedly upscale feel to the interior, with soft-touch materials throughout. The front cloth seats are comfortable, particularly in the EX and higher trim lines, which get a power seat with four-way lumbar adjustment. Rear-seat room is generous and easily accessed through doors that



swing out almost 90 degrees. The seats have thick, firm, and supportive back and bottom cushions.

The base radio is easy to use, but the optional 7-inch touch-screen infotainment system is frustrating: Some common functions require multiple distracting steps, and it is tedious to scroll through the trip info in the instrument cluster. At least it comes with Android Auto and Apple CarPlay.

Last, we think FCW, AEB, and BSW should be standard on all trims, not just EX and higher ones.

VITAL STATS



Price as tested
\$26,245/\$28,935

Trim line LX/EX

Drivetrain

184-hp, 2.4L 4-cyl.; CVT; AWD/190-hp, 1.5L 4-cyl. turbo; CVT; AWD

Overall fuel economy 27/28 mpg

Reasons to Buy

- Ties for best-in-class fuel economy for a non-hybrid
- Spacious interior with the best rear seat in its class
- Responsive handling
- Standard advanced safety equipment on EX trim and above

Reasons to Skip

- Fussy infotainment system
- Ride is somewhat firm
- No advanced safety gear on |base trim
- Popular options bundled in rigid packages

BEST VERSION TO GET

For the ideal balance of affordability and amenities, we would go for an EX. It comes with a power driver's seat, heated seats, and a sunroof. It also includes safety features such as AEB, BSW, and LKA—all for under \$30,000.

Toyota RAV4



THE POPULAR RAV4 gets a more rugged appearance for 2019. Its engine makes more power, and it is now matched with an eight-speed automatic transmission. Consequently, the RAV4 is relatively quick and frugal, running 0-60 in 8.3 seconds and recording 27 mpg overall at our track.

However, the noisy engine suffers from a harsh, irritating drone, and the shifts aren't the smoothest.

There is also a RAV4 Hybrid, and its electrified drivetrain gives it a livelier feel than the gas-only car. (We have not fully tested the RAV4 Hybrid, but we rented one from Toyota.)

Handling and steering response are improved, but the ride feels stiffer and transmits more impacts into the cabin than before.

By making the RAV4 incrementally shorter, wider, and lower than its predecessor, Toyota also reduced rear-seat room and cargo space. The increased ground clearance and a lower roof make it more difficult to enter the car, and rear headroom is limited, too.

The driver's seat is a comfortable fit for both tall and short people. Visibility is good at the front and sides, but thick rear pillars create significant aft blind spots.

The padded dashboard and leather-wrapped steering wheel are nice touches for the segment, but hard plastic trim pieces feel bland—bordering on cheap. The



Adventure trim looks better dressed with a few, simple contrasting elements.

Most controls are clear and easy to use, except for some tiny buttons around the infotainment screen. Oddly, most controls on the door are not lit at night. The touch screen is Apple CarPlay compatible, but it does not support Android Auto yet.

FCW, AEB, LDW, and LKW are all standard. BSW and rear cross traffic warning are standard on all but the base vehicle.

VITAL STATS

74

OVERALL SCORE

72

ROAD-TEST SCORE

Price as tested
\$32,019

Trim line XLE

Drivetrain 203-hp, 2.0-liter 4-cyl. engine; 8-speed automatic transmission; AWD

Overall fuel economy 27 mpg

Reasons to Buy

- Good fuel economy
- Long roster of standard safety equipment

Reasons to Skip

- Noisy engine
- Unimpressive interior quality with cheap-feeling materials
- Ride feels too firm

BEST VERSION TO GET

The XLE trim keeps the cost down but makes desirable options available, including a power driver's seat with lumbar adjustment and a power liftgate. Buyers who choose AWD can get the Weather Prep package with a heated steering wheel and rain-sensing wipers.

Best New Vehicles Under \$30K

Affordable cars come in all shapes and sizes. From sports cars to minivans, these are our top-rated recommendations for vehicles with starting prices that are less than \$30,000.







AT FIRST BLUSH the Legacy is a great all-around sedan, thanks to its standard all-wheel drive and reasonable price. But dig deeper and you'll realize it's even better—this Subaru doesn't force the owner to make compromises.

The Legacy's plush ride, responsive handling, and capable braking rank among the top competitors in the category. In fact, outside of its unexciting acceleration numbers, the Legacy is tops among midsize sedans in almost every other track-performance measure.

With its standard all-wheel drive, we appreciate the Legacy's additional traction when inclement weather arrives. The Nissan Altima and the now-discontinued Ford Fusion are the only other sedans in the category to offer AWD.

Even with its 2.5-liter four-cylinder engine and standard AWD, the Legacy doesn't penalize drivers at the pump, returning a decent 26 mpg overall. A 256-hp, six-cylinder engine is available in the 3.6R version, which transforms the car with quick, effortless acceleration and a more refined overall experience.

The roomy driving position, best visibility in the class, and comfortable seats put the Legacy on a higher plane than its competitors. No matter the seat passengers choose, once they open the wide doors and climb inside, they'll find plenty of headroom, legroom, and knee room.



The Legacy's infotainment system makes it easy to pair and use a phone, stream music, and use apps. The other controls are a model of simplicity.

Last, forward collision warning (FCW), automatic emergency braking (AEB), and blind spot warning (BSW) are all standard for 2019.

An updated Legacy is coming in 2020. It swaps the current car's optional six-cylinder for the choice to upgrade to a turbo-four, and adds a large touch screen to the dashboard. Read more about it on page 14.

VITAL STATS



Price as tested
\$24,837

Trim line 2.5i Premium

Drivetrain 175-hp, 2.5-liter 4-cyl. engine; continuously variable transmission; AWD

Overall fuel economy 26 mpg

Reasons to Buy

- One of the most affordable AWD midsize sedans
- Comfortable ride with responsive handling
- Excellent visibility

Reason to Skip

- Leisurely acceleration with the 2.5-liter engine

USED-CAR ALTERNATIVE

There aren't many AWD midsize sedans available, so consider a used 2016-2018 Legacy—it's a less expensive version of the same car. Buyers can get a 2015-2017 Audi A4 or BMW 3 Series XDrive, which are luxury, sporty AWD options.



PHOTO, PREVIOUS SPREAD: THE GOOD BRIGADE/OFFSET

SUBCOMPACT SUV
Subaru
Crosstrek



THE CROSTREK TOPS our subcompact-SUV ratings, thanks to its mix of versatility and livability.

This subcompact SUV's suspension shrugs off bumps and ruts, and delivers a controlled ride. Its handling is responsive, its steering is reasonably hefty, and its body lean is nicely contained, but the Crosstrek still isn't as lively to drive as the similarly sized and priced Mazda CX-3.

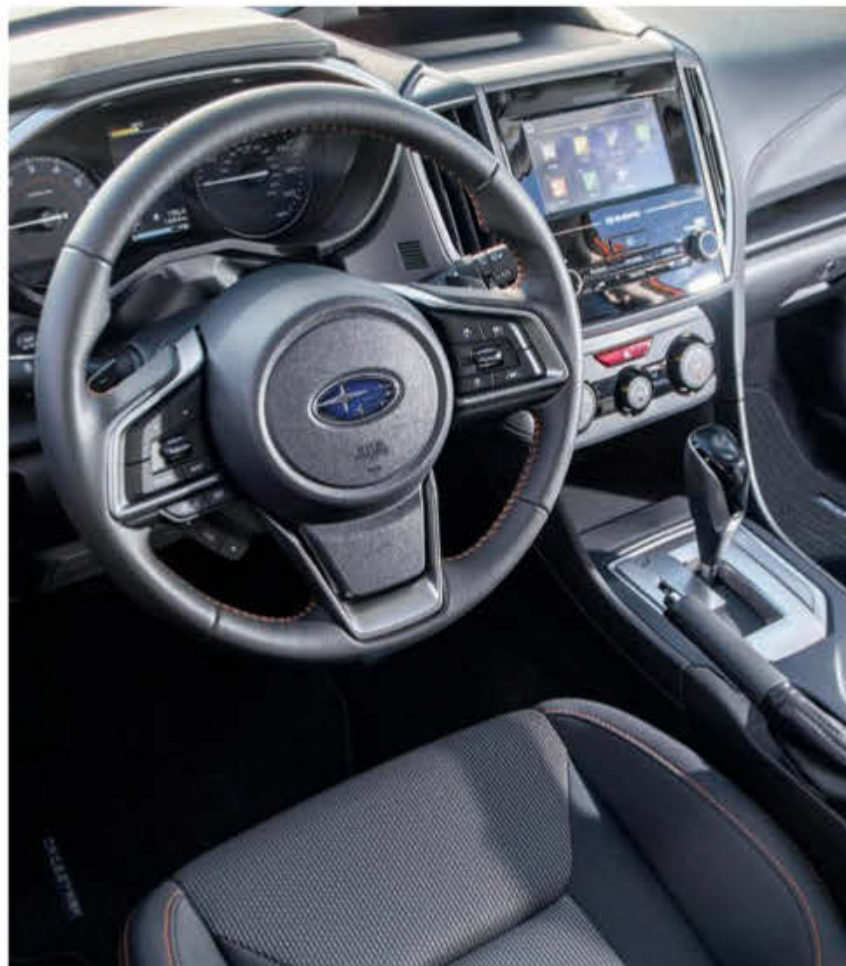
Subaru's 2.0-liter, four-cylinder engine is mated to a continuously variable transmission, and it provides just enough juice for most situations. However, this standard powertrain can feel strained when pushed. On the bright side, its 29 mpg overall is commendable for the segment. A plug-in hybrid version is also available for 2019.

Bonus: When the ground turns snowy, muddy, or rough, the Crosstrek's elevated ground clearance and standard all-wheel drive make it a wise choice.

There is ample room inside the Crosstrek, although the driver's right knee space can be limited by the intruding center console.

We found that the front seats are pretty basic and could use more support for long drives—and lumbar adjustment isn't available. The rear seat is roomy for the class and offers decent thigh support, and there's a handy amount of cargo room.

The interior quality is merely average, but the



controls are refreshingly simple to use and the gauges are clear. Drivers can navigate the touch-screen infotainment system easily, and both Android Auto and Apple CarPlay are supported. Heated front seats come standard on the Premium model, too.

All trims except the base 2.0i can be equipped with the EyeSight safety system, which includes FCW, AEB, and BSW.

If you're looking for a larger vehicle, check out our guide to compact SUVs starting on page 22. Many cost less than \$30,000.

VITAL STATS



Price as tested
\$25,905

Trim line 2.0i Premium

Drivetrain 152-hp, 2.8-liter 4-cyl. engine; continuously variable transmission; AWD

Overall fuel economy 29 mpg

Reasons to Buy

- Good fuel economy for its class
- Rides comfortably
- Easy-to-use controls

Reasons to Skip

- Lackluster acceleration
- Engine feels (and sounds) strained when pushed
- Front seats are short on lower-back support

USED-CAR ALTERNATIVE

A first-generation Crosstrek (2016-2018) is a great choice, with similar virtues at a \$5,000 or greater savings. A sportier choice is a 2013-2017 Mazda CX-5, and a more luxurious option is a 2013, 2014, or 2016 Acura RDX.

Mazda CX-5



HYBRID
Toyota
Prius



THE PRIUS IS a versatile hybrid hatchback that gets an exceptional 52 mpg in our tests. It's both practical to own and pleasant to drive.

In most driving situations, the Prius has sufficient oomph, with the electric drive providing a smooth start. That said, it's far from quick—especially at higher speeds. It took a leisurely 10.3 seconds in our tests for the Prius to go from 0 to 60 mph.

The well-tuned continuously variable transmission (CVT) keeps engine revs at a reasonable level, unless the driver has to accelerate hard.

The Prius' ride feels comfortable and steady. The regenerative brakes can be a little difficult to modulate for smooth stops—a common issue with hybrids.

The interior is modern but sometimes quirky. For example, the instrument panel is located in a center dashboard pod instead of directly behind the steering wheel, and despite an optional large touch screen, neither Android Auto nor Apple CarPlay is available. The gear selector is unintuitive and lacks some safeguards that would prevent the vehicle from unintentionally rolling away.

The seats lack back and thigh support, there's not enough padding for the front armrests, and the car's low stance means passengers have to drop down into the front seat. And though



the sloping roof may help with front headroom and aerodynamics, it means rear-seat passengers must duck their heads to get in.

The Prius received a mild refresh for 2019. It gets a softer exterior design and new names for the different trim levels. All-wheel drive is now optional, and Toyota claims it decreases fuel economy only a small amount. The Prius comes standard with FCW, AEB, lane departure warning (LDW), and lane keep assist (LKA), but BSW remains optional.

VITAL STATS

78

OVERALL SCORE

75

ROAD-TEST SCORE

Price as tested
\$27,323

Trim line XLE

Drivetrain 121-hp, 1.8-liter 4-cyl. hybrid; continuously variable transmission; front-wheel drive

Overall fuel economy 52 mpg

Reasons to Buy

- Phenomenal fuel economy
- Hatchback versatility
- Standard advanced safety equipment

Reasons to Skip

- Android Auto and Apple CarPlay aren't available
- Low stance can be hard to access
- Expensive to get some desirable features

USED-CAR ALTERNATIVE

If you want BSW, leatherette seating, and wireless charging, consider a used 2016-2018 Prius with a higher trim level. If you want a larger hybrid, the 2016-2018 Toyota Camry and Avalon make sense.



SPORTS CAR
Hyundai Veloster



THE VELOSTER IS a great choice for buyers who want a less expensive car that's quick and fun to drive. This little speedster even adds a dose of practicality with its hatchback and unique three-door configuration that allows easier rear-seat access.

The 201-hp, four-cylinder turbo engine in the midlevel R-Spec trim responds almost instantly when the driver presses on the gas pedal, producing hearty levels of power.

The six-speed manual transmission—somewhat rare these days—is a joy to use, thanks to its crisp and precise action. The clutch pedal is light and linear, making this an easy car to drive, even for people less skilled with a stick shift. Fuel economy is decent, at 29 mpg overall.

The R-Spec delivers lively handling and quick steering. Equipped with grippy, high-performance summer tires, the Veloster achieved the fastest speed we've ever recorded in CR's avoidance maneuver test, which simulates an emergency swerve around an obstacle.

But the stiff suspension makes for a hard and choppy ride. The limited steering-wheel adjustment range and intrusive center console make it difficult to find a comfortable driving position, and boy is it loud. Overall, the Veloster is less sophisticated than a Volkswagen GTI but is similar to a Honda Civic Si.

The Veloster's small rear



passenger-side door makes it easier to get in the back, but rear-seat space is very limited for adults, and there's no driver-side rear door.

Climate and audio controls are straightforward, and Android Auto and Apple CarPlay come standard.

The car's low stance, sloping roof, and small side and back windows hurt visibility, making parking maneuvers a real chore.

FCW and AEB come standard, except on the high-performance N trim. BSW is standard on some trims but isn't available on the R-Spec.

VITAL STATS



Price as tested
\$23,785

Trim line Turbo R-Spec

Drivetrain 201-hp, 1.6-liter 4-cyl. engine; 6-speed manual transmission; front-wheel drive

Overall fuel economy 29 mpg

Reasons to Buy

- Sporty, responsive handling
- Precise manual shifter with a light clutch
- Instant acceleration

Reasons to Skip

- Rough ride can get tiring on longer trips
- Lots of noise in the cabin
- Some safety features aren't available on all trims

USED-CAR ALTERNATIVE

A 2016-2017 Subaru BRZ might not be lightning-quick, but its agile, balanced handling is the main event. Still, the stiff ride can be taxing. The Scion FR-S and Toyota 86 are similar.



MINIVAN
Kia Sedona



IF YOU'RE LOOKING to pay less than \$30,000 for a vehicle that seats eight, the only choice that gets our recommendation is the Kia Sedona. But be warned: The price climbs quickly when you add features that make the Sedona a good value.

The midlevel EX we tested had two-tone heated leather seats and loads of extras. Unfortunately, its starting sticker price was \$33,300. To get a Sedona for \$30,000 (not including the destination fee), buyers will have to choose the LX trim and give up a lot more than leather, because the LX lacks key safety features, such as FCW, AEB, and LDW.

In our testing, we found that the Sedona's positive first impressions vanish as soon as it's in motion. The biggest letdown is the ride, which is much too stiff for a family-mobile. Our van also suffered from a cacophony of squeaks and rattles.

The 3.3-liter V6 engine is smooth and powerful, and remains quiet even when it's pushed hard. But try threading the Sedona through freeway traffic, and its vague steering rears its ugly head. Nobody expects a minivan to handle like a Porsche, but the Sedona's lack of precision falls well short of minivan rivals, including the Toyota Sienna and Honda Odyssey.

The second-row seats aren't removable, which prevents the Sedona from providing the open, flat floor that other minivans have. The seats slide



VITAL STATS



Price as tested
\$34,795

Trim line EX

Drivetrain 276-hp, 3.3-liter 6-cyl. engine; 8-speed automatic transmission; front-wheel drive

Overall fuel economy 20 mpg

Reasons to Buy

- Easy access and plenty of room
- Smooth, powerful engine
- Lots of available features

Reasons to Skip

- Handling lacks agility
- Overly stiff ride
- Dearth of available options at the EX trim level

forward and tuck up against the front row, but they limit overall cargo room.

In the end, we recommend that minivan buyers pay a little more for a better-equipped Sedona EX or get a new or used Toyota Sienna, depending on their budget.

If you don't need to seat eight, the Subaru Forester (on page 24) costs less than the Sedona, is more enjoyable to drive, and gets standard advanced safety features. The Kia Sorento seats seven and also starts below \$30K, although its advanced safety features are optional.

USED-CAR ALTERNATIVE

The 2015-2016 Toyota Sienna has a comfortable ride and a smooth powertrain, and it is available with all-wheel drive—quite rare for a minivan. Like the Sedona, it gets 20 mpg overall and seats up to eight passengers.

Toyota Sienna



SUBCOMPACT CAR
Honda Fit



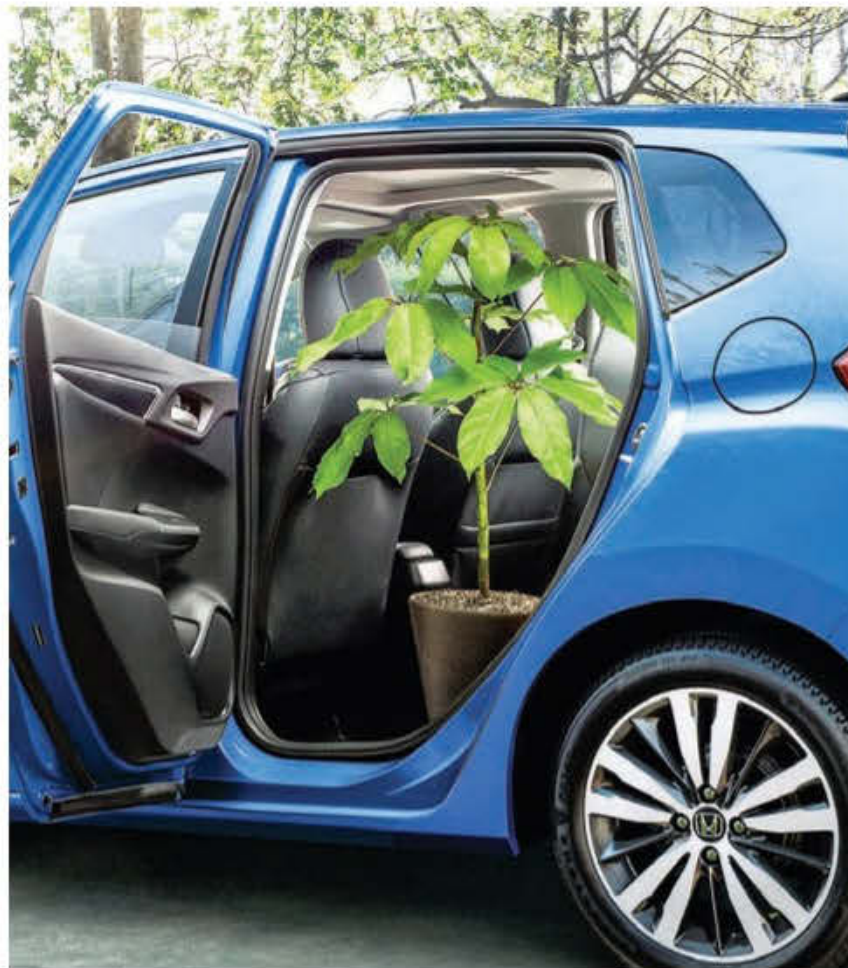
THIS HONDA HATCHBACK packs SUV-like cargo room in an easy-to-park size. That versatility—plus its good fuel economy and responsive handling—help make the Fit our top-rated subcompact car.

The Fit is an ideal city car. It gets 33 mpg overall, boasts excellent visibility, and folds its multifunction rear seat in ways that maximize space. The front-passenger seat can fold flat for long cargo, and the rear seatbacks can either lay forward or the cushions can flip up. Either way, the low floor helps owners easily carry tall items—it can even fit a bicycle.

As good as the Fit is in urban settings, it's limited by many of the same shortcomings common among subcompacts. Ultimately, it's not a good choice for a long drive. The cabin starts out loud and gets worse when the continuously variable transmission winds up. Its handling is responsive, but the Fit has a stiff ride.

Thanks to its tall roof, it's easy to get in and out of the Fit. Some passengers felt the rear seat was even easier to access than the front, thanks to plenty of foot room and a very square door that reduces the need for passengers to duck. The front seat may have to be moved forward to fit certain child seats in the rear.

Just because the Fit is affordable doesn't mean it lacks features. Opting for the EX trim adds a sunroof



and paddle shifters; the EX-L includes heated leather seats. But the button-free touch-screen radio on EX and higher trims is a frustration, and the seats and driving position aren't very comfortable. The Fit LX has a more basic audio system without the touch screen.

Honda Sensing, which includes FCW, AEB, lane keeping assist (LKA), and advanced cruise control (ACC) is optional for LX and Sport trims with automatic transmissions—and comes standard on the EX and EX-L.

USED-CAR ALTERNATIVE

For the same price as a new Fit, you could get a used 2016-2018 Civic sedan or hatchback. It won't have the same cargo versatility, but the Civic is more pleasant to drive and more comfortable for trips.

Honda Civic Hatchback



VITAL STATS



Price as tested \$19,025
Trim line EX
Drivetrain 128-hp, 1.5-liter 4-cyl. engine; continuously variable transmission; front-wheel drive
Overall fuel economy 33 mpg

- Reasons to Buy**
- Trick interior swallows everything from boxes to bikes
 - Great visibility and access
 - Easy to park in the city

- Reasons to Skip**
- Loud and harsh on highway trips
 - Key safety features are optional

Ratings & Reference

Tires, standout vehicles, ratings, vehicle profiles, and testing data

Top-Rated Tires

You can save money when buying replacement tires without skimping on safety or longevity.

SHOPPING FOR NEW TIRES can be a daunting task. You can look at and feel them, but that's no way to tell which ones provide the best grip, the longest life, or the shortest stopping distance. That's why Consumer Reports evaluates 50 or more tire models each year, with each going through as many as 14 rigorous tests.

Spend More, Get More

We've found that 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 they'll probably be worth the added cost in the long run.

For example, a \$130 tire that lasts twice as long as an \$87 tire is a better investment, assuming other factors are equal. Still, the cheaper tire may be fine if you won't be keeping your car for long. Many tires have a pro-rated treadwear warranty. But consult our tread-life ratings and estimated mileage for a direct comparison on how long a tire will last.

Some tires with lower rolling resistance allowed our test cars to get 1 to 2 more mpg than tires with the highest rolling resistance. But don't be quick to judge: The mileage you get with brand-new, low-resistance tires may initially be worse than the old tires you're replacing. That's because tires with tens of thousands of miles of wear have less tread and perform more like low-rolling resistance tires.

We recommend sticking with the same type and size tire that came on your car originally. First, check our 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 high in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

Every Season Covered

While regular all-season tires are typically rated T (118 mph) and H (130 mph), many new cars come with

V-rated (149 mph) performance all-season tires. These deliver better grip at the cost of some tread life. Most don't carry a price penalty for that better performance, and there are some bargains available. A few also offer good snow and ice traction.

How Long Will They Last?

Our latest testing of all-season, performance all-season, ultra-high performance (UHP) all-season car tires, and tires for SUVs and trucks includes the projected wear-out mileage in place of the five-point tread life rating scale we used in the past.

To determine longevity, we test tread life at a lab in Texas. Depending on the category, each tire is driven 16,000 to 20,000 miles or more on public roads. We've been conducting this type of test for several years.

We found that more than half of the all-season and performance all-season tires we tested could be expected to last 65,000 miles or more, and several could top 85,000 miles.

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.

The General Altimax RT43 was the top-rated all-season tire, and it had a projected tread life of 80,000 miles.

The longest lasting tire was the Yokohama Avid Ascend. It had a tread life of a whopping 100,000 miles based on our test.

UHP all-season tires deliver high levels of grip and handling on wet and dry roads but give up some winter traction. They're a good choice for sporty sedans and coupes, and can be expected to last an average of 49,000 miles. In comparison, the all-season tires we evaluated averaged about 74,000 miles.

New Tires Just for SUVs

Tires traditionally have been distinguished as either for cars or trucks. With SUVs now more popular than cars, it's appropriate for them to have their own tires.

All-season car and truck tires often fit car-based SUVs, also called crossovers. But these new tires are designed specifically for the performance, weight, light-duty towing, and mild off-roading capability of many crossovers.

Some of the top performers from our tests include:

The Goodyear Assurance CS Fuel Max has well-balanced all-weather performance and impressively low-rolling resistance for good fuel efficiency. But projected tread life is just 40,000 miles based our test.

While Kumho's Crugen Premium doesn't excel in any one category, it

The Trouble With Warranties

If your new tires wear out prematurely, the manufacturer's pro-rated tire treadwear warranty typically provides only a partial credit for the miles you didn't get, good toward the purchase of an identical or similar tire from the same maker.

The credit is applied to the dealer's retail price, which may not include discounts.

There could be other restrictions, too. Your tires may have to show even wear across the tread, or you may have to document in writing that your tires were rotated at prescribed intervals, usually every 5,000 miles.

offers well-rounded performance and long tread life at an economical price.

The Bridgestone Dueler H/L 422 Ecopia has outstanding low-rolling resistance for fuel efficiency without sacrificing all-season performance. Predicted tread life is 65,000 miles.

And last, the affordable Sumitomo HTR Enhance C/X is distinguished by strong hydroplaning resistance and a solid tread life of 60,000 miles.

Keep Your Tires in Top Condition

Many of today's tires last 50,000 miles or more before wearing out. But to get the most out of your tires—and keep you and your family safe—you still need to do some easy routine maintenance.

- Check the air pressure each month when the tires are cold (before driving more than a few miles). Inflate them to the air pressures that's listed on the door jamb, inside the glove box, or on the fuel-filler door. Don't use the pressure on the tire's sidewall; that's the maximum pressure for the tire.

- Road hazards such as debris and potholes can damage tires. Replace any tires that have cracks, cuts, or bulges in the sidewall or tread.

- Check for uneven treadwear, which typically denotes poor wheel alignment or worn suspension components, and have both checked by a shop. Also have your vehicle's alignment and suspension checked before mounting new tires to avoid premature wear.

- Stay within the vehicle's weight capacity listed on the door jamb placard. Overloaded tires run hotter, increasing the chance of a failure.

- Measure tread depth with a quarter. If the top of Washington's head is just visible when the quarter is placed upside down in a tread groove, the tread has about 4/32-inch depth. That's enough to offer some all-weather grip, but it's time to start shopping for replacement tires.

Under Pressure

Tire Pressure Monitoring Systems (TPMS) have been standard equipment

in new cars since model year 2008.

The federal requirement stipulates that the car be able to monitor the pressure and alert the driver when it drops significantly, but it doesn't specify the technology.

Many wheels are fitted with sensors that monitor the pressure and send the data wirelessly to the car's instrument panel. These systems, called direct TPMS, may require batteries that must be replaced after several years, often leading to replacing the entire sensor. Some alert drivers to pressure loss with a warning light, but the better systems provide a readout of the tire pressure.

Indirect systems rely on the antilock brake sensors to measure wheel speed and interpret the pressure. These systems don't use pressure sensors and therefore can't display pressure. TPMS can warn of a significant drop in pressure, but the system isn't meant to replace routine manual checks.

For more information on tire maintenance, go to CR.org/tires.

	Rec.	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride comfort	Noise	Rolling resistance	Tested tread life (miles)
ALL-SEASON													
Recommended models are high-scoring tires suited for most weather conditions. Michelin Defender T+H	✓	General Altimax RT43 (T)	70	↑	↓	↑	↑	↑	↑	↓	↑	↑	80,000
	✓	Michelin Defender T+H	67	↑	↓	↑	↑	↑	↓	↓	↑	↓	90,000
		Continental TrueContact Tour	66	↓	↓	↓	↑	↑	↓	↓	↑	↑	95,000
		Falken Sincera SN201 A/S	66	↑	↓	↓	↑	↑	↑	↓	↑	↑	80,000
		Falken Sincera SN250 A/S (T)	66	↑	↓	↓	↑	↑	↓	↓	↑	↑	80,000
		Nexen Aria AH7 (T)	66	↑	↓	↓	↑	↑	↓	↓	↑	↑	90,000
		Yokohama Avid Ascend (T)	65	↑	↓	↓	↑	↑	↓	↑	↑	↑	100,000
		BFGoodrich Advantage T/A Sport (T)	63	↑	↓	↓	↑	↑	↓	↓	↓	↓	75,000
		Hankook Kinergy PT	63	↑	↓	↑	↑	↑	↓	↓	↑	↓	80,000
		Kumho Solus TA11	61	↑	↓	↓	↑	↑	↓	↓	↑	↑	75,000
		Pirelli P4 Four Seasons Plus	60	↑	↓	↓	↑	↑	↑	↓	↑	↑	85,000
		Bridgestone Ecopia EP422 Plus	60	↑	↓	↓	↑	↓	↓	↓	↑	↑	70,000
		Toyo Versado Noir	60	↑	↓	↓	↑	↑	↓	↓	↑	↑	75,000
		Firestone Champion Fuel Fighter	58	↑	↓	↓	↑	↓	↓	↓	↑	↑	60,000
		Firestone All Season	58	↑	↓	↓	↑	↑	↓	↓	↓	↑	60,000
	Uniroyal Tiger Paw Touring (T)	58	↑	↓	↓	↑	↓	↓	↑	↓	↓	75,000	

Rec.	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride comfort	Noise	Rolling resistance	Tested tread life (miles)
	Kelly Edge A/S	56	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬇	⬆	60,000
	Uniroyal Tiger Paw Touring (H)	56	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬇	⬆	70,000
	Sumitomo HTR Enhance L/X (T)	54	⬆	⬆	⬆	⬆	⬆	⬇	⬆	⬆	⬆	65,000
	Sentury Touring	53	⬆	⬆	⬆	⬆	⬆	⬇	⬆	⬆	⬆	50,000
	Milestar MS932 Sport	50	⬆	⬆	⬆	⬆	⬇	⬇	⬆	⬇	⬇	55,000
	Westlake Radial RP18	49	⬆	⬇	⬆	⬆	⬇	⬇	⬆	⬆	⬆	55,000


ALL-SEASON Continued

Rec.	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride comfort	Noise	Rolling resistance	Tested tread life (miles)

PERFORMANCE ALL-SEASON

<p>Recommended models are high-scoring tires that have good grip in most weather conditions.</p> <p>Michelin CrossClimate +</p> 	✓	Michelin CrossClimate +	75	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	75,000
	✓	Continental PureContact LS	71	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	90,000
		General Altimax RT43 (V)	66	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	70,000
		Goodyear Assurance WeatherReady	64	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	75,000
		Michelin Premier A/S	64	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	80,000
		Pirelli Cinturato P7 All Season Plus	64	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	70,000
		Vredestein Quatrac 5	62	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	50,000
		Atlas Force HP	61	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	65,000
		Falken Sincera SN250 A/S (V)	61	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬆	⬆	75,000
		BFGoodrich Advantage T/A Sport (V)	60	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬆	⬆	80,000
		Firestone Firehawk AS	60	⬆	⬆	⬆	⬆	⬇	⬆	⬆	⬆	⬇	60,000
		Nokian WRG4	59	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬆	⬆	60,000
		Yokohama Avid Ascend (V)	59	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬆	⬆	75,000
		Bridgestone Turanza Serenity Plus	59	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	65,000
		Goodyear Eagle Sport All-Season	58	⬆	⬆	⬆	⬆	⬇	⬇	⬆	⬆	⬆	80,000
		Bridgestone DriveGuard	56	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	⬆	55,000
		Uniroyal Tiger Paw AWP3	56	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬆	⬆	65,000
		Nokian enTYRE 2.0	55	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬆	⬆	70,000
		Cooper CS5 Ultra Touring	55	⬆	⬆	⬆	⬆	⬇	⬇	⬆	⬆	⬆	60,000
		Kumho Solus TA71	54	⬆	⬆	⬆	⬆	⬆	⬇	⬆	⬆	⬆	50,000
	Toyo Extensa HP II	54	⬆	⬇	⬆	⬆	⬇	⬇	⬆	⬆	⬆	55,000	
	Sumitomo HTR Enhance L/X (V)	53	⬆	⬆	⬆	⬆	⬇	⬇	⬆	⬆	⬆	65,000	
	Toyo Celsius	53	⬆	⬇	⬆	⬆	⬆	⬆	⬆	⬆	⬆	60,000	
	Falken Ziex ZE950 A/S	51	⬆	⬇	⬆	⬆	⬆	⬇	⬆	⬆	⬆	55,000	
	Maxxis Bravo HP-M3	46	⬆	⬇	⬆	⬆	⬇	⬇	⬆	⬆	⬆	65,000	

Rec.	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other		
			Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tread life	
UHP ALL-SEASON													
<p>Recommended models are high-scoring tires that have a good blend of grip for most weather conditions.</p> <p>Michelin Pilot Sport A/S 3+</p> 	✓	Michelin Pilot Sport A/S 3+	78	↑	↑	↑	↑	↓	↓	↓	↑	↓	55,000
	✓	Pirelli P Zero All Season Plus	76	↑	↑	↑	↑	↓	↓	↓	↑	↓	50,000
	✓	Continental ExtremeContact DWS06	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	

Rec.	Brand & Model	Overall 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	
CROSSOVER/SUV ALL-SEASON TIRES													
<p>Recommended models are high-scoring tires that are suited for most weather conditions.</p> <p>Goodyear Assurance CS Fuel Max</p> 	✓	Goodyear Assurance CS Fuel Max	70	↑	↓	↑	↑	↑	↓	↑	↑	↑	40,000
	✓	Kumho Crugen Premium	68	↑	↓	↓	↑	↑	↓	↓	↑	↑	60,000
	✓	Bridgestone Dueler H/L 422 Ecopia	68	↑	↓	↓	↓	↑	↓	↑	↑	↑	65,000
	✓	Sumitomo HTR Enhance C/X	68	↑	↓	↑	↑	↓	↓	↑	↑	↓	60,000
		Hankook Dynapro HP2	66	↑	↓	↓	↑	↑	↓	↓	↑	↑	75,000
		Nitto NT 421Q	66	↓	↓	↓	↑	↑	↓	↑	↑	↓	65,000
		Toyo Open Country Q/T	66	↓	↓	↓	↑	↑	↓	↓	↑	↓	65,000
		Yokohama Geolandar G055	64	↓	↓	↓	↑	↑	↓	↓	↑	↑	75,000
		Toyo Celsius CUV	64	↓	↓	↓	↑	↑	↓	↑	↓	↓	75,000

Rec.	Brand & Model	Overall 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

ALL-SEASON TRUCK TIRES

Recommended models are high-scoring tires that are suited for most weather conditions.

Continental CrossContact LX20 EcoPlus



✓	Continental CrossContact LX20 EcoPlus	74	↑	↓	↓	↑	↑	↓	↑	↑	↑	65,000
✓	Michelin Premier LTX	74	↑	↓	↓	↑	↓	↑	↓	↑	↑	40,000
✓	Firestone Destination LE 2	72	↓	↓	↓	↑	↑	↑	↓	↑	↑	65,000
✓	Pirelli Scorpion Verde All Season Plus	72	↑	↓	↓	↑	↑	↓	↓	↑	↑	65,000
✓	Michelin Defender LTX M/S	72	↓	↓	↓	↑	↑	↑	↓	↑	↑	85,000
	Cooper Discoverer SRX	70	↓	↓	↓	↑	↑	↓	↑	↑	↑	55,000
	General Grabber HTS60	70	↑	↓	↓	↑	↓	↓	↑	↑	↓	65,000
	Kumho Crugen HT51	68	↓	↓	↓	↑	↑	↑	↓	↑	↑	60,000
	Hankook Dynapro HT	68	↓	↓	↓	↑	↓	↑	↓	↑	↑	70,000
	Nexen Roadian HTX RH5	68	↑	↓	↓	↑	↓	↓	↓	↑	↑	70,000
	Laufenn X Fit HT	68	↑	↓	↓	↑	↓	↑	↑	↑	↑	70,000
	Goodyear Wrangler Fortitude HT	68	↓	↓	↓	↑	↑	↓	↓	↓	↑	65,000
	Bridgestone Dueler LTH	66	↓	↓	↓	↑	↓	↓	↓	↑	↓	75,000
	Nokian WR G3 SUV	66	↓	↓	↓	↑	↑	↑	↓	↓	↑	55,000
	Bridgestone Dueler H/L Alenza Plus	66	↓	↓	↓	↑	↓	↓	↓	↑	↑	65,000
	GT Radial Savero HT2	66	↑	↓	↓	↑	↓	↓	↓	↑	↑	65,000

Rec.	Brand & Model	Overall 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, miles

ALL-TERRAIN TRUCK TIRES

Recommended models are high-scoring tires that are suited for most weather conditions.

Continental TerrainContact A/T



✓	Continental TerrainContact A/T	72	↑	↓	↑	↑	↓	↓	↓	↑	↓	65,000
✓	Michelin LTX A/T 2	72	↓	↓	↓	↑	↑	↑	↓	↓	↑	85,000
✓	Goodyear Wrangler TrailRunner AT	68	↑	↓	↑	↑	↑	↑	↓	↑	↓	50,000
✓	Yokohama Geolandar A/T G015	68	↓	↓	↓	↑	↑	↑	↓	↑	↓	60,000
✓	Nexen Roadian AT Pro RA8	68	↓	↓	↓	↑	↑	↑	↓	↑	↓	75,000
✓	Falken WildPeak A/T AT3W	68	↓	↓	↓	↑	↑	↑	↓	↓	↓	70,000
	Nokian Rotiiva AT	66	↓	↓	↓	↑	↑	↓	↑	↑	↑	60,000
	Laufenn X Fit AT	66	↓	↓	↓	↑	↑	↑	↓	↑	↑	75,000
	Hankook Dynapro AT-M	66	↓	↓	↓	↑	↑	↑	↓	↓	↑	85,000
	Pirelli Scorpion ATR	66	↓	↓	↓	↑	↑	↓	↑	↑	↓	60,000
	Cooper Discoverer A/T3	64	↑	↓	↓	↑	↓	↓	↑	↓	↓	60,000
	Cooper Discoverer A/TW	64	↓	↓	↓	↑	↑	↓	↓	↓	↓	55,000
	Firestone Destination A/T	64	↓	↓	↓	↑	↓	↓	↓	↓	↓	55,000

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. 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 based on our 16,000- or 20,000-mile vehicle driving test.

Standout Models

We highlight the top-scoring models across 15 categories.

Cars

Small cars are practical for commuting or zipping around town. Midsized sedans provide the best balance of performance, fuel economy, and practicality. Large sedans offer more space and near-luxury accommodations.

SUBCOMPACT/COMPACT \$14,000-\$22,000

PROS

Easy to park and maneuver, fuel economy, practical (especially hatchbacks), space for four people

CONS

Tend to be noisy, some have performed poorly in IIHS small-overlap crash test, slow acceleration, jittery ride

SUBCOMPACT

Best overall Honda Fit, Toyota Yaris sedan

COMPACT

Best overall Subaru Impreza, Hyundai Elantra GT, Honda Civic, Mazda3, Toyota Corolla Hatchback

Fuel-efficient Honda Insight, Toyota Prius, Toyota Corolla Hatchback, Volkswagen Jetta, Hyundai Elantra, Kia Forte

Electric cars/plug-in hybrids Toyota Prius Prime, Chevrolet Bolt



Honda Insight

71

OVERALL SCORE

MIDSIZED \$22,000-\$33,000

PROS

Comfortable ride, low noise levels, roomy accommodations, ample power, space for five people

CONS

Limited cargo flexibility

Best overall Subaru Legacy, Kia Optima, Toyota Camry, Honda Accord, Volkswagen Passat, Hyundai Sonata, Mazda6

Fuel-efficient Toyota Camry (four-cylinder and hybrid), Hyundai Sonata Hybrid, Honda Accord (four-cylinder and hybrid), Nissan Altima



Toyota Avalon Hybrid

98

OVERALL SCORE



Subaru Legacy

88

OVERALL SCORE

Luxury Cars

These cars promise more of everything that shoppers desire—comfort, quietness, safety, and panache—all wrapped up in eye-catching designs with richer, nicer materials inside.

COMPACT \$35,000-\$45,000

PROS

Power, handling, fit and finish, quiet cabin, advanced safety systems

CONS

Entry-level models don't deliver much in the way of luxury, expensive to maintain, controls can be complex and distracting, tight rear seats

Best overall Audi A4, Buick Regal,

Fun to drive Audi A4

MIDSIZE \$40,000-\$60,000

PROS

Comfort, roominess, quiet cabin, 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 certain models

Best overall Lincoln Continental, Genesis G80, Lexus ES, Lexus GS 350

Great value Genesis G80

LARGE \$70,000-\$110,000

PROS

Interior room, quiet cabin, power, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, complex and distracting controls

Best overall BMW 7 Series, Mercedes-Benz S-Class, Audi A8

Great value Genesis G90

Lincoln Continental

89

OVERALL SCORE



BMW 750i

87

OVERALL SCORE



Audi A4

80

OVERALL SCORE



SUVs

Subcompact and compact SUVs blend versatility, passenger space, and safety features with decent fuel economy. Mid-sized and large versions offer more cargo and passenger room, but fuel economy can suffer. All-wheel drive is almost always available and is often standard.

SUBCOMPACT AND COMPACT \$20,000-\$35,000

PROS

Versatility, ease of parking, agility, fuel economy

CONS

Noisy, stiff ride; lackluster power

SUBCOMPACT

Best overall Subaru Crosstrek, Nissan Rogue Sport, Hyundai Kona, Honda HR-V

COMPACT

Best overall Subaru Forester, Mazda CX-5, Honda CR-V, Nissan Rogue, Toyota RAV4

Fuel-efficient Subaru Forester, Honda CR-V, Toyota RAV4

Sporty Mazda CX-5

Hyundai Kona

73

OVERALL SCORE



MID-SIZED \$30,000-\$40,000

PROS

Versatility, good interior and cargo space, ample power, third-row seat in some, composed ride, quiet cabin

CONS

Can get expensive with options, handling can be clumsy, poor fuel economy, can be challenging to park, rear visibility

Best overall (two-row) Hyundai Santa Fe, Nissan Murano, Ford Edge

Best overall (three-row)

Subaru Ascent, Toyota Highlander, Mazda CX-9, Kia Sorento, Honda Pilot

Fuel-efficient

Toyota Highlander Hybrid

Subaru Ascent

96

OVERALL SCORE



Mazda CX-5

82

OVERALL SCORE



Luxury SUVs

These models are distinguished by their quiet interiors, leather and upscale trim, and many comfort and convenience features. Compact models are alternatives to conventional family sedans. Midsized and large models add creature comforts, safety gear, and high-tech infotainment features.

ENTRY-LEVEL AND COMPACT \$35,000-\$45,000

PROS

Plush and quiet cabin, agile, quick, easy to park, advanced safety systems

CONS

Entry-level models deliver less luxury than expected, ride, tight rear seat, complicated controls, high price

Best overall Mini Cooper Countryman, Lexus NX, Audi Q5, BMW X3, Porsche Macan

Fuel-efficient Lexus NX 300h

Fun to drive Audi Q5, BMW X3, Porsche Macan, Mini Cooper Countryman

MIDSIZED \$45,000-\$55,000

PROS

Plush accommodations, interior room, quiet cabin, cutting-edge technology

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options packages, spotty reliability

Best overall (two-row) BMW X5, Lexus RX, Lincoln Nautilus

Best overall (three-row) Audi Q7, Lexus RX 350L, Infiniti QX60

Fuel-efficient Lexus RX 450h

Sporty Audi Q7, BMW X5

Audi Q7

87
OVERALL SCORE



LARGE \$60,000-\$80,000

PROS

Luxurious accommodations, interior and cargo room, quiet cabin, cutting-edge technology

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options packages, spotty reliability

Best overall Toyota Land Cruiser

BMW X3

81
OVERALL SCORE



Lexus RX L

81
OVERALL SCORE

Minivans & Wagons

The vehicles of choice for hauling up to eight people.

MINIVANS \$35,000-\$45,000
WAGONS \$25,000-\$40,000

PROS

Abundant luggage/cargo space, composed ride, quiet cabin, Minivans seat seven or eight

CONS

Minivans get mediocre fuel economy and few offer all-wheel drive

MINIVANS

Best overall Toyota Sienna, Kia Sedona

WAGONS

Best overall Volkswagen Golf Alltrack, Subaru Outback



Mazda MX-5 Miata

79
OVERALL SCORE



Honda Ridgeline

74
OVERALL SCORE

Sports Cars

The best are quick and agile, and offer a rewarding driving experience.

PRICE RANGE
\$30,000 AND UP

PROS

Fun, quick, agile, stylish

CONS

Impractical, cramped, rough-riding, noisy, expensive to insure

Best overall

Porsche 911, BMW M240i

Roadsters

Porsche 718 Boxster, Mazda MX-5 Miata

Fun coupes

Subaru BRZ, Toyota 86, Hyundai Veloster, Audi TT

Volkswagen Golf Alltrack

86

OVERALL SCORE





Avoidance Maneuver
We evaluate how well cars steer around obstacles in their path.



INSIDE
CR'S LABS

Vehicle Ratings

Find your next car, SUV, or pickup truck using our exclusive test results and survey data

THESE CHARTS PROVIDE a quick reference guide to all the vehicles we have recently tested so that you can see how each matches up with its competitors.

- **Price as tested** is the sticker price at the time we bought our test vehicle.

- **Overall Score** includes the vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Auto Survey; the availability of frontal crash prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. For information on safety and

crash tests, see page 190.

- **Survey results** reflect findings from CR's Auto Survey, which is compiled from data Consumer Reports members.

- **Predicted reliability** is our forecast of how well a new model is likely to hold up.

- **Owner satisfaction** is based on the percentage of surveyed CR members who say they would definitely buy or lease their vehicle again.

We use a model's latest three years of data to determine the predictions, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all-new or redesigned, we use our expert judgment based on brand track record and similar models to

predict reliability and owner-satisfaction ratings. To learn more, go to [CR.org/reliability](https://www.consumerreports.org/reliability).

- **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 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.

- **High and lows** give a quick summary of a model's notable strengths and weaknesses.

Key to the Ratings

Vehicles are divided by category and ranked according to their Overall Score. Certain 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 have a high Overall Score in their category.

Why We Haven't Rated Some Vehicles

Some models have been redesigned or extensively freshened since our last test and are scheduled to be included in future road tests: the Audi A6; BMW 3 Series; Chevrolet Blazer; Ford Ranger; Honda Passport; Jaguar I-Pace; Lexus UX; Mazda3; Mercedes-Benz A-Class and GLE; Toyota Corolla sedan; and Volvo S60. For updates, check a future issue of Consumer Reports Cars or [CR.org](https://www.consumerreports.org).

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		

CARS: COMPACT ELECTRIC AND HYBRIDS

✓	Toyota Prius Prime Premium	78	\$29,889	↑↑	↑↑	74	133 ¹ / 50 ²	Fuel economy, no range anxiety, ride, hatchback versatility, reliability, standard AEB.	Complex infotainment screen, 4-seat only, no rear wiper, too easy to turn off DRL.
✓	Toyota Prius LE	78	\$27,323	↑↑	↑↑	75	52	Fuel economy, hatchback versatility, ride, reliability, standard AEB.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd gear selector and gauges, too easy to turn off DRL.
✓	Honda Insight EX	71	\$24,955	↑	↑	69	54	Fuel economy, ride, standard AEB.	Gear selector, controls, front-seat comfort, low stance hurts access.
✓	Chevrolet Bolt Premier	71	\$43,155	↓	↑↑	76	119 ¹	Long range for an electric car, acceleration, agility, quietness, eligible for tax incentives.	Charging times, brake pedal feel, ride, seat comfort, gear selector.
	Hyundai Ioniq SEL	68	\$25,035	↑	↑	67	52	Fuel economy, controls, cargo versatility, long warranty.	Braking, agility, hesitation off the line, too easy to turn off DRL.
	BMW i3 Giga Rex	68	\$50,450	↑↑	↓	66	139 ¹ / 29 ²	Agility.	Short range, seats only four, rear-seat access, cargo space, stingy instrumentation, gear selector.
	Toyota Prius C	67	\$20,850	↑↑	↓	55	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat, reliability, standard AEB.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
	Kia Niro EX	66	\$26,805	↑	↑	65	43	Fuel economy, controls, cargo versatility.	Braking, agility, hesitation off the line, front seat comfort, ride.
	Toyota Mirai	65	\$58,335	↑	↓	61	67 ¹	Long range for an EV, relatively quick fill-ups, ride, emits only water vapor, standard AEB.	Only seats 4, clumsy handling, limited hydrogen infrastructure, cargo space, too easy to turn off DRL.
	Nissan Leaf SL	64	\$38,115	↓	↑↑	62	112 ¹	Low running cost, quietness, power delivery, access, standard AEB.	Charging times, short range, driving position, lack of agility.

CARS: SUBCOMPACT

✓	Honda Fit EX	72	\$19,025	↑↑	↓	67	33	Fuel economy, interior room, versatility, handling, access, reliability.	Ride, noise, confusing uplevel audio system.
✓	Toyota Yaris LE (sedan)	65	\$17,570	↑	↓	60	35	Fuel economy, agility, reliability, standard AEB.	Noise levels, infotainment learning curve, tight rear-seat, wet braking.
	Hyundai Accent SEL	63	\$18,435	↓	↓	64	33	Controls, fuel economy, braking.	Stiff ride, loud cabin, seat comfort, interior room.
	Chevrolet Sonic LT (1.8L)	61	\$17,290	↓	↓	66	28	Braking, trunk, quick and quiet for class.	Darty steering, narrow driving position, seat comfort.
	Kia Rio S	60	\$17,220	↓	↓	61	33	Controls, fuel economy.	Stiff ride, loud cabin, seat comfort, interior room.
	Nissan Versa Note SV	57	\$17,495	↓	↓↓	61	31	Space, access, versatility, fuel economy, controls, reliability.	Driving position, unsupportive front seats, acceleration.
	Chevrolet Spark 1LT	48	\$16,660	↓	↓	47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Nissan Versa SV (sedan)	47	\$15,490	↓	↓↓	56	32	Fuel economy, rear seat, trunk.	Poor IIHS small overlap crash-test results, handling, engine noise, front-seat comfort, fit and finish.
	Mitsubishi Mirage ES	31	\$16,050	↓	↓	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.

CARS: COMPACT

✓	Subaru Impreza Premium	76	\$23,410	↓	↓	85	30	Ride, braking, fuel economy, relatively roomy interior, controls.	Front-seat comfort.
✓	Hyundai Elantra GT (2.0L)	74	\$23,265	↑	↓	79	28	Handling, braking, transmission, controls, hatchback versatility.	Ride, noise.
✓	Volkswagen Golf SE	74	\$25,315	↓	↑	82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	Pricy.

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

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		

CARS: COMPACT *Continued*

✓	Kia Soul Plus	74	\$24,115	↑	↓	74	26	Handy size, inexpensive upscale features, access, controls, braking.	Stiff ride, limited cargo room with rear seat up.
✓	Honda Civic LX	72	\$20,275	↑	↓	76	32	Fuel economy, ride, handling, interior storage.	Awkward access, front seat comfort.
✓	Toyota Corolla Hatchback SE	72	\$24,263	↑	↓	66	36	Handling, fuel economy, controls, braking, standard AEB.	Ride, engine noise, tight rear seat.
✓	Honda Civic EX-T	72	\$23,035	↑	↓	75	31	Fuel economy, ride, handling, interior storage.	Awkward access, front-seat comfort, complicated infotainment for EX and higher trims.
✓	Volkswagen Jetta SE	69	\$23,325	↓	↓	78	34	Fuel economy, controls, relatively roomy cabin.	Low dash vents.
✓	Toyota C-HR XLE	68	\$23,892	↑	↓	64	29	Fuel economy, controls, reliability, standard AEB.	Slow acceleration, wind noise, rear visibility, rear access, unsupportive driver's seat.
✓	Kia Forte LXS	68	\$20,165	↓	↓	67	34	Controls, fuel economy, standard AEB.	Ride, noise, seat comfort, fit and finish.
✓	Hyundai Elantra SEL	67	\$20,090	↑	↓	66	33	Relatively roomy, easy controls, fuel economy, long warranty.	Engine noise, ride, front-seat comfort, too easy to turn off DRL.
	Nissan Kicks SV	64	\$21,050	↓	↓	64	32	Fuel economy, controls, visibility, standard AEB.	Acceleration, fit and finish, front-seat comfort, agility.
	Nissan Sentra SV	61	\$20,125	↑	↓	62	31	Braking, fuel economy, spacious rear seat, access, lots of features for the money	Ride, noise, fit and finish, front-seat comfort.
	Volkswagen Beetle SE	58	\$22,485	↓	↓	59	27	Cuteness, nostalgia, controls.	Wind noise, on-limit handling, rear seat, no curtain air bags.
	Fiat 500L	30	\$24,595	↓	↓	50	27	Roomy interior, handy size, access.	Reliability, poor IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position.

CARS: MIDSIZED

✓	Toyota Camry Hybrid LE	88	\$28,949	↑	↑	89	47	Fuel economy, ride, controls, standard AEB.	Low stance hurts access, too easy to cancel DRL.
✓	Subaru Legacy 2.5i Premium	88	\$24,837	↑	↑	89	26	Ride, handling, braking, transmission, visibility, controls, standard AWD.	Acceleration.
✓	Toyota Camry LE (4-cyl.)	86	\$26,364	↑	↑	86	32	Fuel economy, braking, ride, controls, standard AEB.	High-rpm engine noise, transmission refinement, low stance hurts access, too easy to cancel DRL.
✓	Mazda6 Touring (2.5L)	84	\$26,590	↑	↑	79	28	Handling, ride, standard AEB.	Relatively tight quarters.
✓	Kia Optima LX (2.4L)	84	\$25,860	↑	↑	86	28	Roomy interior, seat comfort, controls, braking, standard AEB.	Too easy to turn off DRL, low dash vents.
✓	Honda Accord EX (1.5T)	82	\$28,345	↓	↑	89	31	Ride, handling, fuel economy, controls, standard AEB.	Low stance hurts access.
✓	Honda Accord Hybrid EX	80	\$29,780	↓	↑	86	47	Fuel economy, ride, trunk space, standard AEB.	Low stance hurts access, unintuitive gear selector.
✓	Hyundai Sonata SEL (2.4L)	80	\$25,845	↑	↓	85	28	Roomy rear-seat, visibility, access, controls, braking.	Ride, too easy to turn off DRL.
✓	Volkswagen Passat Wolfsburg	79	\$27,485	↑	↓	82	28	Interior room, rear seat, trunk, access, agility, braking.	Transmission refinement at low speeds.
✓	Hyundai Sonata Hybrid SE	77	\$26,950	↑	↓	80	39	Fuel economy, spacious interior, rear seat, controls, long warranty.	Ride, too easy to turn off DRL.
✓	Nissan Altima 2.5 SV	76	\$29,330	↓	↓	81	31	Controls, fuel economy, standard AEB.	Agility, ease of entry.
	Ford Fusion Titanium (2.0T)	71	\$33,180	↓	↓	83	22	Agility, ride, quietness, fun to drive, braking, standard AEB.	Reliability, visibility, rear seat, small trunk opening.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		

CARS: MIDSIZED *Continued*

	Ford Fusion SE (1.5T)	70	\$27,720			81	24	Agility, ride, quietness, fun to drive, braking, standard AEB.	Reliability, visibility, rear seat, small trunk opening.
	Ford Fusion Hybrid SE	69	\$28,290			80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain, standard AEB	Reliability, visibility, touchy brakes, rear seat, small trunk opening.
	Chevrolet Malibu 1LT (1.5T)	59	\$26,790			80	29	Ride, quietness, controls.	Reliability, raspy 1.5-liter turbo, front-seat comfort, so-so visibility.
	Chevrolet Malibu Hybrid	59	\$30,735			79	41	Fuel economy, ride, quietness, controls.	Reliability, front-seat comfort, so-so visibility.
	Honda Clarity Plug-in Hybrid	54	\$34,290			72	110 ¹ / ₃₉ ²	Acts as an EV for short distances, ride, interior room, standard AEB.	Reliability, clumsy handling, front-seat comfort, confusing controls, small gas tank for long trips.

CARS: LARGE

	Toyota Avalon Hybrid XLE	98	\$38,643			93	42	Hybrid fuel economy, ride, interior room, controls, trunk space, standard AEB.	Lower stance hurts getting in and out, too easy to cancel DRL.
	Nissan Maxima Platinum	80	\$41,995			81	25	Acceleration, controls, fit and finish, standard AEB.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
	Dodge Charger R/T Plus (V8)	68	\$40,375			85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Visibility, access, reliability.
	Chrysler 300 C (V8)	67	\$45,650			84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Chrysler 300 Limited (V6)	67	\$38,335			83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Dodge Charger SXT (V6)	66	\$34,510			82	22	Transmission, quietness, ride, interior room, feature content.	Visibility, access, reliability.
	Kia Cadenza Premium	62	\$36,945			91	24	Acceleration, smooth powertrain, quietness, braking, interior room, controls.	Reliability, lacks agility.

CARS: LUXURY ENTRY-LEVEL

	Audi A3 Premium	68	\$31,495			77	27	Handling, feels solid, braking, standard AEB.	Rear seat, some controls, headlights.
	Acura ILX Premium	64	\$30,820			61	28	Standard AEB.	Stiff ride, loud cabin, access, controls, overpriced for what you get.
	Mini Clubman Base (1.5T)	60	\$31,550			67	28	Handling, roomier than any other Mini, thick option list allows personalization.	Ride, noise, visibility, controls have a learning curve.
	Mercedes-Benz CLA250	53	\$36,500			64	28	Braking, fit and finish, standard AEB.	Ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening, gear selector.

CARS: LUXURY COMPACT

	Audi A4 Premium Plus	80	\$48,890			88	27	Ride, handling, quietness, transmission, fit and finish, front-seat comfort, standard AEB.	Controls including gear selector take getting used to, tight rear seat.
	Buick Regal Essence (2.0T, AWD)	77	\$39,715			87	23	Ride, powertrain, braking, controls, front-seat comfort, hatchback versatility.	Interior ambience.
	Acura TLX 2.4L	74	\$35,920			79	27	Powertrain, braking, standard AEB.	Annoying audio controls, lacks panache.
	Mercedes-Benz C300 (4MATIC)	74	\$47,560			85	26	Ride, handling, acceleration, quietness, front-seat comfort, fit and finish, standard AEB.	Controls including gear selector.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		

CARS: LUXURY COMPACT *Continued*

	Genesis G70 Elite (2.0T, AWD)	73	\$43,115	↓	↑	74	23	Handling, controls, fit and finish.	Tight quarters, gear selector, stopping distance.
	Acura TLX SH-AWD	71	\$42,345	↓	↓	75	25	Acceleration, braking, standard AEB.	Transmission, annoying controls including gear selector, lacks panache.
	Infiniti Q50 3.0t Luxe (AWD)	69	\$48,775	↓	↓	85	22	Acceleration, agility, braking, visibility, standard AEB.	Cumbersome infotainment system, small trunk.
	Kia Stinger Premium (2.0T, AWD)	67	\$40,400	↓	↑	75	23	Handling, front-seat comfort, hatchback versatility.	Ride, tight rear seat, difficult access, visibility.
	Tesla Model 3 Long Range	65	\$59,000	↓	↑	82	130 [□]	Instant power, handling agility, front-seat comfort, low running costs, driving range.	Reliability, stiff ride, distracting controls, rear seat, long charging times.
	Lexus IS 300 (AWD)	60	\$48,149	↑	↓	56	20	Reliability, standard AEB.	Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access.
	Alfa Romeo Giulia Ti (AWD)	48	\$48,890	↓	↑	70	27	Agility, steering, character.	Reliability, controls, rear seat, limited driver's seat adjustments.
	Jaguar XE Premium (25t AWD)	39	\$47,378	↓	↓	69	25	Handling agility, steering.	Tight quarters, seat comfort, controls, interior short on luxury grade.

CARS: LUXURY MIDSIZED

✓	Lincoln Continental Select (2.7T, AWD)	89	\$55,590	↑	↑	83	20	Ride, quietness, acceleration, braking, interior room, standard AEB.	Confusing gear selector, controls, front-seat comfort.
✓	Genesis G80 3.8 (AWD)	84	\$52,450	↑	↑	89	20	Ride, braking, quietness, slick powertrain, fit and finish, standard AEB.	Gear selector.
✓	Lexus ES 350	84	\$48,855	↑	↑	84	25	Ride, quietness, front seat comfort, fit and finish, standard AEB.	Controls, rear seat.
✓	Lexus GS 350	83	\$58,858	↑	↑	83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability, standard AEB.	Fussy controls.
✓	Infiniti Q70 Luxe	78	\$53,825	↓	↓	90	21	Acceleration, transmission, agility, braking, fit and finish.	Busy dashboard, ride and quietness not up to par for class.
	Cadillac XTS Premium	73	\$57,200	↓	↓	82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Controls, ride not plush enough, visibility, small trunk opening.
	BMW 530i xDrive	71	\$65,210	↓	↑	94	26	Ride, quietness, transmission, seat comfort, fit and finish, standard AEB.	Reliability, gear selector.
	Acura RLX Tech	71	\$55,345	↓	↓	75	23	Spacious and plush interior, seat comfort, braking, standard AEB.	Ride, agility, complicated controls, suspension noise.
	Lincoln MKZ 2.0 EcoBoost	70	\$41,990	↓	↑	88	23	Handling, ride, quietness, standard AEB.	Reliability, visibility, snug interior, hidden exterior trunk release, gear selector.
	Lincoln MKZ Hybrid	70	\$41,990	↓	↑	88	34	Handling, ride, quietness, fuel economy, standard AEB.	Reliability, visibility, snug interior, hidden exterior trunk release, gear selector.
	Mercedes-Benz E300 (4MATIC)	65	\$69,585	↓	↓	85	24	Agility, braking, quietness, front-seat comfort, fit and finish, standard AEB.	Reliability, controls, tight rear seat, rear access.
	Cadillac CT6 Luxury (3.6, AWD)	62	\$64,485	↓	↓	95	22	Agility, ride, braking, quietness, seat comfort, interior room, fit and finish.	Reliability, controls, low dash vents, scant in-cabin storage.
	Volvo S90 T6 Momentum (AWD)	56	\$61,855	↓	↑	73	23	Seat comfort, fit and finish, standard AEB.	Reliability, ride comfort, coarse engine noise, unintuitive controls.
	Cadillac CTS Luxury (V6, AWD)	55	\$58,780	↓	↑	83	22	Agility, fun to drive, front seats, plush interior, braking.	Reliability, controls, rear seat, trunk.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
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CARS: LUXURY MIDSIZED *Continued*

	Maserati Ghibli S Q4	48	\$89,010			71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, fuel economy, rear seat, access, touchy brake pedal, fussy gear selector.
	Jaguar XF Prestige (V6, AWD)	46	\$66,586			83	21	Ride, agility, acceleration, braking, transmission, front-seat comfort.	Controls, expensive to get advanced safety features, weak A/C.

CARS: ULTRA-LUXURY

	Mercedes-Benz S550 (4MATIC)	87	\$114,475			96	18	Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish.	Fuel economy, complicated and distracting controls.
	BMW 750i xDrive	87	\$110,645			99	21	Ride, quietness, powertrain, seat comfort, interior room, fit and finish.	Narrow trunk, controls including gear selector.
	Audi A8 3.0T	86	\$97,595			96	21	Ride, quietness, transmission, interior room, seat comfort, fit and finish.	Controls require a learning curve, scant in-cabin storage.
	Genesis G90 Premium (3.3T, AWD)	81	\$71,550			89	18	Powertrain, ride, quietness, interior room.	Fuel economy, unintuitive gear selector, low dash vents.
	Tesla Model S 100D	78	\$100,200			97	102	Energy efficiency, acceleration, handling, luggage capacity, optional third-seat.	Reliability, long charge times, access, rear-seat comfort, visibility, controls.
	Lexus LS 500 (AWD)	73	\$103,899			72	20	Acceleration, quietness, transmission, driver's seat comfort, fit and finish.	Controls, rear seat space for class, small trunk.
	Jaguar XJL Portfolio	47	\$81,575			82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Fuel economy, trunk, some controls, access, rear visibility, unintuitive shifter.

SPORTS/SPORTY CARS OVER \$40,000

	BMW M240i	89	\$50,400			98	25	Acceleration, handling, braking, front-seat comfort, quietness, reliability.	Rear seat room, some controls.
	Porsche 718 Boxster (base)	86	\$69,790			95	26	Acceleration, handling, braking, fit and finish, quick top-operation that works on the move.	Ride, noise, access, some controls, visibility with closed top.
	Porsche 911 Carrera S	84	\$110,630			95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
	Audi TT 2.0T	78	\$50,600			84	26	Agility, braking, front-seat comfort, fit and finish, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat.
	Chevrolet Corvette Stingray 3LT	74	\$73,260			92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Reliability, ride, noise, access, visibility, balky manual shifter.
	Chevrolet Camaro 2SS (V8)	70	\$47,020			85	20	Acceleration, handling, braking, styling.	Reliability, visibility, tight interior, low dash vents.
	Ford Mustang GT Premium (V8)	64	\$43,295			84	19	Handling, acceleration, braking, interior details, exhaust sound.	Reliability, fuel economy, rear seat, ride.
	Dodge Challenger R/T Plus (V8)	59	\$40,860			70	20	Braking, exhaust sound, infotainment system, habitable rear seat, brawn.	Ride, noise, visibility.

SPORTS/SPORTY CARS UNDER \$40,000

	Mazda MX-5 Miata Club	79	\$29,905			80	34	Agility, manual shifter, fuel economy, easy manual top, reliability.	Ride, noise, tight quarters, cumbersome infotainment system, access.
	Subaru BRZ Premium	79	\$27,117			79	30	Driving fun, handling, braking, fuel economy, reliability.	Ride, noise, access, vestigial rear seating.
	Toyota 86	78	\$25,025			78	30	Driving fun, handling, braking, fuel economy, reliability.	Ride, noise, access, vestigial rear seating.
	Hyundai Veloster Turbo R-spec	76	\$23,785			83	29	Handling, braking, manual shifter, controls.	Ride, noise, visibility.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		
SPORTS/SPORTY CARS UNDER \$40,000 <i>Continued</i>									
✓	Nissan 370Z Touring (coupe)	74	\$38,565	↓	↑	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
✓	Honda Civic Si	71	\$24,775	↑	↓	74	34	Handling, braking, fuel economy, value.	Ride, controls, access, no advanced safety features offered.
✓	Mini Cooper S	70	\$29,945	↓	↓	80	30	Handling, fuel economy, manual shifter, engine sound.	Rear seat, some controls, premium fuel.
	Volkswagen GTI Autobahn	69	\$31,730	↓	↑	82	29	Agility, seat comfort, quiet cabin, hatchback versatility.	Reliability.
	Fiat 124 Spider Lusso	64	\$29,985	↓	↓	76	31	Agility, manual shifter, fuel economy, easy manual top.	Ride, noise, tight quarters, access, cumbersome infotainment system.
	Ford Mustang Premium (2.3 EcoBoost)	59	\$33,080	↓	↑	76	25	Handling, braking, interior details.	Reliability, rear seat, noise, raspy engine sound.
	Buick Cascada Premium	58	\$37,385	↑	↓	53	22	Well-insulated top, opens/closes on the go, seats four, nice details.	Visibility, dated controls, ride, fuel economy, long doors.
	Subaru WRX Premium	53	\$29,742	↓↓	↓	75	26	Acceleration, cornering grip, braking, four-door practicality, visibility.	Reliability, ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	Fiat 500 Abarth	45	\$26,050	↓↓	↓	66	28	Invigorating exhaust sound, agility, braking.	Reliability, noise, ride, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.
WAGONS (ALL-WHEEL DRIVE)									
✓	Volkswagen Golf Alltrack SE	86	\$32,515	↑	↓	89	25	Handling, ride, braking, visibility, controls, standard AEB.	None.
✓	Subaru Outback 3.6R Limited	83	\$36,835	↑	↑	85	22	Ride, visibility, controls, access, practicality, standard AWD and AEB.	None.
✓	Subaru Outback 2.5i Premium	81	\$28,852	↑	↑	82	24	Ride, visibility, controls, access, practicality, standard AWD and AEB.	Acceleration.
MINIVANS									
✓	Toyota Sienna XLE	78	\$38,424	↑	↑	79	21	Ride, interior space and flexibility, rear seat, reliability, standard AEB.	Transmission smoothness, agility, fit and finish, too easy to turn off DRL.
✓	Kia Sedona EX	74	\$34,795	↑	↓	70	20	Powertrain, second-row comfort, fit and finish, reliability.	Clumsy handling, stiff ride, lacks expected minivan flexibility
	Chrysler Pacifica Hybrid Platinum	62	\$48,380	↓↓	↑	88	84 ¹ / ₂₇ ²	Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy.	Reliability, Hybrid loses Stow 'n Go seating/cargo flexibility.
	Chrysler Pacifica Touring L	60	\$38,245	↓↓	↑	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Reliability, coarse-sounding engine.
	Dodge Grand Caravan SXT	59	\$37,295	↓	↓	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.
	Honda Odyssey EX-L	58	\$40,300	↓↓	↑	82	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Reliability, unintuitive gear selector.
SUVs: SUBCOMPACT									
✓	Subaru Crosstrek Premium	87	\$25,905	↑	↑	87	29	Ride, braking, controls, fuel economy, reliability.	Acceleration, engine noise, driver's seat short on lumbar support.
✓	Hyundai Kona SEL (2.0L)	73	\$25,025	↑	↓	71	26	Agility, braking, controls, fuel economy.	Ride, noise, acceleration.
✓	Nissan Rogue Sport SV	67	\$25,655	↓	↓	72	26	Access, fuel economy, controls, standard AEB.	Acceleration, rear-seat comfort, rear visibility.
✓	Honda HR-V LX	67	\$22,045	↑	↓	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
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SUVs: SUBCOMPACT *Continued*

	Ford EcoSport SES (2.0L)	58	\$28,130	↓	↓	61	24	Handling agility, easy controls, access.	Ride, noise, acceleration, transmission, cargo space.
	Mazda CX-3 Touring	58	\$25,800	↓	↓	64	28	Handling, fuel economy, standard AEB.	Noise, tight rear seat and cargo room, visibility, ride with 18-inch wheel.
	Jeep Renegade Latitude	44	\$27,525	↓	↓	56	24	Styling, upscale features.	Reliability, ride, transmission, visibility, front-seat comfort, grabby brakes, idle vibration.
	Chevrolet Trax LT	43	\$25,560	↓	↓	55	25	Easy to park, decent room within a small footprint.	Reliability, acceleration, ride, engine noise, rear visibility, front seats, fussy to use touch-screen radio.
	Fiat 500X Easy	35	\$26,600	↓↓	↓↓	50	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.

SUVs: COMPACT

✓	Subaru Forester Premium	89	\$29,341	↑	↑	90	28	Fuel economy, roomy interior, great visibility, easy controls, standard AEB.	Engine noise.
✓	Mazda CX-5 Touring (2.5L)	82	\$29,530	↑↑	↑	80	24	Ride, quietness, handling, standard AEB.	So-so rear visibility, controls have a learning curve.
✓	Honda CR-V LX (2.4L)	78	\$26,245	↑	↑	83	27	Fuel economy, roomy interior, access.	Cumbersome infotainment system on EX and higher trims.
✓	Honda CR-V EX (1.5T)	77	\$28,935	↑	↑	82	28	Fuel economy, roomy interior, access.	Cumbersome infotainment system on EX and higher trims.
✓	Toyota RAV4 XLE (2.5L)	74	\$32,109	↑	↑	72	27	Fuel economy, access.	Engine noise, ride, fit and finish.
✓	Nissan Rogue SV	74	\$29,920	↑	↓	74	24	Ride, access, spacious interior, optional surround-view camera, standard AEB.	Engine noise, cloth front-seat lacks support.
✓	Kia Sportage LX (2.4L)	72	\$26,720	↓	↓	78	23	Handling, powertrain, room, easy controls.	Rear visibility.
	Ford Escape SE (1.5T)	67	\$29,630	↓	↓	75	23	Agility, quietness, easy to use entertainment system.	Unsupportive cloth seats, flat and low rear seat, advanced safety features not readily available.
	Volkswagen Tiguan SE	67	\$31,645	↓	↓	84	25	Generous interior, easy controls, access, visibility.	Reliability, acceleration.
	Chevrolet Equinox LT (1.5T)	66	\$33,730	↓	↓	78	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.
	Hyundai Tucson SE (2.0L)	65	\$25,920	↓	↓	76	24	Room, agility, braking, long warranty, standard AEB.	Reliability, acceleration, engine noise.
	Jeep Cherokee Limited (2.0T)	65	\$37,655	↓	↓	68	23	Interior room, controls, braking.	Sluggish off the line, uncooperative transmission, ride, agility, engine noise.
	Chevrolet Equinox LT (diesel)	65	\$35,580	↓	↓	75	31	Fuel economy, interior room, ride, controls, infotainment system.	Acceleration, engine noise, drab interior.
	Hyundai Tucson SEL (2.4L)	64	\$28,530	↓	↓	75	22	Controls, braking, standard AEB.	Reliability, humdrum interior, fuel economy for class.
	Mitsubishi Outlander SEL (4-cyl.)	64	\$28,405	↑	↓	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	GMC Terrain SLE (2.0T)	58	\$36,950	↓	↓	67	22	Acceleration, braking.	Loud cabin, stiff ride, agility, visibility, fit and finish, unintuitive gear selector.
	Mitsubishi Eclipse Cross SE	53	\$28,470	↓	↓	57	24	Access, rear seat.	Controls, agility, visibility, front-seat comfort, acceleration, cargo space.
	Jeep Compass Latitude	41	\$30,870	↓↓	↓	56	24	Controls, access.	Reliability, feels underpowered, touchy brake pedal, lacks agility, ride, engine noise, rear seat.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		

SUVs: MIDSIZED (3-ROW)

✓	Subaru Ascent Limited	96	\$43,867	↑↑	↑↑	93	22	Ride, quietness, interior room, visibility, braking, controls, usable third-row seat, standard AEB.	Agility.
✓	Toyota Highlander Hybrid Limited	87	\$50,875	↑↑	↑	85	25	Quietness, roomy and versatile interior, access, easy-to-use infotainment system, reliability, standard AEB.	Low rear seat, too easy to turn off DRL.
✓	Toyota Highlander XLE (V6)	85	\$41,169	↑↑	↑	82	22	Spacious interior, simple controls, strong reliability and resale value, standard AEB.	Transmission smoothness, too easy to turn off DRL.
✓	Kia Sorento EX (V6)	78	\$41,925	↑	↑	78	22	Smooth V6 powertrain, intuitive controls, ride, quietness, has a third-row seat.	Tight third-row seat.
✓	Mazda CX-9 Touring	78	\$40,470	↑	↓	80	22	Ride, handling, quietness, high-end versions feel upscale, standard AEB.	Controls have a learning curve, rear visibility, tight driving position.
✓	Honda Pilot EX-L	74	\$40,655	↓	↓	80	20	Roomy interior, visibility, access, smooth powertrain.	Clumsy handling, controls, 9-speed automatic with push button gear selector on high-end versions.
	Nissan Pathfinder SL	66	\$40,470	↓	↓↓	72	18	Roominess, controls, access, standard AEB.	Handling, fuel economy, rear visibility, second-row thigh support.
	Dodge Durango GT (V6)	65	\$43,525	↓	↑	83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Reliability, rear visibility, maneuverability, fuel economy.
	Chevrolet Traverse Premier (V6)	65	\$49,945	↓↓	↑	95	20	Ride, roominess, braking, quietness, controls, access.	Reliability, advanced safety features only on pricier trims, cheap manual sunroof shade.
	Volkswagen Atlas SEL (V6)	62	\$44,165	↓↓	↑	84	20	Accommodations, third-row seat comfort and access, nimbler than size suggests, ride, quietness, controls, standard AEB.	Reliability, acceleration trails competition.
	Ford Explorer XLT (V6)	56	\$39,275	↓	↓	71	18	Interior room and flexibility, usable third-row, cabin storage.	Fuel economy, agility, driving position, unrefined transmission.

SUVs: MIDSIZED (2-ROW)

✓	Hyundai Santa Fe Limited (2.0T)	80	\$37,200	↑	↑	80	21	Handling, controls, rear-seat room, comprehensive standard advanced safety features.	Uneven power delivery with turbo engine.
✓	Ford Edge SEL (2.0 EcoBoost)	78	\$42,610	↓	↓	84	22	Quietness, handling, braking, interior room, standard AEB.	Driving position.
✓	Nissan Murano SL	77	\$42,065	↑	↓	77	21	Plush interior, access, easy infotainment system, standard AEB.	Visibility, overly light steering, agility, towing capacity.
	Jeep Grand Cherokee Limited (diesel)	65	\$49,780	↓	↑	84	24	Quietness, ride, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect infotainment system.	None.
	Jeep Grand Cherokee Limited (V6)	62	\$41,375	↓	↑	80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy to use Uconnect system.	Fuel economy.
	Toyota 4Runner SR5	59	\$37,425	↑	↑	55	18	Off-road ability, power-retractable rear window, reliability.	Fuel economy, handling, ride, driving position, fit and finish, access, turning circle.
	Jeep Wrangler Unlimited Sahara	35	\$48,400	↓	↑↑	36	18	Off-road ability, strong powertrain with the V6 engine.	Stiff ride, lots of wind noise, awkward access, fuel economy.

SUVs: LARGE

✓	Ford Expedition MAX Limited	72	\$75,430	↑	↑↑	73	16	Quietness, acceleration, controls, interior room.	Ride, handling, fuel economy.
✓	Toyota Sequoia Limited	69	\$54,005	↑	↑	60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window, standard AEB.	Fuel economy, agility, braking, unsettled ride, high step-in, long reach to some controls, too easy to turn off DRL.
✓	Chevrolet Suburban Premier	66	\$69,790	↓	↑	74	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Step-in height, maneuverability, feels underpowered, fuel economy.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		

SUVs: LARGE *Continued*

	Chevrolet Tahoe LT	64	\$60,100			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Handling, stiff ride, feels underpowered, step-in height, fuel economy.
	GMC Yukon SLT	64	\$62,125			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Handling, stiff ride, feels underpowered, step-in height, fuel economy.
	Nissan Armada Platinum	64	\$63,020			69	14	Smooth and powerful powertrain, quietness, towing capacity, fit and finish, standard AEB.	Agility, unsettled ride, fuel economy, NHTSA crash-test results.
	GMC Yukon XL SLT	61	\$67,370			67	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Handling, stiff ride, step-in height, maneuverability, feels underpowered, fuel economy.

SUVs: LUXURY ENTRY-LEVEL

	Mini Cooper Countryman S	77	\$39,535			82	25	Handling, braking, powertrain, seat comfort, fit and finish, character.	Ride, noise, controls, no standard AEB.
	Audi Q3 Premium Plus	74	\$40,125			77	22	Ride, handling, quietness, fit and finish.	Tight quarters, narrow driving position, no standard AEB.
	Buick Encore Preferred II	69	\$30,555			69	23	Ride, quietness, braking, maneuverability.	Acceleration, driving position, narrow cabin, rear visibility, no standard AEB.
	Mercedes-Benz GLA250	64	\$42,210			70	26	Acceleration, braking, fuel economy, fit and finish.	Ride, noise, uneven power delivery, rear seat, visibility, controls.
	BMW X2 xDrive28i	64	\$45,895			77	25	Handling, responsive engine and transmission, fit and finish, front-seat comfort.	Reliability, visibility, ride, road noise, blind-spot warning unavailable.
	Infiniti QX30 Essential	62	\$43,745			71	25	Fit and finish, handling, braking.	Stiff ride, road noise, cramped interior, visibility, uneven power delivery, some controls.
	BMW X1 xDrive28i	61	\$44,745			74	26	Fuel economy, transmission, braking.	Reliability, road noise, narrow front seats, stiff ride, blind-spot warning unavailable
	Volvo XC40 T5 Momentum	59	\$41,510			71	24	Interior ambience, comfortable front-seats.	Stiff ride, controls, annoying gear selector, engine noise.
	Cadillac XT4 Premium Luxury	55	\$49,430			78	23	Handling, transmission, braking, fit and finish, front-seat comfort.	Engine noise, ride, lacks standard safety features.
	Jaguar E-Pace S	43	\$48,070			69	21	Handling, fit and finish, standard advanced safety equipment.	Reliability, uneven power delivery, ride, visibility, controls.

SUVs: LUXURY COMPACT

	BMW X3 xDrive30i	81	\$53,745			92	24	Handling, braking, transmission, quietness, front-seat comfort, fit and finish.	Unintuitive gear selector.
	Lexus NX 300	79	\$43,284			74	24	Handling, maneuverability, reliability, standard AEB.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
	Lexus NX 300h	77	\$51,224			71	29	Fuel economy, handling, maneuverability, reliability, standard AEB.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
	Porsche Macan S	77	\$63,290			84	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, control, fuel economy.
	Audi Q5 Premium Plus	76	\$51,570			83	24	Ride, quietness, seat comfort, standard AEB.	Gear selector, controls require a learning curve.
	Volvo XC60 T5 Momentum	73	\$50,040			79	23	Seat comfort, fit and finish, braking, standard advanced safety equipment.	Stiff ride, maddening controls.
	Acura RDX Tech	67	\$43,995			80	22	Handling, acceleration, stopping distances, front-seat comfort, fit and finish.	Reliability, controls, gear selector, engine noise, brake pedal feel.
	Lincoln MKC Reserve	67	\$46,485			72	19	Quietness, braking, nicely trimmed interior.	Unsettled ride, agility, fuel economy, short cruising range, gear selector, rear visibility.
	Buick Envision Premium	66	\$45,380			69	21	Simple controls, easy access.	Lacks agility, unsettled ride, low dash vents.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		

SUVs: LUXURY COMPACT *Continued*

	Infiniti QX50 Essential	65	\$51,380	↓	↑	77	22	Quietness, fit and finish, braking, standard advanced safety equipment.	Confusing controls, short on agility.
	Mercedes-Benz GLC300	58	\$49,105	↓	↓	81	22	Ride, agility, fit and finish, front-seat comfort, standard AEB.	Reliability, controls, engine noise.
	Alfa Romeo Stelvio Ti	58	\$52,040	↓	↓	74	24	Handling, style, character.	Controls, visibility, tight rear, limited seat adjustments, overly touchy brake pedal.
	Cadillac XT5 Luxury	53	\$51,025	↓↓	↓	76	20	Plush interior, seat comfort, quietness.	Reliability, stiff ride, unintuitive gear selector, visibility.
	Land Rover Range Rover Velar S	53	\$59,503	↓↓	↓	76	21	Handling, fit and finish, standard automatic emergency braking.	Stiff ride, distracting controls, visibility, fuel economy.
	Jaguar F-Pace Prestige	43	\$53,895	↓↓	↓	72	20	Agility, acceleration, braking, transmission, rear seat.	Reliability, ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
	Land Rover Discovery Sport HSE	36	\$49,895	↓↓	↓↓	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.

SUVs: LUXURY MIDSIZED














✓	BMW X5 xDrive40i	88	\$68,730	↓	↑	98	23	Ride, quietness, acceleration, transmission, braking, seat comfort, fit and finish.	Controls require a steep learning curve.
✓	Audi Q7 Premium Plus	87	\$68,695	↑	↑	96	20	Powertrain, quietness, handling, braking, high-tech features, luxury interior, towing capacity.	Controls and gear selector take getting used to, rear visibility.
✓	Lexus RX 450h	82	\$57,565	↑	↑	80	29	Quietness, ride, fuel economy, fit and finish.	Agility, wet stopping distances, distracting controls, rear visibility.
✓	Lexus RX 350L	81	\$56,518	↑	↑	80	20	Ride, quietness, powertrain, fit and finish.	Distracting controls, tiny third-row seat.
✓	Lexus RX 350	79	\$51,630	↑	↑	77	22	Ride, quietness, powertrain, fit and finish.	Agility, wet stopping distances, distracting controls, rear visibility.
✓	Infiniti QX60 Pure	78	\$51,920	↑	↓	79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Agility, rear visibility, fuel economy.
✓	Lincoln Nautilus (2.7T)	75	\$54,945	↓	↓	84	18	Ride, handling, quietness, acceleration, fit and finish.	Fuel economy, gear selector, small text in instrument cluster.
	Lexus GX 460	72	\$58,428	↑	↓	70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing.	Fuel economy, agility, tight third-row seat, side-hinged tailgate, no standard AEB.
	Porsche Cayenne Base	70	\$79,280	↓	↑	87	21	Handling, quietness, fit and finish, seat comfort.	Controls, ride, uneven power delivery.
	Acura MDX Tech	67	\$51,410	↓	↓	79	21	Fit and finish, easy third-row access, rear seat, headlights.	Reliability, controls, transmission, agility, suspension noise, rear visibility.
	GMC Acadia Denali	64	\$51,585	↓	↓	83	19	Quietness, ride, rear seat room, controls, easy to use infotainment system.	Reliability, fuel economy, missing some common features.
	Volvo XC90 T6 Momentum	62	\$56,805	↓↓	↓	84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights.	Reliability, stiff ride, unintuitive controls.
	Tesla Model X 100D	55	\$109,200	↓↓	↑	77	87 [□]	Acceleration, handling, front-seat comfort, fit and finish, energy consumption, running cost, standard forward-collision warning.	Reliability, limited range, long charge times, fussy doors, ride, wind noise, rear visibility, controls.
	Land Rover Range Rover Sport HSE (3.0L)	50	\$74,040	↓↓	↑	72	18	Handling, acceleration, fit and finish, towing and off-road capability.	Stiff ride, controls, fussy shifter, fuel economy.
	Land Rover Discovery HSE	49	\$69,260	↓↓	↓	71	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Agility, fuel economy, controls, low rear-seat, third-row access.

Recommended	Make & Model	Overall Score	Price	Survey Results		Test Results		Highs	Lows
				As tested	Predicted reliability	Owner satisfaction	Road-test score		

















SUVs: LUXURY LARGE

	Toyota Land Cruiser	75	\$84,820			68	14	Ride, quietness, powertrain, acceleration, fit and finish, front and 2nd row seat comfort, off-road capability, towing capacity.	Fuel economy, agility, tight third-row seat.
	Lincoln Navigator Select	65	\$86,480			65	16	Quietness, powertrain, rear and third-row seat room.	Front-seat comfort, unintuitive gear selector, clumsy handling, fuel economy, no standard AEB.
	Infiniti QX80 Luxe	62	\$63,395			68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, standard, AEB.	Handling, fuel economy, access, NHTSA crash-test results.
	Buick Enclave Premium	56	\$55,680			87	18	Ride, braking, quietness, interior room, powertrain, infotainment system.	Reliability, confusing gear selector, fuel economy, cheap manual sunroof shade, no standard AEB.
	Land Rover Range Rover HSE (3.0L)	52	\$88,545			78	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities, standard AEB.	Agility, fuel economy, controls.
	Cadillac Escalade Premium	43	\$87,360			61	16	Quietness, fit and finish, front-seat comfort, towing capacity, head-lights.	Reliability, stiff ride, handling, braking, fuel economy, unintuitive CUE infotainment system, tiny third-row seat, no standard AEB.

PICKUP TRUCKS: COMPACT

	Honda Ridgeline RTL	74	\$36,480			83	20	Ride, quietness, clever in-bed storage and dual-mode tailgate, fuel economy.	Complex optional radio, low towing capacity, rear access, shallow bed.
	Chevrolet Colorado LT (V6)	50	\$34,300			61	18	Maneuverability, towing and payload capacities, damped tail gate.	Reliability, ride, uncomfortable seats and driving position.
	GMC Canyon SLE (V6)	50	\$35,835			61	18	Maneuverability, towing and payload capacities, damped tail gate.	Reliability, ride, uncomfortable seats and driving position.
	Chevrolet Colorado LT (diesel)	49	\$39,295			60	24	Maneuverability, towing and payload capacities, fuel economy, damped tail gate.	Reliability, ride, uncomfortable seats and driving position.
	GMC Canyon SLE (diesel)	49	\$40,895			60	24	Maneuverability, towing and payload capacities, fuel economy, damped tail gate.	Reliability, ride, uncomfortable seats and driving position.
	Toyota Tacoma SR5 (V6)	45	\$34,364			42	19	Fuel economy, resale value, off-road capability, standard AEB.	Ride, handling, braking, noise, driving position, seat comfort, too easy to turn off DRL.

PICKUP TRUCKS: FULL-SIZED

	Ford F-150 XLT (2.7 V6 EcoBoost)	67	\$52,535			74	19	Quiet cabin, acceleration, towing and payload capacities, lots of clever features, standard AEB.	Jittery ride, lackluster handling, braking.
	Toyota Tundra SR5 (5.7L V8)	66	\$44,245			59	15	Powertrain, towing, low-effort tailgate, reliability, standard AEB.	Ride, visibility, braking, fuel economy, no full-time 4WD, too easy to turn off DRL.
	Ram 1500 Big Horn (5.7L V8)	64	\$53,120			83	17	Ride, quietness, transmission, cabin room, controls.	High step-in.
	Chevrolet Silverado 1500 LT (5.3L V8)	59	\$50,225			76	17	Interior room, deep bed, quietness.	Ride, step-in height.
	GMC Sierra 1500 SLE (5.3L V8)	59	\$52,100			76	17	Interior room, deep bed, quietness.	Ride, step-in height.
	Nissan Titan SV (V8)	51	\$44,370			70	16	Acceleration, braking, roomy cab, light tailgate.	Reliability, ride, fit and finish.
	Nissan Titan XD SV (diesel)	38	\$51,075			50	15	Kinder and gentler than other HD trucks, towing capacity, light gate, simple controls.	Clumsy handling, stiff ride, fuel economy, high step-in, short rear seat, so-so payload capacity.

User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key ratings, and information for the 248 vehicles featured in this book, covering nearly all 2019 and some early 2020 models. Use these profiles, along with the vehicle ratings (starting on page 46) and our data charts (starting on page 184), to narrow your choices.

1. Recommended Vehicles

These are the vehicles that did well in Consumer Reports' Overall Score within their category. The score includes CR's stringent testing, reliability, and safety standards. These 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. Model-Line Information

Base price is the range of the manufacturer's base suggested retail price (MSRP) without options or destination charge for all versions of the model. An "E" indicates the price is estimated. Models often come in various **body styles** 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 whether the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passengers that can be accommodated. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines** and **transmissions** show the different drivetrain choices.

3. Facts and Figures

Exterior dimensions are the vehicle's basic measurements. **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

Ratings Key



4. Overall Score

This accounts for a vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Auto Survey; the availability of frontal crash-prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from government and insurance-industry crash tests. We deduct points from the Overall Score if a vehicle's transmission gear selector lacks fail-safes. A range of scores indicates that we have tested several versions. Untested vehicles will have an NA for overall score. **Predicted reliability** is our forecast of how well a model will hold up, based on the problems that CR members reported in our Annual Survey with data on 470,000 vehicles.

Owner satisfaction also comes from CR's Auto Survey, in which we asked owners whether they would definitely buy or lease their particular vehicle again. **Road-test score** is the final tally from our more than 50 tests. Some tests, such as those for braking and fuel economy, are empirical and measured with instruments; those for categories such as seat comfort and noise are graded by our experts.

Front-crash protection identifies whether a vehicle has forward collision warning (FCW), automatic emergency braking that operates at city speeds (AEB city) and/or at highway speeds (AEB highway), and a pedestrian detection system (Pedestrian). We use Opt. to indicate that the system is optional on some versions; NA means no system is offered. Models with standard systems are rated from to based on how many of these features are standard.

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, measured using an expandable pipe-frame box that's adjusted to fit the cargo area with rear seats folded down or removed. Data for models with a trunk come from government figures. No volume is given for pickup trucks. **Towing**

capacity is the maximum weight our tested vehicle can pull on a trailer or a typical weight. **Fuel** gives the recommended types 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 combined mpg** is the mix of city and highway mileage figures issued by the Environmental Protection Agency for a typical engine. It is used if CR has not tested that model.



How to Read the Reliability Charts





These charts are based on more than half a million vehicles in our Annual Auto Survey. CR members reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to problems in the areas of engine major, engine cooling, transmission major, and drive system because they can be serious and expensive to repair.

To see how a 2019 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 2019.

Several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2018 or 2017, or if there were insufficient data for more years. We include a prediction for a new or redesigned model based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots**, which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model for 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 **bold** identifies the year of a major redesign or the first year of introduction. 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 or fuel 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** Sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump.

- **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.

Behind the Reliability Ratings

The chart here shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. This is the basis for the Reliability History charts.

For example, in 2016, 1 percent of vehicles had Fuel System problems on average. The 2016 Audi A5 (facing page), scores a  (Worse Than Average), because 3.8 percent of them had a problem in this area.

In 2016, the average rate of problems in the In-Car Electronics trouble spot was 3 percent.

Because 1.2 percent of 2016 A5s were reported to have a problem in this category, it has a score of  (Better Than Average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage.

Average Percent of Cars With a Reported Issue

Trouble Spots	16	17	18
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	1	1	<1
Suspension	1	1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	<1
Noises/Leaks	2	1	1
Body Hardware	1	1	<1
Power Equipment	2	1	1
In-Car Electronics	3	2	1

The 2018 models were generally less than 6 months old at the time of the survey, with an average of about 3,000 miles. Redesigned or newly introduced model years are in **bold**.

- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.
- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
- **Paint/trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/leaks** Squeaks or rattles, seals 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, backup camera/sensors, entertainment systems, navigation system, communication system.

Acura ILX



Acura's entry-level compact sedan doesn't have the same degree of luxury and refinement as its peers. The 2.4-liter, four-cylinder engine and eight-speed automatic, work well at full steam, but the transmission suffers from frequent clunks and hesitations in ordinary driving, especially when starting up from a stop. Once underway, it is reluctant to downshift, making the car seem lethargic when drivers need power. The stiff, jumpy ride and mundane handling aren't befitting a luxury compact sedan. Road noise is incessant. The infotainment system is convoluted and overly distracting. Advanced safety features are standard, but blind spot warning is optional. For 2019 Acura has dropped the price, updated the exterior styling, and switched to a dual-screen infotainment system.



Base Price: \$25,900-\$31,550
Body Styles: sedan
Trim Lines: A-Spec, Premium, Standard, Technology
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (201 hp)
Transmissions: 8-speed sequential

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	61
Front-Crash Prevention	Std./

Reliability History			
Trouble Spots	16	17	18
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.)	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 space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 engine is silky smooth and delivers quick acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic transmission is not always smooth or responsive and its push-button gear selector is unintuitive to use. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. A recent freshening brought a hybrid version, as well as standard AcuraWatch, which includes safety features such as automatic emergency braking and lane departure warning.



Base Price: \$44,300-\$60,050
Body Styles: 4-door SUV
Trim Lines: Advance, A-Spec, Base, Hybrid, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 hybrid (321 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 7-speed sequential

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	79
Front-Crash Prevention	Std./

Reliability History			
Trouble Spots	16	17	18
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		

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



The third-generation RDX has given up the previous model's V6 engine in favor of a 2.0-liter, turbocharged four-cylinder paired with a 10-speed automatic transmission. It's an energetic powertrain once it gets past its initial hesitation. We got 22 mpg overall. The RDX is enjoyable to drive. It feels lively and engaging, and has nimble handling. We did, however, find the controls to be extremely distracting because of the fussy touchpad that interacts with the center screen. It forces drivers to divert their attention from the road too often and for too long. The RDX is also saddled with a cumbersome push-button gear selector. The seats are comfortable, and interior room is on a par with the class. All RDXs come standard with the AcuraWatch safety system, which includes forward collision warning and automatic emergency braking; blind spot warning is optional.



Base Price: \$37,300-\$47,400
Body Styles: 4-door SUV
Trim Lines: Advance, A-Spec, Base, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (272 hp)
Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 187
 Width (in.) 74
 Height (in.) 66
 Wheelbase (in.) 108
 Weight (lb.) 4,005
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 940
 Cargo Volume, cu.ft. 33
 Towing Capacity (lb.) 1,500

Fuel

Premium
 CR overall mpg. 22

Overall Score	67
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	80
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

Acura RLX



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



Base Price: \$54,900-\$61,900
Body Styles: sedan
Trim Lines: Advance, Hybrid Advance, Hybrid Tech, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)
Transmissions: 10-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 198
 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. 15
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg. 23

Overall Score	71
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	75
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

Acura TLX



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



Base Price: \$33,000-\$45,950
Body Styles: sedan
Trim Lines: Advance, A-Spec, Standard, Tech
Drive Wheels: Front, 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

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

Overall Score	71-74
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	75-79
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

Alfa Romeo Giulia



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



Base Price: \$38,195-\$73,700
Body Styles: sedan
Trim Lines: Base, Lusso, Quadrifoglio, Sport, Ti
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions	
Length (in.)	183
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,695
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lb.)	905
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	NR
Fuel	
Premium	
CR overall mpg.	27

Overall Score	48
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	70
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

Alfa Romeo Stelvio



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



Overall Score	58
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	74
Front-Crash Prevention	Opt.

Base Price: \$40,195-\$79,995
Body Styles: 4-door SUV
Trim Lines: Base, Quadrifoglio, Sport, Ti, Ti Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)75
 Height (in.)65
 Wheelbase (in.)111
 Weight (lb.)4,020
 % weight front/rear51/49

Cargo Measurement

Max. Load (lb.)990
 Cargo Volume, cu.ft.26.5
 Towing Capacity (lb.)3,000

Fuel

Premium
 CR overall mpg.24

Reliability History			
Trouble Spots	16	17	18
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 A3



Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price, and the interior, although well-made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat, however, is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves to be logical. It's easy to hit \$40,000 with just a few options. A nicely detailed convertible and a sporty RS3 are also available.



Overall Score	68
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	77
Front-Crash Prevention	Std./↑

Base Price: \$32,500-\$56,200
Body Styles: convertible; sedan
Trim Lines: Premium, Premium Plus, Prestige, RS 3, S3
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (184 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (288 hp); 2.5-liter 5 turbo (400 hp)
Transmissions: 6-speed sequential; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)175
 Width (in.)70
 Height (in.)56
 Wheelbase (in.)104
 Weight (lb.)3,135
 % weight front/rear60/40

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	16	17	18
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 ↓		

Audi A4



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



Overall Score	80
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	88
Front-Crash Prevention	Std./↑

Base Price: \$37,400-\$57,800
Body Styles: sedan; wagon
Trim Lines: allroad, Premium, Premium Plus, Prestige, S4
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (188 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter V6 turbo (349 hp)
Transmissions: 8-speed automatic; 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/rear56/44

Cargo 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	16	17	18
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		↑

Audi A5



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



Overall Score	NA
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	NA
Front-Crash Prevention	Std./↑

Base Price: \$44,200-\$74,200
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 3.0T, Premium, Premium Plus, Prestige, RS 5, S5
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (349 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)184
 Width (in.)73
 Height (in.)54
 Wheelbase (in.)109
 Weight (lb.)3,550
 % weight front/rear NA

Cargo Measurement

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

Fuel

Premium
 EPA combined mpg27

Reliability History			
Trouble Spots	16	17	18
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		↑

Audi A6



The 2019 Audi A6 was redesigned and features lots of new technology, including a new infotainment system and a mild hybrid drivetrain. Powering the A6 is a 335-hp, V6 turbo engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. The mild-hybrid powertrain includes a 48-volt battery to improve the smoothness of the stop/start feature and ensure accessories don't tax fuel economy. The A6 with a 2.0-liter turbo four-cylinder arrives later this year. Handling is agile, the ride is taut yet comfortable and the quiet cabin is a delight in terms of fit and finish. The two screens may look daunting at first, but as we found with our A8, it's not overly complicated to interact with. Forward collision warning and automatic emergency braking are standard.



Base Price: \$58,900-\$67,100
Body Styles: sedan
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)195
 Width (in.)74
 Height (in.)57
 Wheelbase (in.)115
 Weight (lb.)4,265
 % weight front/rearNA

Cargo Measurement

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

Fuel

Premium
 EPA combined mpg25

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

Reliability History			
Trouble Spots	16	17	18
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	⚠		

Audi A7



The redesigned 2019 Audi A7 places even stronger emphasis on luxury and high-tech features than its predecessor. It maintains the same swept-back profile and is a more stylish take on the A6 with the practical benefit of a hatchback. Powering the base A7 is a 335-hp, twin-turbocharged V6 engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. This mild-hybrid powertrain includes a 48-volt electrical system to ensure accessories don't tax fuel economy. Inside, there is a new control system consisting of two touch screens but it proves fairly easy to use. Fit and finish and seat comfort are superb. A smaller 2.0-liter turbo four-cylinder engine along with higher output turbo V6 and V8 engines will be added later.



Base Price: \$68,000-\$76,300
Body Styles: 4-door hatchback
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp)
Transmissions: 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/rearNA

Cargo Measurement

Max. Load (lb.)NA
 Cargo Volume, cu.ft.19
 Towing Capacity (lb.)NR

Fuel

Premium
 EPA combined mpg25

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

Reliability History			
Trouble Spots	16	17	18
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	⚠		

Audi A8



✓ Audi's top-level sedan is redesigned for 2019. It features a smooth, powerful turbocharged V6 engine, and a new infotainment system consisting of two large touch screens. The lower screen controls mostly climate functions; the upper one is for audio and a gateway to other categories. Pressing a command elicits a soft pulse on your fingertip to mimic the tactile feel of an actual button, which helps. This no-holds-barred flagship competes with the BMW 7 Series, Lexus LS 500, and Mercedes-Benz S-Class. The A8's ride is supremely comfortable, and handling is responsive if not sporty. The cabin is super-quiet and impeccably furnished. The front seats are comfortable and have a massage function. The rear seat is enormous. Forward collision warning and automatic emergency braking are standard.



Base Price: \$83,800-\$100,000
Body Styles: sedan
Trim Lines: 3.0T
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 209
 Width (in.) 77
 Height (in.) 59
 Wheelbase (in.) 123
 Weight (lb.) 4,810
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 970
 Cargo Volume, cu.ft. 13
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg. 21

Overall Score	86
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road-Test Score	96
Front-Crash Prevention	Std./⬆

Reliability History

Trouble Spots	16	17	18
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		⚠

Audi E-Tron



The E-Tron is Audi's first fully electric production car. This luxury mid-sized SUV comes standard with all-wheel drive, adaptive suspension, a tech-rich cabin, and a healthy list of advanced safety features and driver aids. Sizewise, the E-Tron slots between Audi's Q5 and Q7 SUVs. It has an estimated range of about 250 miles from its 95-kWh battery. Audi is teaming up with Amazon so that customers can be connected with a nearby electrician to have a 240-volt charger installed in their house. The cabin is dominated by two large touch-screen displays, which we found to be daunting at first but ultimately manageable. Standard advanced safety systems include forward collision warning, automatic emergency braking, blind spot warning, rear cross traffic warning, and lane departure warning.



Base Price: \$74,800-\$86,700
Body Styles: 4-door SUV
Trim Lines: Edition One, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: electric (224 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 193
 Width (in.) 76
 Height (in.) 66
 Wheelbase (in.) 115
 Weight (lb.) NA
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 4,000

Fuel

Electric
 EPA combined mpg. NA

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

Reliability History

Trouble Spots	16	17	18
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		⚠

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 that of the Q5 but in a package that's 10 inches shorter. The energetic 200-hp, 2.0-liter turbocharged four-cylinder engine is mated to a conventional six-speed automatic transmission and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic-looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. The controls are complicated at first, but they prove to be logical with some familiarity. A redesigned Q3 arrives this summer. It is slightly larger, and features Audi's new infotainment system.



Base Price: \$32,900-\$37,900
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

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

Overall Score	74
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	77
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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		↑

Audi Q5



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



Base Price: \$42,900-\$62,100
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige, SQ5
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter V6 turbo (349 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 184
 Width (in.) 75
 Height (in.) 65
 Wheelbase (in.) 111
 Weight (lb.) 4,140
 % weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 1,060
 Cargo Volume, cu.ft. 27
 Towing Capacity (lb.) 4,400

Fuel

Premium
 CR overall mpg. 24

Overall Score	76
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	83
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

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 mated to a very smooth 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. The ride has an underlying firmness unless buyers splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove to be logical with familiarity. Available advanced safety systems include automatic emergency braking and lane keeping assist. The new Q8 is a five-passenger, coupelike version based on the Q7.



Base Price: \$53,550-\$68,700
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter V6 supercharged (329 hp)
Transmissions: 8-speed automatic

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

Overall Score	87
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	96
Front-Crash Prevention	Std./⬆️

Reliability History			
Trouble Spots	16	17	18
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		⬆️

Audi Q8



This coupelike SUV is based on the Q7, an impressive three-row luxury SUV in its own right. The Q8 is quiet, luxurious, and among the more sporty to drive SUVs. It's wider and lower than the Q7, and has seating for five passengers. Some functionality is compromised by the more dynamic styling. The Q8 employs a 335-hp, 3.0-liter turbocharged V6, with a 48-volt mild-hybrid system, mated to a smooth eight-speed automatic. All-wheel drive is standard, and air suspension is optional. The new dual touch-screen control interface is daunting at first but isn't too difficult to master. The Q8 features a full roster of advanced safety and driver-assist systems, including forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, rear cross traffic alert, and much more.



Base Price: \$67,400-\$76,550
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions	
Length (in.)	197
Width (in.)	.79
Height (in.)	.67
Wheelbase (in.)	118
Weight (lb.)	5,000
% weight front/rear	NA
Cargo Measurement	
Max. Load (lb.)	1,100
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,700
Fuel	
Premium	
EPA combined mpg	19

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

Reliability History			
Trouble Spots	16	17	18
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		⬆️

Audi TT



✓ The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder engine; the TTS features a 288-hp version. The six-speed dual-clutch automatic transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heat controls are incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance. There is also a 400-hp, 2.5-liter five-cylinder turbo RS performance version.



Base Price: \$44,900-\$64,900
Body Styles: convertible; coupe
Trim Lines: 2.0T, RS, TTS
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (288 hp); 2.5-liter 5 turbo (400 hp)
Transmissions: 6-speed sequential; 7-speed sequential

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

Overall Score	78
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	84
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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	↑	

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



Base Price: \$35,300-\$58,900
Body Styles: convertible; coupe
Trim Lines: 230i, M2, M240i, M2
 Competition
Drive Wheels: Rear, 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); 3.0-liter 6 turbo (405 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

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

Overall Score	89
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	98
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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 3 Series



The redesigned 2019 3 Series sedan brings powertrain upgrades, infotainment advancements, and new safety features, as well as a claim of returning to a sporty driving character. The 330i is fitted with a 2.0-liter, turbo four-cylinder engine paired with an eight-speed automatic transmission. All-wheel drive is available. This larger 3 Series promises increased interior and trunk space. Gesture control and other features bring a tech upgrade. Forward collision warning and city-speed automatic emergency braking (AEB) with pedestrian and cyclist detection are standard. All-speed AEB, lane departure warning, and rear cross traffic warning are optional. The M340i with a 382-hp, 3.0-liter turbo six-cylinder and the 330e plug-in hybrid arrive in 2020. The wagon and the hatchback Gran Turismo remain on the outgoing platform.



Base Price: \$40,250-\$51,250
Body Styles: 4-door hatchback; sedan; wagon
Trim Lines: 330i, 340i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (382 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)186
 Width (in.)72
 Height (in.)57
 Wheelbase (in.)112
 Weight (lb.)3,765
 % weight front/rear 50/50

Cargo Measurement

Max. Load (lb.)825
 Cargo Volume, cu.ft. 17
 Towing Capacity (lb.) NR

Fuel

Premium
 EPA combined mpg28

Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	^
Road-Test Score	NA
Front-Crash Prevention	Std./^

Reliability History

Trouble Spots	16	17	18
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	I	^	^
Body Hardware	^	^	^
Power Equipment	^	^	^
In-Car Electronics	^	I	^
USED CAR VERDICTS	^	I	W
NEW CAR PREDICTION Average			I

BMW 4 Series



The 4 Series coupe, convertible, and four-door Gran Coupe hatchback versions are based on the outgoing 3 Series. They each pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car than a pure sports car. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder engine is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch, which makes the 440i a treat to drive. 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.



Base Price: \$44,600-\$103,100
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 430i, 440i, M4
Drive Wheels: Rear, 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 automatic; 6-speed manual; 7-speed sequential

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 mpg27

Overall Score	NA
Predicted Reliability	^
Owner Satisfaction	^
Road-Test Score	NA
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	I	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	^	^
Body Hardware	^	^	^
Power Equipment	I	^	^
In-Car Electronics	^	I	^
USED CAR VERDICTS	^	^	^
NEW CAR PREDICTION Better than average			^

BMW 5 Series



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



Base Price: \$53,400-\$110,000
Body Styles: sedan
Trim Lines: 530e, 530i, 540i, M5, M550i xDrive, M5 Competition
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (248 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456, 600, 617 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)195
 Width (in.)74
 Height (in.)58
 Wheelbase (in.)117
 Weight (lb.)3,950
 % weight front/rear53/47

Cargo Measurement

Max. Load (lb.)850
 Cargo Volume, cu.ft.19
 Towing Capacity (lb.)NR

Fuel

Premium or diesel
 CR overall mpg.26

Overall Score	71
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	94
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

BMW 6 Series



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



Base Price: \$70,300-\$124,400
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: 640i, 650i, Alpina B6, Gran Turismo, M6
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (315 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (445 hp, 560, 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/rear52/48

Cargo Measurement

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

Fuel

Premium
 EPA combined mpg20

Overall Score	NA
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	NA
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 7 Series



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



Base Price: \$83,650-\$156,700
Body Styles: sedan
Trim Lines: 740e, 740i, 750i, Alpina B7, M760i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (322 hp); 3.0-liter 6 turbo (320 hp); 4.4-liter V8 turbo (445, 600 hp); 6.6-liter V12 turbo (601 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/rear54/46

Cargo Measurement

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

Fuel

Premium
 CR overall mpg.21

Overall Score	87
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	99
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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 i3



BMW's electric four-seat hatchback has rear-hinged back doors. The interior is striking in its simplicity and style. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. We tested it with the optional two-cylinder engine, which acts as an onboard generator to extend the range beyond the typical 75 miles to about 130 miles total. Charge times were about 4 hours with a 240-volt connection. The i3 is very energy-efficient when running on electric power but not so fuel-efficient when using the gas engine. Despite its tall stance, the i3 is very agile and easy to maneuver, but the ride is quite firm. The sudden deceleration when lifting off the accelerator pedal takes some getting used to. New for 2019 is a 120Ah, 42.2-kWh battery with a claimed 153-mile electric range, and a 181-hp i3s version.



Base Price: \$44,450-\$51,500
Body Styles: 4-door hatchback
Trim Lines: Deka, Giga, Mega, s, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 0.7-liter 2 electric (170 hp); 0.7-liter 2 electric (181 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/rear45/55

Cargo Measurement

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

Fuel

Premium
 CR overall mpg.139

Overall Score	68
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	66
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↑

BMW X1



The X1 relies on a platform shared with the Mini Cooper Clubman and Countryman, and is available in front- and all-wheel-drive versions. In our tests of the AWD X1, the responsive 228-hp, 2.0-liter turbocharged four-cylinder engine returned 26 mpg overall. With the X1's relatively low ride height, it feels almost like driving a sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is constructed with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. Safety features such as forward collision warning, city-speed automatic emergency braking, and lane departure warning are standard for 2019.



Base Price: \$34,950-\$35,900
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

Overall Score	61
Predicted Reliability	⬇️
Owner Satisfaction	⚠️
Road-Test Score	74
Front-Crash Prevention	Std./⬆️

Reliability History			
Trouble Spots	16	17	18
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 ⬇️		

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

BMW X2



The BMW X2 is designed to appeal to style-conscious customers who want a sporty SUV but don't mind sacrificing interior space. Based on the X1, the lower, shorter X2 feels more like driving a car than an SUV. Its gutsy 228-hp, turbocharged four-cylinder engine is mated to a smooth-shifting eight-speed automatic transmission. Front- and all-wheel drive are available. The ride is a bit stiff, but handling is sharp and engaging, making the X2 enjoyable to drive. The cabin is well made if a bit austere, with comfortable front seats and logical controls. Outward visibility and rear seat room are hurt by the sleek styling. Safety features such as forward collision warning, city-speed automatic emergency braking, and lane departure warning are standard for 2019. An M35i performance version with 302 hp is new for 2019.



Base Price: \$36,400-\$35,900
Body Styles: 4-door SUV
Trim Lines: M35i, sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp);
 2.0-liter 4 turbo (302 hp)
Transmissions: 8-speed automatic

Overall Score	64
Predicted Reliability	⬇️
Owner Satisfaction	⚠️
Road-Test Score	77
Front-Crash Prevention	Std./⬆️

Reliability History			
Trouble Spots	16	17	18
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 ⬇️		

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 72
 Height (in.) 60
 Wheelbase (in.) 105
 Weight (lb.) 3,645
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 23.5
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg. 25

BMW X3



✓ BMW's third-generation X3 has upscale cabin amenities, technology, and safety features. Most X3s are the 30i version, which uses a 248-hp, 2.0-liter turbo four-cylinder engine. It delivers quick acceleration and returned 24 mpg overall in our tests. The uplevel M40i gets a 355-hp turbo six-cylinder. The eight-speed automatic transmission is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is quite responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The 2019 model year brings standard forward collision warning and city-speed automatic emergency braking, in addition to a rear-wheel-drive version. Blind spot and lane departure warnings are common options.



Base Price: \$41,000-\$54,650
Body Styles: 4-door SUV
Trim Lines: M40i, sDrive30i, xDrive30i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)186
 Width (in.)74
 Height (in.)66
 Wheelbase (in.)113
 Weight (lb.)4,220
 % weight front/rear49/51

Cargo Measurement

Max. Load (lb.)935
 Cargo Volume, cu.ft.32
 Towing Capacity (lb.)4,410

Fuel

Premium
 CR overall mpg24

Overall Score	81
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	92
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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 X4



The BMW X4 is redesigned for 2019 and is based on the current-generation X3. The new X4 gains new safety technology and an inch of legroom over its predecessor. But its coupelike profile sacrifices some utility and visibility for a more athletic appearance. The base version is now called the xDrive30i and features a 248-hp, turbo-charged four-cylinder engine, while the M40i is powered by a 355-hp, six-cylinder turbo engine. Both have all-wheel drive and a smooth-shifting eight-speed automatic transmission as standard equipment. We found the X3 thoroughly engaging to drive and expect similar performance from the X4. Forward collision warning and city-speed automatic emergency braking are standard, as is a 10.25-inch touch screen with navigation.



Base Price: \$50,450-\$60,450
Body Styles: 4-door SUV
Trim Lines: M40i, xDrive30i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)188
 Width (in.)75
 Height (in.)64
 Wheelbase (in.)113
 Weight (lb.)3,900
 % weight front/rear50/50

Cargo Measurement

Max. Load (lb.)NA
 Cargo Volume, cu.ft.19
 Towing Capacity (lb.)4,000

Fuel

Premium
 EPA combined mpg25

Overall Score	NA
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	NA
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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 X5



✓ The redesigned 2019 X5 is one of the best vehicles we've ever tested. The xDrive40i's 335-hp, 3.0-liter six-cylinder turbo engine makes the X5 quick and easy to drive smoothly, yet it gets a decent 23 mpg overall. We don't think there is any reason to opt for the V8-powered xDrive50i. The ride is comfortable and impressively steady and composed. The impeccably finished, luxurious cabin is whisper quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Controls have an initial learning curve but prove to be logical once mastered, and the infotainment system works seamlessly. The standard Active Driving Assistant includes forward collision warning (with pedestrian and cyclist warning), city-speed automatic emergency braking, blind spot warning, lane departure warning, and rear cross traffic warning.



Base Price: \$60,700-\$75,750
Body Styles: 4-door SUV
Trim Lines: xDrive40i, xDrive50i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)194
 Width (in.)79
 Height (in.)69
 Wheelbase (in.)117
 Weight (lb.)4,740
 % weight front/rear50/50

Cargo Measurement

Max. Load (lb.)950
 Cargo Volume, cu.ft.36.5
 Towing Capacity (lb.)7,200

Fuel

Premium
 CR overall mpg.23

Overall Score	88
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road-Test Score	98
Front-Crash Prevention	Std./⬆

Reliability History

Trouble Spots	16	17	18
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 X6



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



Base Price: \$63,550-\$105,700
Body Styles: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35i, xDrive50i
Drive Wheels: Rear, 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/rear49/51

Cargo Measurement

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

Fuel

Premium
 EPA combined mpg.20

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

Reliability History

Trouble Spots	16	17	18
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 X7



The X7 is BMW's new full-sized, three-row luxury SUV. The two turbo engines are a 335-hp six-cylinder and a 456-hp V8, both mated to an eight-speed automatic and all-wheel drive. The transmission and adaptive air suspension system can read the road ahead and preemptively downshift for a hill or adjust the suspension to quell impending body motions. The tech-rich interior is highlighted by a 12.3-inch configurable instrument panel and dash-mounted infotainment screen. Standard safety features include forward collision warning, city-speed automatic emergency braking with pedestrian and cyclist detection, and blind spot warning. An optional traffic jam assist system will handle the X7's speed, braking, and steering up to 37 mph on highways, as long as the driver, who is monitored by a camera, is paying attention.



Base Price: \$73,900-\$92,600
Body Styles: 4-door SUV
Trim Lines: xDrive40i, xDrive50i
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)203
 Width (in.)79
 Height (in.)71
 Wheelbase (in.)122
 Weight (lb.)5,370
 % weight front/rearNA

Cargo Measurement

Max. Load (lb.)1,200
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)7,500

Fuel

Premium
 EPA combined mpg22

Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	^
Road-Test Score	NA
Front-Crash Prevention	Std./^

Reliability History

Trouble Spots	16	17	18
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		I

BMW Z4



After a three-year hiatus, a larger, more powerful BMW Z4 roadster returns to market with a soft top and reduced weight. First out of the gate is the sDrive30i, with the high-performance M40i version arriving later. Both versions have more power than before. Each uses an eight-speed automatic transmission. There is no more manual transmission option. The soft top will be able to open and close when the roadster is on the move, which is a big convenience. The latest iDrive control system has a learning curve, but should prove logical after some familiarity. Owners can use a smartphone as a digital key. All Z4s are equipped with forward collision warning with pedestrian detection, automatic emergency braking, and lane departure warning.



Base Price: \$49,700-\$52,650
Body Styles: convertible
Trim Lines: M40i, sDrive30i
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)171
 Width (in.)73
 Height (in.)51
 Wheelbase (in.)97
 Weight (lb.)3,285
 % weight front/rear50/50

Cargo Measurement

Max. Load (lb.)465
 Cargo Volume, cu.ft.10
 Towing Capacity (lb.)NR

Fuel

Premium
 EPA combined mpg28

Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	^
Road-Test Score	NA
Front-Crash Prevention	Std./^

Reliability History

Trouble Spots	16	17	18
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		I

Buick Cascada



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



Base Price: \$33,070-\$37,070
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

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)72
 Height (in.)57
 Wheelbase (in.)106
 Weight (lb.)3,980
 % weight front/rear57/43

Cargo Measurement

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

Fuel

Regular
 CR overall mpg.22

Overall Score	58
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road-Test Score	53
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬆️

Buick Enclave



The large, three-row Buick Enclave is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got 18 mpg overall in our tests. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting a Buick flagship. The third-row seat is relatively roomy for the class. The infotainment system is easy to use, and connectivity features abound. But the unintuitive gear selector is fussy and a nuisance to use in parking maneuvers. The manual sunshade for the sunroof and two-way-only lumbar adjustment for the seat are out of place, given the Buick's price. City-speed automatic emergency braking and forward collision warning are standard, though only on top versions costing more than \$50,000.



Base Price: \$40,000-\$55,800
Body Styles: 4-door SUV
Trim Lines: Avenir, Base, Essence, Premium
Drive Wheels: Front, AWD
Seating: 2 front, 2 rear, 3 third
Engines: 3.6-liter V6 (310 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)204
 Width (in.)79
 Height (in.)70
 Wheelbase (in.)121
 Weight (lb.)4,690
 % weight front/rear57/43

Cargo Measurement

Max. Load (lb.)1,625
 Cargo Volume, cu.ft.48.5
 Towing Capacity (lb.)5,000

Fuel

Regular
 CR overall mpg.18

Overall Score	56
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	87
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️

Buick Encore



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



Overall Score	69
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road-Test Score	69
Front-Crash Prevention	Opt.

Base Price: \$23,200-\$30,800
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Sport Touring
Drive Wheels: Front, 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

Reliability History			
Trouble Spots	16	17	18
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		⬆️

Buick Envision



Buick's luxury compact SUV sits between the tiny Encore and large Enclave. The Chinese-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder originally mated to a six-speed automatic transmission. For 2019 the turbo engine is paired to a nine-speed automatic. A less expensive 2.5-liter, four-cylinder engine and available front-wheel drive are new. Handling is clumsy, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag, soft and unsettled at the same time. Access is easy, and the rear seat is relatively roomy. The infotainment system is easy to use. Note that the dash vents are too low and tend to cool the driver's elbows. Buick's available suite of active safety equipment includes forward collision warning and lane departure mitigation systems, as well as automatic braking.



Overall Score	66
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road-Test Score	69
Front-Crash Prevention	Opt.

Base Price: \$31,995-\$43,600
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Premium, Premium II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)
Transmissions: 6-speed automatic; 9-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

Reliability History			
Trouble Spots	16	17	18
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		⬆️

Buick Regal



✓ The Buick Regal Sportback has coupelike styling that artfully masks its hatchback configuration. The TourX is a raised wagon, similar in concept to a Subaru Outback. Most versions use an energetic 2.0-liter, turbo four-cylinder engine; the sporty GS gets a 3.6-liter V6. Front- and all-wheel-drive versions are available. The Regal has a comfortable ride, and road, wind, and engine noise are well-muted. Handling is capable and responsive. We found the seats to be comfortable and the cabin well-constructed, although a bit plain. Android Auto and Apple CarPlay compatibility are standard, and the infotainment system is easy to use. Most advanced safety features are optional but typically are found only on versions costing close to \$40,000.



Base Price: \$25,070-\$39,070
Body Styles: 4-door hatchback
Trim Lines: Avenir, Base, Essence, GS, Preferred, Preferred II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)193
 Width (in.)73
 Height (in.)57
 Wheelbase (in.)111
 Weight (lb.)3,680
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.)925
 Cargo Volume, cu.ft.32
 Towing Capacity (lb.) NR

Fuel

Regular or premium
 CR overall mpg.23

Overall Score	77
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	87
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

Cadillac ATS



The ATS sedan is discontinued for 2019, but the coupe soldiers on. Nimble, capable handling and sharp steering make the ATS a treat to drive. The 2.0-liter, turbocharged four-cylinder engine is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the six-speed automatic transmission, which has been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp, twin-turbo V6.



Base Price: \$38,995-\$67,795
Body Styles: coupe
Trim Lines: Luxury, Premium Luxury, Premium Performance, Standard, V
Drive Wheels: Rear, 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

Cargo Measurement

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

Fuel

Regular or premium
 EPA combined mpg.25

Overall Score	NA
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	NA
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓



Cadillac CT6



The CT6 is athletic and lively to drive. While the ride is firm, the CT6 is steady and controlled, and the interior is very quiet. The base engine is a turbocharged four-cylinder, but most buyers will opt for the midlevel nonturbo V6. All-wheel drive is standard on versions with a V6 or V8 engine. The interior is plush and roomy, but in-cabin storage is practically nonexistent. Front-seat comfort is superb, but the rear seat is short on thigh support. The CT6's Super Cruise driver assistance system operates on freeways and monitors the driver to make sure he or she is paying attention. New for 2019, the V model gets a turbo V8. GM has announced that the CT6 will be discontinued this summer.



Base Price: \$50,495-\$86,795
Body Styles: sedan
Trim Lines: Luxury, Platinum, Premium Luxury, Standard, V, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (237 hp); 2.0-liter 4 electric (335 hp); 3.0-liter V6 turbo (404 hp); 3.6-liter V6 (335 hp); 4.2-liter V8 turbo (550 hp)
Transmissions: 10-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

Overall Score	62
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	95
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️

Cadillac CTS



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



Base Price: \$46,995-\$86,995
Body Styles: sedan
Trim Lines: Base, Luxury, Premium Luxury, V, V-Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (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

Overall Score	55
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	83
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️

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 room, a longer ESV version with increased cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 engine and an impressive tow capacity. Recent updates include a new 10-speed automatic transmission, replacing the eight-speed unit. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.



Base Price: \$75,195-\$100,295
Body Styles: 4-door SUV; extended SUV
Trim Lines: Luxury, Platinum, Premium Luxury, Standard
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 6.2-liter V8 (420 hp)
Transmissions: 10-speed automatic

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

Overall Score	43
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	61
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️

Cadillac XT4



The XT4 is Cadillac's new entry-level luxury SUV. It provides luxury and prestige in a small package. The 237-hp, 2.0-liter turbocharged four-cylinder engine is mated to a nine-speed automatic transmission, and together they make up a responsive powertrain. But the engine is too buzzy when revved. Our all-wheel-drive XT4 got 23 mpg overall in our tests. The ride is on the stiff side but on a par with its peers. Handling is quite nimble. The interior is nicely furnished with comfortable seats and ritzy-looking leather and chrome touches. The infotainment system has some physical knobs and buttons, and is simplified compared with other Cadillacs. Thankfully, most climate-control tasks are accessible through hard buttons. Forward collision warning, automatic emergency braking, and blind spot warning are optional but bundled into expensive packages.



Base Price: \$34,795-\$41,795
Body Styles: 4-door SUV
Trim Lines: Luxury, Premium Luxury, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (237 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 181
 Width (in.) 77
 Height (in.) 63
 Wheelbase (in.) 109
 Weight (lb.) 3,930
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 970
 Cargo Volume, cu.ft. 26.5
 Towing Capacity (lb.) 3,500

Fuel

Premium
 CR overall mpg. 23

Overall Score	55
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	78
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️



Cadillac XT5



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



Base Price: \$41,695-\$65,895
Body Styles: 4-door SUV
Trim Lines: Base, Luxury, Platinum, Premium Luxury
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)190
 Width (in.)75
 Height (in.)66
 Wheelbase (in.)113
 Weight (lb.)4,300
 % weight front/rear59/41

Cargo Measurement

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

Fuel

Regular
 CR overall mpg.20

Overall Score	53
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	76
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

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 3.6-liter V6 engine lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returned a respectable 22 mpg overall when we tested it with the six-speed automatic transmission. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view out the back. A V-Sport version with a twin-turbo, 3.6-liter engine gives the XTS V8-like power. The XTS will go out of production this year.



Base Price: \$46,795-\$72,995
Body Styles: sedan
Trim Lines: Luxury, Platinum, Premium Luxury, Standard, Vsport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)202
 Width (in.)73
 Height (in.)59
 Wheelbase (in.)112
 Weight (lb.)4,090
 % weight front/rear59/41

Cargo Measurement

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

Fuel

Regular or premium
 CR overall mpg.22

Overall Score	73
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	82
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

Chevrolet Blazer



Chevrolet's new SUV that slots between the compact Equinox and three-row Traverse. This midsize crossover model takes aim at the Ford Edge and Nissan Murano, five-passenger midsize SUVs that focus more on styling and luxury and less on outright utility. The base 193-hp four-cylinder engine only comes on front-wheel-drive versions, while AWD ones get a smooth 305-hp V6. This new SUV is quiet, and it rides and handles well. The controls are easy to use but the low dash vents might compromise air distribution. A suite of active safety features, including forward collision warning, automatic emergency braking, pedestrian detection, and blind spot warning, are available in a number of optional "Driver Confidence" packages. However, these packages drive the price up considerably. .



Base Price: \$28,800-\$45,600
Body Styles: 4-door SUV
Trim Lines: Cloth, L, Leather, Premier, RS
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (193 hp); 3.6-liter V6 (305 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.) 77
 Height (in.) 67
 Wheelbase (in.) 113
 Weight (lb.) 4,200
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) 175
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 4,500

Fuel

Regular
 EPA combined mpg 21

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⚠️
Road-Test Score	NA
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 ⬇️		

Chevrolet Bolt



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



Base Price: \$36,620-\$40,905
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (200 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 164
 Width (in.) 70
 Height (in.) 63
 Wheelbase (in.) 102
 Weight (lb.) 3,545
 % weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 875
 Cargo Volume, cu.ft. 17
 Towing Capacity (lb.) NR

Fuel

Electric
 CR overall mpg 119

Overall Score	71
Predicted Reliability	⚠️
Owner Satisfaction	⬆️
Road-Test Score	76
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 ⚠️		



Chevrolet Camaro



The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. (The SS gets a 10-speed automatic for 2019.) Visibility all around is atrocious, and rear-seat room is extremely tight. Also available is a performance ZL1 version powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or optional 10-speed automatic. The Camaro received a number of interior and exterior styling updates for 2019, as well as new infotainment systems.



Overall Score	70
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	85
Front-Crash Prevention	Opt.

Base Price: \$25,905-\$67,500
Body Styles: convertible; coupe
Trim Lines: LE, LS, 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

Facts & Figures

Exterior Dimensions

Length (in.)188
 Width (in.)75
 Height (in.)53
 Wheelbase (in.)111
 Weight (lb.)3,730
 % weight front/rear54/46

Cargo Measurement

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

Fuel

Regular or premium
 CR overall mpg.20

Reliability History			
Trouble Spots	16	17	18
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		↓

Chevrolet Colorado



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



Overall Score	49-50
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	60-61
Front-Crash Prevention	Opt.

Base Price: \$21,300-\$46,400
Body Styles: crew cab; extended cab
Trim Lines: Base, LT, RST, WT, Z71, ZR2
Drive Wheels: Rear, 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/rear57/43

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	16	17	18
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		↓

Chevrolet Corvette



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



Overall Score	74
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	92
Front-Crash Prevention	NA

Base Price: \$55,900-\$135,400
Body Styles: 2-door hatchback; convertible
Trim Lines: 1LT, 2LT, 3LT, Grand Sport, Z06, ZR1
Drive Wheels: Rear
Seating: 2 front
Engines: 6.2-liter V8 (455, 460 hp); 6.2-liter V8 supercharged (650, 755 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	16	17	18
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		↓

Chevrolet Equinox



The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. Most versions use a lackluster 1.5-liter, turbo four-cylinder. The uplevel engine is a more muscular 252-hp, turbo four-cylinder mated to a nine-speed automatic. A diesel version returned 31 mpg overall in our tests but adds engine clatter and vibration. We found that the ride absorbed bumps and pavement imperfections. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including the MyLink infotainment system. But the interior has some cheap touches. However, the seats are quite comfortable. Forward collision warning with city-speed automatic braking, blind spot warning, and rear cross traffic warning are available.



Overall Score	65-66
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	75-78
Front-Crash Prevention	Opt.

Base Price: \$23,800-\$35,600
Body Styles: 4-door SUV
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (137 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 183
 Width (in.) 73
 Height (in.) 65
 Wheelbase (in.) 107
 Weight (lb.) 3,540
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 995
 Cargo Volume, cu.ft. 32
 Towing Capacity (lb.) 3,500

Fuel

Regular or diesel
 CR overall mpg. 25-31

Reliability History			
Trouble Spots	16	17	18
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		↓



Chevrolet Malibu



Chevrolet's Malibu is competitive among mid-sized sedans, with a quiet cabin and easy-to-use controls. In tests we found the sedan to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. It gets a CVT for 2019. The second engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. A hybrid that utilizes some of the Chevrolet Volt's technology is also available. It got an impressive 41 mpg overall in our tests. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The roomy rear seat lets long-legged passengers stretch out.



Overall Score	59
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	79-80
Front-Crash Prevention	Opt.

Base Price: \$21,680-\$31,020
Body Styles: sedan
Trim Lines: Hybrid, L, LS, LT, Premier, RS
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (160 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic; 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)194
 Width (in.)73
 Height (in.)58
 Wheelbase (in.)112
 Weight (lb.)3,125
 % weight front/rear61/39

Cargo Measurement

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

Fuel

Regular
 CR overall mpg.29-41

Reliability History			
Trouble Spots	16	17	18
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 ↓		

Chevrolet Silverado 1500



The 2019 Silverado is completely redesigned to battle its crosstown rivals. The Silverado's power delivery is improved; it's smoother and more responsive now, and fuel economy has improved by 1 mpg to 17 mpg overall for the 5.3-liter V8 engine. Added optional and thoughtful touches include a power tailgate that can open using the remote key fob or a button on the dash. The ride is stiff and snappy, but the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. New trim variants, such as the Trail Boss and High Country, run the gamut from an off-road special to a luxury chariot. Available advanced safety features, such as forward collision warning and automatic emergency braking, are optional on high-end trims.



Overall Score	59
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	76
Front-Crash Prevention	Opt.

Base Price: \$28,300-\$56,600
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Custom, Trail Boss, High Country, LS, LT, LTZ, RST, WT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (300 hp); 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-, 8- & 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)232
 Width (in.)81
 Height (in.)76
 Wheelbase (in.)147
 Weight (lb.)5,130
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)1,940
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)12,100

Fuel

Regular or diesel
 CR overall mpg.17

Reliability History			
Trouble Spots	16	17	18
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 ↓		

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 too responsive because of the overly quick steering. The sedan has a large trunk, but the hatchback version offers more utility. Creature comforts, such as keyless entry and push-button start, and the optional heated seats and steering wheel, bring some maturity to this subcompact. A 7-inch touch screen is standard and works with Android Auto and Apple CarPlay. On the safety front, forward collision warning and lane departure warning are optional, and are welcome additions to the Sonic.



Base Price: \$15,420-\$21,520

Body Styles: 4-door hatchback; sedan

Trim Lines: LS, LT, Premier

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

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	66
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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			

Chevrolet Spark



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



Base Price: \$13,220-\$17,720

Body Styles: 4-door hatchback

Trim Lines: 1LT, 2LT, ACTIV, LS

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.4-liter 4 (98 hp)

Transmissions: 5-speed manual; CVT

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

Overall Score	48
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	47
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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			



Chevrolet Suburban



✓ If buyers need space for seven or more people, all their stuff, and towing capacity to boot, few SUVs other than the Suburban will do. This behemoth has a sumptuous and quiet interior, power-folding second- and third-row seats, and available blind spot warning and cross traffic warning. We got 16 mpg overall with the 5.3-liter V8 engine and six-speed automatic transmission. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on the Premier trim improves ride comfort and handling response and capability. Recent updates include available lane keeping assist, plus Apple CarPlay. A 6.2-liter V8, paired with a 10-speed automatic transmission, is available.



Overall Score	66
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	74
Front-Crash Prevention	Opt.

Base Price: \$50,800-\$85,700
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier, RST
Drive Wheels: Rear, 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; 10-speed automatic

Reliability History			
Trouble Spots	16	17	18
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.) 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, but the ride is too stiff and the third-row seat is tight. In addition, the 5.3-liter V8 engine and six-speed automatic transmission combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The magnetic ride suspension on the Premier trim improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't a main concern, car-based SUVs drive better and are roomier. Lane keeping assist, blind spot warning, and cross traffic warning systems are available. A 6.2-liter V8, paired with a 10-speed automatic transmission, is available.



Overall Score	64
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	67
Front-Crash Prevention	Opt.

Base Price: \$48,000-\$71,225
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 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; 10-speed automatic

Reliability History			
Trouble Spots	16	17	18
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.) 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



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



Base Price: \$29,930-\$53,000
Body Styles: 4-door SUV
Trim Lines: High Country, L, LS, LT, Premier, RS
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.0-liter 4 turbo (257 hp); 3.6-liter V6 (310 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 204
 Width (in.) 79
 Height (in.) 71
 Wheelbase (in.) 121
 Weight (lb.) 4,695
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 1,450
 Cargo Volume, cu.ft. 54.5
 Towing Capacity (lb.) 5,000

Fuel

Regular
 CR overall mpg. 20

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	95
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️

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 engine and six-speed automatic transmission, a combination that didn't deliver either impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and basic overall, with just a few niceties. The pronounced engine noise and stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At \$26,000-plus, our tested Trax LT AWD cost as much as larger, more substantial compact SUVs.



Base Price: \$21,300-\$29,100
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp)
Transmissions: 6-speed automatic

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

Overall Score	43
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	55
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️

Chrysler 300



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



Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	83-84
Front-Crash Prevention	Opt.

Base Price: \$28,995-\$41,695
Body Styles: sedan
Trim Lines: C, Limited, S, Touring, Touring L
Drive Wheels: Rear, 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

Reliability History			
Trouble Spots	16	17	18
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		

Facts & Figures

Exterior Dimensions

Length (in.)199
 Width (in.)75
 Height (in.)58
 Wheelbase (in.)120
 Weight (lb.)4,095
 % weight front/rear52/48

Cargo Measurement

Max. Load (lb.) 865
 Cargo Volume, cu.ft. 16
 Towing Capacity (lb.)1,000

Fuel

Regular
 CR overall mpg.20-22

Chrysler Pacifica



The Pacifica minivan is offered in seven- and eight-passenger configurations, and it retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides plenty of power and gets a decent 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with an electric range of about 30 miles before it reverts to hybrid operation and gets 27 mpg. The latest version of the Uconnect touch-screen system is intuitive and easy to master. High-end versions of the Pacifica feature individual screens with built-in games for the rear passengers.



Overall Score	60-62
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	85-88
Front-Crash Prevention	Opt.

Base Price: \$26,995-\$45,395
Body Styles: minivan
Trim Lines: L, Limited, LX, Touring, Touring L, Touring L Plus, Touring Plus
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 hybrid (248 hp); 3.6-liter V6 (287 hp)
Transmissions: 9-speed automatic; CVT

Reliability History			
Trouble Spots	16	17	18
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		

Facts & Figures

Exterior Dimensions

Length (in.) 204
 Width (in.) 80
 Height (in.)70
 Wheelbase (in.)122
 Weight (lb.)4,535
 % weight front/rear56/44

Cargo Measurement

Max. Load (lb.) 1,300
 Cargo Volume, cu.ft. 66
 Towing Capacity (lb.)3,600

Fuel

Regular
 CR overall mpg.21-27

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. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Performance packages include a 485-hp, 6.4-liter V8; a 717-hp, 6.2-liter supercharged V8 in the Hellcat; and an 808-hp, 6.2-liter V8 in the Hellcat Redeye. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind spot warning, rear cross traffic warning, and forward collision warning. All-wheel drive is available with the V6 engine.



Base Price: \$27,595-\$71,350
Body Styles: coupe
Trim Lines: 392, GT, R/T, SRT Hellcat, SRT Hellcat Redeye, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (305 hp); 5.7-liter V8 (372 hp); 6.2-liter V8 supercharged (717, 797, 808 hp); 6.4-liter V8 (392 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/rear54/46

Cargo Measurement

Max. Load (lb.)865
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)1,000

Fuel

Regular or premium
 CR overall mpg.20

Overall Score	59
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	70
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

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, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter or the Hellcat's 707-hp, supercharged V8. All-wheel drive is optional on mainstream versions. Automatic emergency braking and lane keeping assist are available. The well-designed Uconnect touch-screen infotainment system is optional.



Base Price: \$28,995-\$67,045
Body Styles: sedan
Trim Lines: GT, R/T, SRT Hellcat, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 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/rear54/46

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

Overall Score	66-68
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	82-85
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

Dodge Durango



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



Base Price: \$29,995-\$62,995
Body Styles: 4-door SUV
Trim Lines: Citadel, GT, R/T, SRT, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.6-liter V6 (293 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.) 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

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	83
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		

Dodge Grand Caravan



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



Base Price: \$26,790-\$32,290
Body Styles: minivan extended
Trim Lines: 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

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.) 1,500

Fuel

Regular
 CR overall mpg. 17

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	72
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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		

Fiat 124



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



Overall Score	64
Predicted Reliability	⬇️
Owner Satisfaction	⚠️
Road-Test Score	76
Front-Crash Prevention	NA

Base Price: \$24,995-\$29,290
Body Styles: convertible
Trim Lines: Abarth, Classica, Lusso
Drive Wheels: Rear
Seating: 2 front
Engines: 1.4-liter 4 turbo (160 hp); 1.4-liter 4 turbo (164 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	160
Width (in.)	69
Height (in.)	49
Wheelbase (in.)	91
Weight (lb.)	2,450
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	340
Cargo Volume, cu.ft.	.5
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg.	31

Reliability History

Trouble Spots	16	17	18
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 ⬇️

Fiat 500



The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The standard engine is the 135-hp, 1.4-liter turbo four-cylinder, which provides decent performance. On all versions the ride is choppy and the cabin is noisy. Headroom up front is good, but some will find the narrow cockpit and driving position awkward: The steering wheel doesn't adjust for reach, so it is often too far away, forcing drivers to sit uncomfortably close. The tight rear seats are difficult to access, and the cargo area is minuscule. The convertible top can be pulled back like a sunroof or fully dropped. The 160-hp engine makes the Abarth pretty quick, and the car grips the road well; the electric 500e is enjoyable for its silence and efficiency. The 500 hatchback scored a Poor in the IIHS small-overlap crash test.



Overall Score	45
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	66
Front-Crash Prevention	NA

Base Price: \$16,245-\$32,995
Body Styles: 2-door hatchback; convertible
Trim Lines: Abarth, e, e E-sport, Lounge, Pop
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (111 hp); 1.4-liter 4 turbo (135 hp); 1.4-liter 4 turbo (157 hp); 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic; 5-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	144
Width (in.)	64
Height (in.)	59
Wheelbase (in.)	91
Weight (lb.)	2,565
% weight front/rear	64/36

Cargo Measurement

Max. Load (lb.)	700
Cargo Volume, cu.ft.	10
Towing Capacity (lb.)	NR

Fuel

Regular or premium or electric	
CR overall mpg.	28

Reliability History

Trouble Spots	16	17	18
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 ⬇️

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 awkward driving position that dictates bent knees and stretched arms. The 500L also scored a Poor in the IIHS small-overlap frontal crash test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and provides impressive interior space for its size, along with good visibility, super-easy cabin access, and a commendable 27 mpg overall from the 1.4-liter turbo engine. Fortunately, Fiat has dropped the dual-clutch transmission we tested and now equips the 500L with a conventional six-speed automatic.



Overall Score	30
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road-Test Score	50
Front-Crash Prevention	NA

Base Price: \$21,495-\$23,895
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	16	17	18
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		⬇

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



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



Overall Score	35
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road-Test Score	50
Front-Crash Prevention	Opt.

Base Price: \$24,490-\$29,195
Body Styles: 4-door SUV
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front, 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	16	17	18
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		⬇

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 EcoSport



The Ford Fiesta-based EcoSport subcompact crossover has a tall stance that helps the driver get a good view out. It offers either a 1.0-liter turbocharged three-cylinder or a 2.0-liter four-cylinder. The 2.0-liter engine comes with standard all-wheel drive. Even with the larger of the two engines, the EcoSport is slow, and at 24 mpg overall, fuel economy isn't stellar. Handling is very nimble, but the ride is stiff and the cabin is loud. The controls are easy to master, including Ford's Sync 3 infotainment system, and Android Auto and Apple CarPlay compatibility is standard. The side-hinged rear hatch door can be annoying to use when parallel parked. Blind spot warning with cross traffic warning is offered on higher trims, but neither forward collision warning nor automatic emergency braking is available.



Base Price: \$19,995-\$27,610
Body Styles: 4-door SUV
Trim Lines: S, SE, SES, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (166 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 161
 Width (in.) 70
 Height (in.) 65
 Wheelbase (in.) 99
 Weight (lb.) 3,390
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 825
 Cargo Volume, cu.ft. 22.5
 Towing Capacity (lb.) 2,000

Fuel

Regular
 CR overall mpg. 24

Overall Score	58
Predicted Reliability	I
Owner Satisfaction	↓
Road-Test Score	61
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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			I

Ford Edge



✓ The midsize Edge was freshened for 2019, with updated powertrains and standard advanced safety features. A 250-hp, 2.0-liter turbo four-cylinder paired with an eight-speed automatic transmission is standard and provides smooth, quiet acceleration. The high-performance ST trim gets a 335-hp V6 turbo. Front- and all-wheel-drive versions are available. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous but the driving position is uneven due to a left footrest that's too far back. With its quiet cabin, steady ride, and agile handling the Edge can rival a luxury car, and the Sync 3 infotainment system is easy to use. Standard safety equipment includes forward collision warning with pedestrian detection, blind spot warning, rear cross-traffic warning, lane departure warning, and lane keeping assist.



Base Price: \$29,995-\$42,355
Body Styles: 4-door SUV
Trim Lines: SE, SEL, ST, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.7-liter V6 turbo (335 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 189
 Width (in.) 76
 Height (in.) 68
 Wheelbase (in.) 112
 Weight (lb.) 4,250
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 950
 Cargo Volume, cu.ft. 39
 Towing Capacity (lb.) 3,500

Fuel

Regular
 CR overall mpg. 22

Overall Score	78
Predicted Reliability	I
Owner Satisfaction	I
Road-Test Score	84
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
Engine Major	↑	↑	↑
Engine Minor	I	↑	↑
Engine Cooling	↑	↑	↑
Transmission Major	↑	↑	↑
Transmission Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↓	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	I	↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↓	↑	↑
USED CAR VERDICTS			
NEW CAR PREDICTION Average			I

Ford Escape



The Ford Escape is a fleet-footed SUV with impressive handling, which helps make it one of the sportiest small SUVs. It has 1.5- and 2.0-liter turbocharged engines, but we got just 23 mpg overall from the 1.5-liter when we tested it. In addition, the A/C gets weak when the stop/start system turns the engine off at idle. The Escape has a taut, controlled ride and a quiet interior. We found that the interior is snug, and the rear seats' short bottom cushion is low. The impressive Sync 3 system is standard. One new feature is Sync Connect, an app that allows owners to use their smartphone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Advanced safety features such as forward collision warning are optional.



Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	75
Front-Crash Prevention	Opt.

Base Price: \$24,105-\$34,120
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, Titanium
Drive Wheels: Front, 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	16	17	18
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.) 178
 Width (in.) 72
 Height (in.) 66
 Wheelbase (in.) 106
 Weight (lb.) 3,695
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 825
 Cargo Volume, cu.ft. 34
 Towing Capacity (lb.) 3,500

Fuel

Regular
 CR overall mpg. 23

Ford Expedition



The Expedition is a huge SUV with modern convenience and available safety features. The 3.5-liter, turbocharged V6 engine is mated to a 10-speed automatic transmission and provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is rather ungainly, and the ride is a bit stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button, creating an enormous cargo area. The controls are easy to use, including the rotary knob gear selector. Available safety features include automatic braking, lane keeping assist, and blind spot monitors that can see all the way to a trailer's flanks. The extended-length version is called Max.



Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	73
Front-Crash Prevention	Opt.

Base Price: \$48,530-\$79,200
Body Styles: 4-door SUV; extended SUV
Trim Lines: Limited, MAX Limited, MAX Platinum, MAX XLT, Platinum, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (400 hp)
Transmissions: 10-speed automatic

Reliability History			
Trouble Spots	16	17	18
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.) 222
 Width (in.) 82
 Height (in.) 76
 Wheelbase (in.) 132
 Weight (lb.) 6,035
 % weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 1,510
 Cargo Volume, cu.ft. 66
 Towing Capacity (lb.) 9,300

Fuel

Regular or premium
 CR overall mpg. 16

Ford Explorer



Though it's roomy and quiet, and has a livable third-row seat, the Explorer trails the competition. Handling is ungainly, the ride is not entirely settled, and the nonturbo V6 powertrain is unrefined. The Sport version gets a turbocharged V6 that is quieter and makes the Explorer quicker. Ford's three-row SUV also offers a more fuel-efficient 2.3-liter, turbo four-cylinder engine. The top-shelf Platinum trim level is quite luxurious. The front and rear 180-degree cameras have a wash function to keep the lens clean. The Explorer offers a number of optional safety features, including forward collision warning, blind spot warning, and lane keeping assist. The Sync 3 infotainment system is user-friendly. The redesigned 2020 Explorer goes on sale this summer.



Base Price: \$32,365-\$54,165
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Platinum, Sport, XLT
Drive Wheels: Front, 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.)199
 Width (in.)79
 Height (in.)70
 Wheelbase (in.)113
 Weight (lb.)4,780
 % weight front/rear54/46

Cargo Measurement

Max. Load (lb.)1,280
 Cargo Volume, cu.ft.42
 Towing Capacity (lb.)5,000

Fuel

Regular
 CR overall mpg.18

Overall Score	56
Predicted Reliability	I
Owner Satisfaction	I
Road-Test Score	71
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	I	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	I	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	I	⬆️	I
Body Hardware	I	⬆️	⬆️
Power Equipment	I	⬆️	⬆️
In-Car Electronics	I	⬆️	⬆️
USED CAR VERDICTS	⬆️	I	⬆️
NEW CAR PREDICTION Average	I		

Ford F-150



✓ Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over its steel-bodied predecessor. Engine choices include a variety of V6s and a 5.0-liter V8. The 2.7-liter and 3.5-liter turbo V6s and the V8 are teamed with a 10-speed automatic transmission. Both turbo V6s are quiet and effortless, lending themselves to towing. Fuel economy is commendable. In our tests the 2.7 got 19 mpg overall. The 2.7 is also surprisingly quick from 0 to 60 mph. A diesel engine is also available. The cabin is very quiet, but the ride is stiff and jittery. Handling is ponderous but ultimately secure. We recommend getting the optional Sync 3 infotainment system. Forward collision warning and automatic emergency braking are standard for 2019.



Base Price: \$28,155-\$70,560
Body Styles: crew cab; extended cab; regular cab
Trim Lines: King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 2.7-liter V6 turbo (325 hp); 3.0-liter V6 turbodiesel (250 hp); 3.3-liter V6 (290 hp); 3.5-liter V6 turbo (375, 450 hp); 5.0-liter V8 (395 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.)5,065
 % weight front/rear60/40

Cargo Measurement

Max. Load (lb.)1,515
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)12,700

Fuel

Regular or diesel
 CR overall mpg.19

Overall Score	67
Predicted Reliability	I
Owner Satisfaction	⬆️
Road-Test Score	74
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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	I	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	I	I	⬆️
NEW CAR PREDICTION Average	I		

Ford Fusion



For 2019, the Fusion gets a mild freshening, which includes standard safety features as part of the Ford Co-Pilot 360 suite, and, for the plug-in hybrid version, an extension of the electric-only range. The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a quiet, well-finished cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A high-end version, the V6 Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter turbo V6. It is quick, comfortable, and pricey.



Overall Score	69-71
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	80-83
Front-Crash Prevention	Std./

Base Price: \$22,840-\$40,015

Body Styles: sedan

Trim Lines: S, SE, SEL, Sport, Titanium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (175 hp); 2.7-liter V6 turbo (325 hp)

Transmissions: 6-speed automatic; 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

Trouble Spots	16	17	18
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		

Ford Mustang



The Ford Mustang, especially in its V8-powered GT form, delivers a thrilling driving experience yet it can also serve as a reasonable daily driver. And that V8 delivers a throaty and satisfying burble. The available turbocharged 2.3-liter four-cylinder is less fun, with an unexciting power delivery. Handling is balanced and controlled, and the ride is taut. The front seats are superbly supportive, but they lack a power recline feature. As for the rear seats, there's room for groceries but little else. Recent updates included styling tweaks, a refreshed interior, revised powertrains, and additional high-tech options. A suite of advanced safety features is offered, including forward collision warning with pedestrian detection, lane departure warning, and lane keeping assist.



Overall Score	59-64
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	76-84
Front-Crash Prevention	Opt.

Base Price: \$26,395-\$46,595

Body Styles: convertible; coupe

Trim Lines: Base, Bullitt, GT, GT Premium, Premium, Shelby GT350, Shelby GT350R

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.3-liter 4 turbo (310 hp); 5.0-liter V8 (460 hp); 5.0-liter V8 (475 hp); 5.2-liter V8 (526 hp)

Transmissions: 10-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

Cargo Measurement

Max. Load (lb.)	670
Cargo Volume, cu.ft.	14
Towing Capacity (lb.)	1,000

Fuel

Regular	
CR overall mpg.	19-25

Reliability History

Trouble Spots	16	17	18
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		

Ford Ranger



The Ranger has returned, and adds to the choices in the once dormant but now growing mid-sized pickup truck segment. It is meant to appeal to buyers who find a full-sized pickup truck to be too large. This new truck offers the latest entertainment and safety technologies. There are two cab configurations: an extended cab and a crew cab. The FX4 is positioned as the more off-road version. The standard 2.3-liter, turbocharged four-cylinder engine and 10-speed automatic transmission combine to deliver decent punch. So far we've found the ride to be quite stiff. The cabin is quiet and the optional Sync3 infotainment system is easy to use. Automatic emergency braking is standard.



Base Price: \$24,300-\$38,385
Body Styles: crew cab; extended cab
Trim Lines: Lariat, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.3-liter 4 turbo (270 hp)
Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 211
 Width (in.) 73
 Height (in.) 72
 Wheelbase (in.) 127
 Weight (lb.) 4,440
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) 1,560
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 7,500

Fuel

Regular
 EPA combined mpg 22

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

Reliability History

Trouble Spots	16	17	18
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		ⓘ

Genesis G70



The all-new Genesis G70 sport sedan has a standard 252-hp, four-cylinder turbo engine that is energetic, but its acceleration time is among the slowest in the class. We got 23 mpg in our AWD version, which isn't particularly good. The uplevel 365-hp V6 turbo is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, its braking distances were long on both wet and dry pavement. The car is quiet, and the interior is well-put-together. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the tight backseat. An easy-to-use infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assist are standard.



Base Price: \$34,900-\$51,500
Body Styles: sedan
Trim Lines: Advanced, Design, Dynamic, Elite, Prestige, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 184
 Width (in.) 73
 Height (in.) 55
 Wheelbase (in.) 112
 Weight (lb.) 3,770
 % weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 905
 Cargo Volume, cu.ft. 11
 Towing Capacity (lb.) NR

Fuel

Regular or premium
 CR overall mpg 23

Overall Score	73
Predicted Reliability	ⓘ
Owner Satisfaction	⬆️
Road-Test Score	74
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		ⓘ

Genesis G80



The Genesis G80, previously known as the Hyundai Genesis, delivers just about every feature and luxury attribute a buyer could imagine for about \$10,000 less than its competitors. Offered with a smooth and refined 3.8-liter V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though some suspension noise at low speeds hurts that impression. Our tested AWD V6 returned a competitive 20 mpg overall. The controls are refreshingly straightforward except for the gear selector. Android Auto and Apple CarPlay compatibility is handy. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward collision warning with automatic emergency braking, and blind spot warning. A Sport version with a turbocharged, 3.3-liter V6 is also available.



Base Price: \$42,050-\$59,500
Body Styles: sedan
Trim Lines: 3.3T Sport, 3.8, 5.0
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp); 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

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 or premium
 CR overall mpg 20

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	89
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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		

Genesis G90



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



Base Price: \$68,350-\$75,350
Body Styles: sedan
Trim Lines: Premium, Ultimate
Drive Wheels: Rear, 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.) 4,820
 % weight front/rear 53/47

Cargo Measurement

Max. Load (lb.) 880
 Cargo Volume, cu.ft. 16
 Towing Capacity (lb.) NR

Fuel

Regular or premium
 CR overall mpg 18

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	89
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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		

GMC Acadia



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



Base Price: \$29,000-\$47,500
Body Styles: 4-door SUV
Trim Lines: All Terrain, Denali, SL, SLE, SLT
Drive Wheels: Front, 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

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. 40.5
 Towing Capacity (lb.) 4,000

Fuel

Regular
 CR overall mpg. 19

Overall Score	64
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	83
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

GMC Canyon



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



Base Price: \$21,500-\$44,900
Body Styles: crew cab; extended cab
Trim Lines: Base, Denali, SLE, SLT
Drive Wheels: Rear, 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

Overall Score	49-50
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	60-61
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

GMC Sierra 1500



The Sierra is essentially a Chevrolet Silverado. Power delivery is smooth and responsive, and fuel economy is 17 mpg overall for the 5.3-liter, V8 engine crew-cab four-wheel-drive version. The ride is stiff and snappy, but the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Helpful options include a power liftgate that can be opened using the key fob, a tailgate that can be configured into a workbench, and power running boards can shift back to help reach the bed. The luxurious Denali version has a 6.2-liter V8 mated to a 10-speed automatic. Blind spot warning and automatic emergency braking are optional on higher trims.



Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	76
Front-Crash Prevention	Opt.

Base Price: \$28,405-\$60,495
Body Styles: crew cab; extended cab; regular cab
Trim Lines: AT4, Base, Denali, Elevation, SLE, SLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (300 hp); 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-, 8- & 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)232
 Width (in.)81
 Height (in.)76
 Wheelbase (in.)147
 Weight (lb.)5,130
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)1,940
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.)12,100

Fuel

Regular or diesel
 CR overall mpg.17

Reliability History			
Trouble Spots	16	17	18
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		

GMC Terrain



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



Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	67
Front-Crash Prevention	Opt.

Base Price: \$25,000-\$39,500
Body Styles: 4-door SUV
Trim Lines: Denali, SL, SLE, SLT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (137 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)182
 Width (in.)72
 Height (in.)65
 Wheelbase (in.)107
 Weight (lb.)3,800
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.)985
 Cargo Volume, cu.ft.33
 Towing Capacity (lb.)3,500

Fuel

Regular or diesel
 CR overall mpg.22

Reliability History			
Trouble Spots	16	17	18
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		

GMC Yukon



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



Base Price: \$49,500-\$69,600
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 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; 10-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

Overall Score	64
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	67
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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	↓		

GMC Yukon XL



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



Base Price: \$52,200-\$72,300
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 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; 10-speed automatic

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

Overall Score	61
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	67
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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	↓		

Honda Accord



The Accord is available with a choice of two turbocharged, four-cylinder engines. The base version is a new 192-hp, 1.5-liter mated to a CVT, a combination that is mostly unobtrusive and delivers adequate power. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission but features an unintuitive push-button gear selector. The Hybrid gets an impressive 47 mpg overall without sacrificing acceleration or trunk space. The new infotainment system is a big improvement and includes knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard safety equipment includes forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assist.



Base Price: \$23,720-\$35,800
Body Styles: sedan
Trim Lines: EX, EX-L, Hybrid, LX, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (192 hp); 2.0-liter 4 hybrid (212 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 10-speed automatic; 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 192
 Width (in.) 73
 Height (in.) 57
 Wheelbase (in.) 111
 Weight (lb.) 3,155
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 17
 Towing Capacity (lb.) 1,000

Fuel

Regular
 CR overall mpg. 31-47

Overall Score	80-82
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	86-89
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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			

Honda Civic



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



Base Price: \$19,450-\$35,700
Body Styles: 4-door hatchback; coupe; sedan
Trim Lines: EX, EX-L, EX-T, LX, Si, Sport, Sport Touring, Touring, Type R
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (174 hp); 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (205 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (306 hp)
Transmissions: 6-speed manual; CVT

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 or premium
 CR overall mpg. 31-34

Overall Score	71-72
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	74-76
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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			

Honda Clarity



The Clarity comes in three versions: an electric, a plug-in hybrid, and one powered by hydrogen. The plug-in hybrid is the most practical version and has a 48-mile all-electric range before the gas engine kicks in. It takes 2.5 hours to recharge with a 240-volt charger or 12 hours on 120 volts. The car works well in electric-only mode, but in hybrid mode the engine makes a loud ruckus. The ride is comfortable, but its handling is rather clumsy. The cabin is roomy, but the front seats are uncomfortable because of their short bottom cushion and lack of lower back support. Forward collision warning and automatic emergency braking are standard, but there is no true blind spot detection system that covers both sides. The Clarity also uses Honda's unintuitive push-button gear selector. The electric version has a short EPA-rated range of 89 miles.



Base Price: \$33,400-\$58,490
Body Styles: sedan
Trim Lines: Electric, Fuel Cell, Plug-in, Plug-in Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (161 hp); Electric (174 hp); 1.5-liter 4 electric (212 hp)
Transmissions: CVT; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)193
 Width (in.)74
 Height (in.)58
 Wheelbase (in.)108
 Weight (lb.)4,045
 % weight front/rear57/43

Cargo Measurement

Max. Load (lb.)850
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)NR

Fuel

Regular or electric or hydrogen
 CR overall mpg.39

Overall Score	54
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	72
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬇️

Honda CR-V



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



Base Price: \$24,350-\$34,150
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (190 hp); 2.4-liter 4 (184 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)181
 Width (in.)73
 Height (in.)67
 Wheelbase (in.)105
 Weight (lb.)3,450
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.)850
 Cargo Volume, cu.ft.36
 Towing Capacity (lb.)1,500

Fuel

Regular
 CR overall mpg.27-28

Overall Score	77-78
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	82-83
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬆️



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 that of a small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. The Fit's recent freshening added the Honda Sensing suite of advanced safety features.



Overall Score	72
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	67
Front-Crash Prevention	Opt.

Base Price: \$16,190-\$21,520
Body Styles: 4-door hatchback
Trim Lines: EX, EX-L, LX, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (128 hp)
Transmissions: 6-speed manual; CVT

Reliability History			
Trouble Spots	16	17	18
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.)	161
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 loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's strengths include its excellent 29 mpg overall, very flexible interior, and generous rear-seat and cargo room. The front seats are short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry. The EX is the best choice because it comes with advanced safety features and Android Auto and Apple CarPlay compatibility.



Overall Score	67
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	66
Front-Crash Prevention	Opt.

Base Price: \$20,520-\$28,540
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (141 hp)
Transmissions: 6-speed manual; CVT

Reliability History			
Trouble Spots	16	17	18
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.)	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 Insight



✓ The Insight is our fuel-economy champ among cars that don't have to be plugged in, thanks to its 54 mpg overall in our tests, which is 2 mpg better than the Toyota Prius. Based on the Civic sedan, the Insight has the same strengths and weaknesses. The ride is comfortable, its handling is secure but mundane, and the rear seat is relatively roomy. But the Insight suffers from a very low stance, which hurts getting in and out. The driver's seat is short on lower back support, and the controls are somewhat tricky, including the fussy, push-button gear selector. The car can loaf around on electric power alone at very low speeds, but when the gas engine awakes as more power is needed, it's loud. Standard advanced safety systems include forward collision warning and automatic emergency braking, but there's no proper blind spot warning system.



Base Price: \$22,930-\$28,090
Body Styles: sedan
Trim Lines: EX, LX, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (151 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)184
 Width (in.)72
 Height (in.)56
 Wheelbase (in.)106
 Weight (lb.)2,975
 % weight front/rear61/39

Cargo Measurement

Max. Load (lb.)950
 Cargo Volume, cu.ft.15
 Towing Capacity (lb.)NR

Fuel

Regular
 CR overall mpg.54

Overall Score	71
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	69
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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 ↑		

Honda Odyssey



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



Base Price: \$30,190-\$47,070
Body Styles: minivan
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 9-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)203
 Width (in.)79
 Height (in.)68
 Wheelbase (in.)118
 Weight (lb.)4,490
 % weight front/rear55/45

Cargo Measurement

Max. Load (lb.)1,340
 Cargo Volume, cu.ft.71.5
 Towing Capacity (lb.)3,500

Fuel

Regular
 CR overall mpg.22

Overall Score	58
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	82
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 ↓		

Honda Passport



The new Passport is a stubbier version of the Pilot SUV. They share a platform and the smooth, refined 280-hp, 3.5-liter V6 engine. Unfortunately, it also gets the less-than-swift responding nine-speed automatic transmission. We got 20 mpg overall in our tests of the Pilot and Ridgeline with that engine. The five-seat midsize Passport slots between the compact CR-V and three-row Pilot SUVs and competes with the Ford Edge and Nissan Murano. Our early impressions indicate that the ride is a bit stiff, but the Passport doesn't handle any better than the Pilot does. The infotainment system is rather slow to respond and the push-button gear selector is tricky to use. Towing capacities are 3,500 pounds for FWD versions and 5,000 for AWD ones. Forward collision warning and automatic emergency braking are standard, but blind spot warning comes only on the higher trims.



Base Price: \$31,990-\$43,680
Body Styles: 4-door SUV
Trim Lines: Elite, EX-L, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.) 79
 Height (in.) 72
 Wheelbase (in.) 111
 Weight (lb.) 4,170
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 950
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 5,000

Fuel

Regular
 EPA combined mpg 21

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

Reliability History

Trouble Spots	16	17	18
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		

Honda Pilot



The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 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 touch-screen infotainment system is frustrating to use. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. For 2019, all Pilots get Honda's suite of advanced safety systems, which includes forward collision warning, automatic emergency braking, and lane keeping assist.



Base Price: \$31,450-\$48,020
Body Styles: 4-door SUV
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 197
 Width (in.) 79
 Height (in.) 71
 Wheelbase (in.) 110
 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

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	80
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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		

Honda Ridgeline



✓ Honda's smart pickup is built on the same platform as the Honda Pilot. Unlike other trucks, it has a unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. We got 20 mpg overall in our tests, the best of any nondiesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. Of note, the infotainment system in higher trims is rather tricky to use. The available Honda Sensing safety system includes forward collision warning and automatic emergency braking.



Base Price: \$29,990-\$43,420
Body Styles: crew cab
Trim Lines: Black Edition, RT, RTL, RTL-E, RTL-T, RTS, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

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

Overall Score	74
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road-Test Score	83
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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			⚠

Hyundai Accent



The Accent is bare-bones transportation and suffers from many of the shortcomings common among subcompacts. Its 1.6-liter, four-cylinder engine returned 33 mpg overall in our tests. That is good, but many larger, more substantial compact cars can match that. The engine noise is mostly unobtrusive, but the sluggish acceleration forces the driver to mash the throttle, at which point the engine sounds coarse. The Hyundai doesn't do much to soften bumps and ruts, and road noise fills the cabin. The basic interior features easy-to-use controls. We found the seats to be short on support and the backseat to be tight. Advanced safety features come only on the top Limited trim, which is priced like a compact car, undermining the reason to buy a subcompact.



Base Price: \$14,995-\$19,080
Body Styles: sedan
Trim Lines: Limited, SE, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (130 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 173
 Width (in.) 68
 Height (in.) 57
 Wheelbase (in.) 102
 Weight (lb.) 2,625
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 14
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg. 33

Overall Score	63
Predicted Reliability	⚠
Owner Satisfaction	⬇
Road-Test Score	64
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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			⚠

Hyundai Elantra



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



Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	66
Front-Crash Prevention	Opt.

Base Price: \$17,100-\$23,500
Body Styles: 4-door hatchback; sedan
Trim Lines: Eco, Limited, SE, SEL, Sport, Value Edition
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (128 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 182
 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	16	17	18
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		

Hyundai Ioniq



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



Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	67
Front-Crash Prevention	Opt.

Base Price: \$22,200-\$32,500
Body Styles: 4-door hatchback
Trim Lines: Blue, Electric, Limited, Plug-in Hybrid, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (118 hp); 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 electric (164 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.) 3,070
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 19.5
 Towing Capacity (lb.) NR

Fuel

Regular or electric
 CR overall mpg. 52

Reliability History			
Trouble Spots	16	17	18
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		

Hyundai Kona



✓ The Hyundai Kona is one of the better subcompact SUVs. It competes with the Honda HR-V, Mazda CX-3, and the like. The base 2.0-liter engine is adequate around town but can feel sluggish at times. We got 26 mpg with it in our AWD Kona. The uplevel 1.6-liter turbo is more powerful, but power delivery is not as smooth or predictable. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff, and the cabin gets loud with road and engine noise. The controls are super-easy to use. Available safety features include forward collision warning with automatic emergency braking, rear cross traffic warning, and driver attention warning. Android Auto and Apple CarPlay compatibility is supported. An electric-powered front-wheel-drive version with an estimated 258-mile range is new.



Overall Score	73
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	71
Front-Crash Prevention	Std./↑

Base Price: \$19,990-\$44,650
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (201 hp); 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 7-speed sequential; 1-speed direct

Reliability History

Trouble Spots	16	17	18
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.) 164
 Width (in.) 71
 Height (in.) 61
 Wheelbase (in.) 102
 Weight (lb.) 3,145
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lb.) 860
 Cargo Volume, cu.ft. 22.5
 Towing Capacity (lb.) NR

Fuel

Regular or electric
 CR overall mpg. 26

Hyundai Santa Fe



✓ The midsize Santa Fe is a compelling choice priced close to some top-trim compact SUVs. It's available with a 2.4-liter, four-cylinder engine or a more powerful 2.0-liter turbo four-cylinder. The turbo returned just 21 mpg overall in our tests and suffers from an uneven power delivery, either hesitating or abruptly launching the SUV forward. We think the 2.4-liter is a better choice. The Hyundai has composed handling and responsive steering, but the ride skews firm. Only mild engine noise penetrates the otherwise quiet cabin. The controls are clear and easy to master, particularly the quick-to-respond infotainment system. There is plenty of head- and legroom, and the seats are comfortable and supportive. Rear-seat room is very generous. Standard safety systems include forward collision warning, automatic emergency braking, and blind spot warning.



Overall Score	80
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	80
Front-Crash Prevention	Std./↑

Base Price: \$25,500-\$38,800
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL, SEL Plus, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (235 hp); 2.4-liter 4 (185 hp)
Transmissions: 8-speed automatic

Reliability History

Trouble Spots	16	17	18
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.) 188
 Width (in.) 74
 Height (in.) 66
 Wheelbase (in.) 109
 Weight (lb.) 4,015
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 860
 Cargo Volume, cu.ft. 35.5
 Towing Capacity (lb.) 3,500

Fuel

Regular
 CR overall mpg. 21

Hyundai Sonata



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



Overall Score	77-80
Predicted Reliability	⬆
Owner Satisfaction	
Road-Test Score	80-85
Front-Crash Prevention	Opt.

Base Price: \$22,300-\$38,850
Body Styles: sedan
Trim Lines: Eco, Hybrid Limited, Hybrid SE, Limited, Plug-in, SE, SEL, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions	
Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	110
Weight (lb.)	3,305
% 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	16	17	18
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		⬆

Hyundai Tucson



The Tucson got a freshening for 2019, and it has done a lot of good. The uplevel 2.4-liter engine is responsive and pleasant, but it's not fuel-efficient at 22 mpg overall. Forward collision warning, automatic emergency braking, and lane keeping assist became standard. The base 2.0-liter engine is underpowered and noisy. Thankfully, the 1.6-liter turbo and the clunky transmission that came with it are gone. Ride comfort is agreeable, with decent bump absorption. Handling is responsive and secure, and noise suppression is par for the course. Interior fit and finish is rather basic. Most versions come with a power driver seat, a plus. The Tucson is quite roomy for a compact SUV, and rear-seat room is decent. The touch screen packs an easy-to-use infotainment system.



Overall Score	64-65
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road-Test Score	75-76
Front-Crash Prevention	Std./⬆

Base Price: \$23,200-\$32,950
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL, Sport, Ultimate, Value
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (164 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions	
Length (in.)	176
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	105
Weight (lb.)	3,520
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	970
Cargo Volume, cu.ft.	29.5
Towing Capacity (lb.)	1,500
Fuel	
Regular	
CR overall mpg	22-24

Reliability History			
Trouble Spots	16	17	18
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		⬇

Hyundai Veloster



✓ The redesigned Veloster hatchback retains the original car's unusual three-door configuration, with a right-side rear door that allows access to the backseat. The base 2.0-liter engine isn't very exciting; the 1.6-liter turbo version fits this sporty coupe better. We got 29 mpg overall in our tested R-Spec trim with the slick manual transmission. Handling is nimble, with sporty versions exhibiting tenacious grip in sharp turns. The ride is very stiff and the cabin is loud, however. The top high-performance version, the N trim, is more powerful and has upgraded suspension and brakes. The controls are easy to use, including the color touch-screen infotainment display with standard Android Auto and Apple CarPlay compatibility. Forward collision warning and automatic emergency braking are standard, except for the N trim line.



Overall Score	76
Predicted Reliability	⚠
Owner Satisfaction	⚠
Road-Test Score	83
Front-Crash Prevention	Opt.

Base Price: \$18,500-\$28,150
Body Styles: 3-door hatchback
Trim Lines: Base, N, Premium, Turbo, Turbo R-Spec, Turbo Ultimate
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (275 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 167
 Width (in.) 71
 Height (in.) 55
 Wheelbase (in.) 104
 Weight (lb.) 2,795
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 700
 Cargo Volume, cu.ft. 20
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg. 29

Reliability History			
Trouble Spots	16	17	18
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		⚠

Infiniti Q50



After a recent freshening, the Q50 is now a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 engine at the price that most competitors charge for a turbocharged four-cylinder. The V6, combined with the standard seven-speed automatic transmission, makes the Q50 quick and punchy, but fuel economy falls short at 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and backseat are relatively roomy, but the trunk is small, even for this class. Infiniti's touch-screen infotainment system is cumbersome to use, requiring multiple screen taps for simple tasks. A 400-hp turbo V6 is also available. The coupe version is named the Q60. Beginning with the 2019 model year, forward collision warning and automatic emergency braking are standard.



Overall Score	69
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road-Test Score	85
Front-Crash Prevention	Std./⬆

Base Price: \$35,550-\$53,000
Body Styles: sedan
Trim Lines: Luxe, Pure, Red Sport 400, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 188
 Width (in.) 72
 Height (in.) 57
 Wheelbase (in.) 112
 Weight (lb.) 3,875
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 14
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg. 22

Reliability History			
Trouble Spots	16	17	18
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		⬇

Infiniti Q70



✓ Although long in the tooth, the Q70 is still competitive. The lively V6 engine and smooth seven-speed automatic combined to return 21 mpg overall in our tests. A V8 and all-wheel drive are also available. Handling is agile, and the steering gives good feedback to the driver. The ride is firm and absorbs bumps well, but it isn't as luxurious as some competitors. The Q70 is also behind the competition in cabin quietness. Positives include very good interior quality, a roomy rear seat, and easy-to-use controls, although cabin ambience is austere. Forward collision warning, automatic emergency braking, and blind spot warning are optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizzazz, but it is a less-expensive alternative to its competitors. The Hybrid version has been discontinued for 2019.



Base Price: \$50,300-\$67,600
Body Styles: sedan
Trim Lines: 3.7, 5.6, L
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (330 hp); 5.6-liter V8 (420 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)195
 Width (in.)73
 Height (in.)59
 Wheelbase (in.)114
 Weight (lb.)3,895
 % weight front/rear54/46

Cargo Measurement

Max. Load (lb.)860
 Cargo Volume, cu.ft.15
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.21

Overall Score	78
Predicted Reliability	I
Owner Satisfaction	I
Road-Test Score	90
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		I

Infiniti QX30



Infiniti's small luxury SUV is based on the Mercedes-Benz GLA. The QX30 uses the GLA's 2.0-liter, turbocharged four-cylinder and seven-speed dual-clutch automatic. The SUV is quick, but power delivery is uneven. It feels lethargic at low engine speeds, then the power comes on abruptly. Handling is agile and very secure, but the ride is stiff and choppy. Road noise is pronounced. The cabin is nicely finished and incorporates some Mercedes switches, buttons, and knobs, and uses Infiniti's infotainment system, which is accessed via a small touch screen or a central rotary controller. The rear seat is cramped, and visibility is wanting, particularly to the rear. Safety features such as forward collision warning and automatic emergency braking are standard.



Base Price: \$30,150-\$41,400
Body Styles: 4-door SUV
Trim Lines: Essential, Luxe, Pure, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)174
 Width (in.)72
 Height (in.)60
 Wheelbase (in.)106
 Weight (lb.)3,540
 % weight front/rear60/40

Cargo Measurement

Max. Load (lb.)880
 Cargo Volume, cu.ft.21.5
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.25

Overall Score	62
Predicted Reliability	I
Owner Satisfaction	W
Road-Test Score	71
Front-Crash Prevention	Std./G

Reliability History

Trouble Spots	16	17	18
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		I

Infiniti QX50



The Infiniti QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. The variable-compression engine is supposed to deliver the power of a V6 and the fuel economy of a four-cylinder. But while acceleration is competitive, we got just 22 mpg overall in our AWD test car. The fit and finish of the interior is impressive and the cabin is quiet and roomy. The QX50 has lackluster, but secure, handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's optional ProPilot Assist feature can keep the QX in its lane and maintain and adjust speed according to traffic which can be a convenience in stop and go driving. Standard safety features include forward collision warning, blind spot warning, and lane keeping assist.



Base Price: \$36,550-\$45,150
Body Styles: 4-door SUV
Trim Lines: Essential, Luxe, Pure
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)75
 Height (in.)66
 Wheelbase (in.)110
 Weight (lb.)4,155
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.)860
 Cargo Volume, cu.ft.30.5
 Towing Capacity (lb.)3,000

Fuel

Premium
 CR overall mpg.22

Overall Score	65
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	77
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

Infiniti QX60



✓ The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. It is based on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather soft and hesitant when taking corners. The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned a so-so 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. A recent freshening included a bump in power and an increase in towing capacity. Forward collision warning, automatic emergency braking, and blind spot warning are now standard.



Base Price: \$44,250-\$47,850
Body Styles: 4-door SUV
Trim Lines: Luxe, Pure
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (295 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)201
 Width (in.)77
 Height (in.)69
 Wheelbase (in.)114
 Weight (lb.)4,530
 % weight front/rear55/45

Cargo Measurement

Max. Load (lb.)1,150
 Cargo Volume, cu.ft.39
 Towing Capacity (lb.)5,000

Fuel

Premium
 CR overall mpg.19

Overall Score	78
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	79
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↑

Infiniti QX80



The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, although it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. The Nissan Armada is essentially the same vehicle but costs less. Forward collision warning and automatic emergency braking are standard for 2019.



Base Price: \$65,400-\$90,100
Body Styles: 4-door SUV
Trim Lines: Limited, Luxe
Drive Wheels: Rear, 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.)	210
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

Overall Score	65
Predicted Reliability	I
Owner Satisfaction	↓
Road-Test Score	68
Front-Crash Prevention	Std./↑

Reliability History			
Trouble Spots	16	17	18
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		I

Jaguar E-Pace



The small E-Pace is stylish and nimble. All versions are powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic transmission and all-wheel drive. Power delivery is uneven, that is, either lethargic or overly gushing. Fuel economy of 21 mpg overall is not stellar. Handling is agile with sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. Controls, including the touch-screen infotainment system are a bit cumbersome but manageable. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. Forward collision warning, low-speed automatic emergency braking, and lane keeping assist come standard. Driver assist features, such as adaptive cruise control, and blind spot warning, are optional.



Base Price: \$38,600-\$52,850
Body Styles: 4-door SUV
Trim Lines: Base, First Edition, HSE, S, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (286 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions	
Length (in.)	173
Width (in.)	82
Height (in.)	65
Wheelbase (in.)	106
Weight (lb.)	4,130
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	825
Cargo Volume, cu.ft.	21.5
Towing Capacity (lb.)	3,970
Fuel	
Premium	
CR overall mpg.	21

Overall Score	43
Predicted Reliability	↓
Owner Satisfaction	I
Road-Test Score	69
Front-Crash Prevention	Std./↑

Reliability History			
Trouble Spots	16	17	18
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		↓

Jaguar F-Pace



Jaguar's compact SUV shares its rear-wheel-drive platform with the XE and XF. The F-Pace is quick, thanks to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine. A 2.0-liter turbo is now the base engine, and a diesel is also available. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match some competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn't always up to the task. A number of safety features, including lane keeping assist and automatic emergency braking, are standard for 2019.



Base Price: \$44,600-\$79,990
Body Styles: 4-door SUV
Trim Lines: Base, Portfolio, Premium, Prestige, R Sport, S, SVR
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247, 296 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (550 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)186
 Width (in.)87
 Height (in.)66
 Wheelbase (in.)113
 Weight (lb.)4,350
 % weight front/rear52/48

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

Overall Score	43
Predicted Reliability	⬇️
Owner Satisfaction	⚠️
Road-Test Score	72
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬇️

Jaguar F-Type



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



Base Price: \$60,750-\$125,850
Body Styles: convertible; coupe
Trim Lines: R, SVR, V6, V6 S
Drive Wheels: Rear, AWD
Seating: 2 front
Engines: 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340, 380 hp); 5.0-liter V8 supercharged (550, 575 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)176
 Width (in.)74
 Height (in.)52
 Wheelbase (in.)103
 Weight (lb.)3,520
 % weight front/rearNA

Cargo Measurement

Max. Load (lb.)420
 Cargo Volume, cu.ft.7
 Towing Capacity (lb.)NR

Fuel

Premium
 EPA combined mpg.23

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

Reliability History

Trouble Spots	16	17	18
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		⬇️

Jaguar I-Pace



The new Jaguar I-Pace all-electric crossover seats five passengers, has an EPA-estimated range of 234 miles, and claimed acceleration in 4.5 seconds from 0-60. It is a quick and quiet car that handles nimbly and rides comfortably. Interior ambience is very luxurious. The I-Pace is the first real challenge to Tesla and can be an alternative to either Model S or X. Using a DC fast charger, which is not easy to find, the I-Pace can reach an 80 percent charge in 40 minutes, while a full charge of the 90 kWh battery through a 240-Volt connection takes about 13 hours. A panoramic fixed glass roof is standard, as are high-end interior appointments, and a dual-screen infotainment system.



Base Price: \$69,500-\$85,900
Body Styles: 4-door SUV
Trim Lines: First Edition, HSE, S, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: Electric (394 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)184
 Width (in.)75
 Height (in.)61
 Wheelbase (in.)118
 Weight (lb.)4,785
 % weight front/rear50/50

Cargo Measurement

Max. Load (lb.)860
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)NR

Fuel

Electric
 EPA combined mpge76

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

Reliability History

Trouble Spots	16	17	18
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 ⬇️		

Jaguar XE



The XE is an athletic compact luxury sports sedan that's fun to drive, thanks to its quick, communicative steering and tight body control. The 2.0-liter, four-cylinder, 247-hp turbo engine is responsive but a bit raspy sounding, and gets 25 mpg when coupled with AWD; it's also available in rear-wheel drive. The eight-speed automatic transmission shifts smoothly. The ride is steady yet comfortable. Interior quality, however, is not befitting the class or price, with some cheap touches and sharp edges. The rear seat is extremely tight, and the infotainment system is rather distracting. A host of advanced active safety and driver-assistance features are available. A 2020 update is supposed to include a more upscale interior, a rotary gear selector, and a new infotainment system. The diesel and V6 engines have been dropped.



Base Price: \$39,900-\$46,295
Body Styles: sedan
Trim Lines: R Dynamic, S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)184
 Width (in.)77
 Height (in.)56
 Wheelbase (in.)112
 Weight (lb.)3,770
 % weight front/rear53/47

Cargo Measurement

Max. Load (lb.)825
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg25

Overall Score	39
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	69
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 ⬇️		

Jaguar XF



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



Base Price: \$49,965-\$71,215
Body Styles: sedan; wagon
Trim Lines: Base, Portfolio, Premium, Prestige, S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247, 296 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/rear52/48

Cargo Measurement

Max. Load (lb.)960
 Cargo Volume, cu.ft.19
 Towing Capacity (lb.)NR

Fuel

Premium or diesel
 CR overall mpg.21

Overall Score	46
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	83
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 ⬇️

Jaguar XJ



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



Base Price: \$75,700-\$122,700
Body Styles: sedan
Trim Lines: R-Sport, Supercharged, XJL Portfolio, XJL Supercharged, XJR575
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp); 5.0-liter V8 supercharged (575 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/rear51/49

Cargo Measurement

Max. Load (lb.)880
 Cargo Volume, cu.ft.15
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.19

Overall Score	47
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	82
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 ⬇️

Jeep Cherokee



The freshened Jeep Cherokee SUV adds a new turbocharged four-cylinder engine in addition to the base underpowered and thirsty 2.4-liter and the smoother 3.2-liter V6. But that new turbo engine suffers from a significant delay, particularly from a rolling start and the transmission is neither smooth nor responsive. We got 23 mpg overall with the new engine. Handling is cumbersome but the car remains under control when pushed. The ride is stiff and the coarse engine noise mars an otherwise quiet cabin. The rear seat is roomy, and controls are intuitive with the optional larger infotainment screen. Limited trims can be fitted with high-end amenities. The Trailhawk features off-road motifs mostly for looks. Available safety systems require buyers invest in an option package or step up a couple trim levels.



Overall Score	65
Predicted Reliability	I
Owner Satisfaction	I
Road-Test Score	68
Front-Crash Prevention	Opt.

Base Price: \$25,240-\$37,995
Body Styles: 4-door SUV
Trim Lines: Latitude, Latitude Plus, Limited, Overland, Trailhawk
Drive Wheels: Front, AWD, 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (270 hp); 2.4-liter 4 (180 hp); 3.2-liter V6 (271 hp)
Transmissions: 9-speed automatic

Reliability History			
Trouble Spots	16	17	18
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬇️	⬆️	⬆️
Drive System	⬇️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	I	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬇️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬇️	I	⬆️
In-Car Electronics	⬆️	I	⬆️
USED CAR VERDICTS	⬇️	⬇️	⬆️
NEW CAR PREDICTION Average	I		

Facts & Figures

Exterior Dimensions	
Length (in.)	182
Width (in.)	73
Height (in.)	66
Wheelbase (in.)	107
Weight (lb.)	4,070
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	900
Cargo Volume, cu.ft.	31
Towing Capacity (lb.)	4,500
Fuel	
Regular	
CR overall mpg.	23

Jeep Compass



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



Overall Score	41
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	56
Front-Crash Prevention	Opt.

Base Price: \$21,095-\$29,445
Body Styles: 4-door SUV
Trim Lines: Latitude, Limited, Sport, Trailhawk
Drive Wheels: Front, AWD, 4WD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (180 hp)
Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Reliability History			
Trouble Spots	16	17	18
Engine Major	*	*	⬆️
Engine Minor	*	*	⬆️
Engine Cooling	*	*	⬆️
Transmission Major	*	*	⬆️
Transmission Minor	*	*	⬆️
Drive System	*	*	⬆️
Fuel System	*	*	⬆️
Electrical	*	*	⬆️
Climate System	*	*	I
Suspension	*	*	I
Brakes	*	*	⬆️
Exhaust	*	*	⬆️
Paint/Trim	*	*	⬆️
Noises/Leaks	*	*	⬆️
Body Hardware	*	*	⬆️
Power Equipment	*	*	⬆️
In-Car Electronics	*	*	⬇️
USED CAR VERDICTS	⬇️		
NEW CAR PREDICTION Much worse than average	⬇️		

Facts & Figures

Exterior Dimensions	
Length (in.)	173
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	104
Weight (lb.)	3,525
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lb.)	860
Cargo Volume, cu.ft.	27.5
Towing Capacity (lb.)	2,000
Fuel	
Regular	
CR overall mpg.	24

Jeep Grand Cherokee



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



Base Price: \$31,695-\$86,650
Body Styles: 4-door SUV
Trim Lines: Laredo, Limited, Limited X, Overland, SRT, Summit, Trackhawk, Trailhawk
Drive Wheels: Rear, 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); 6.2-liter V8 supercharged (707 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/rear52/48

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

Overall Score	62-65
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	80-84
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

Jeep Renegade



While the subcompact Renegade looks enticingly cute, it's 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. Vibrations while the engine is idling and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Open-air driving is possible with the optional removable sunroof panels. Optional safety features include forward collision warning, lane departure warning, blind spot warning, and rear cross traffic warning. Chrysler's easy-to-use Uconnect infotainment system is available. A new 1.3-liter turbocharged four-cylinder engine that replaced the old 1.4-liter and optional adaptive cruise control are new for 2019.



Base Price: \$23,275-\$27,645
Body Styles: 4-door SUV
Trim Lines: Latitude, Limited, Sport, Trailhawk
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.3-liter 4 turbo (177 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/rear60/40

Cargo Measurement

Max. Load (lb.)985
 Cargo Volume, cu.ft.30.5
 Towing Capacity (lb.)2,000

Fuel

Regular
 CR overall mpg.24

Overall Score	44
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	56
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

Jeep Wrangler



The redesigned Jeep Wrangler represents a big improvement to the off-roading icon while remaining true to its heritage. The essential Wrangler hallmarks remain, with a body-on-frame construction and solid axles. It is available in two-door and extended-length four-door configurations. There is a multitude of options that can quickly drive up the price. The V6 engine provides strong acceleration, and the eight-speed automatic transmission shifts smoothly. We got 18 mpg overall with this combination. A 2.0-liter turbo four-cylinder is also available. Though better than before, the Wrangler's handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are optional.



Overall Score	35
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	36
Front-Crash Prevention	Opt.

Base Price: \$28,045-\$41,545
Body Styles: 2-door SUV; 4-door SUV
Trim Lines: Rubicon, Sahara, Sport, Sport S
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (270 hp); 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	188
Width (in.)	74
Height (in.)	74
Wheelbase (in.)	118
Weight (lb.)	4,440
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	41.5
Towing Capacity (lb.)	3,500

Fuel

Regular or premium or diesel
CR overall mpg. 18

Reliability History			
Trouble Spots	16	17	18
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		

Kia Cadenza



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



Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	91
Front-Crash Prevention	Opt.

Base Price: \$33,100-\$44,690
Body Styles: sedan
Trim Lines: Limited, Premium, Technology
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.)	3,725
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg. 24

Reliability History			
Trouble Spots	16	17	18
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		

Kia Forte



✓ The Kia Forte lands midpack among compact sedans. Though it brings simple controls and impressive fuel economy, it suffers from an overly stiff ride; passengers feel every bump. And the car is very loud to boot. The engine pulls adequately and the continuously variable transmission provides unobtrusive progress, but the engine is raucous. At 34 mpg overall, fuel economy is excellent. Handling is responsive, thanks to the Forte's willingness to tackle corners. The drab interior is spartan, but it's nice to have automatic climate control. The seats are rather uncomfortable in the midtrim LXS. The infotainment system is simple and easy to use, and is compatible with Apple CarPlay. It is commendable that forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assist are standard.



Base Price: \$17,790-\$21,990
Body Styles: sedan
Trim Lines: EX, FE, LXS, S
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (147 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 183
 Width (in.) 71
 Height (in.) 57
 Wheelbase (in.) 106
 Weight (lb.) 2,805
 % weight front/rear 62/38

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 15
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 34

Overall Score	68
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	67
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↓		

Kia K900



The redesigned, second-generation K900 serves as the flagship sedan for Kia. It is positioned as a value-driven luxury car that promises the features and experience found in prestige-brand rivals at a significantly lower cost. It is powered by a 3.3-liter twin-turbo V6, producing 365 hp. This Stinger-shared engine is paired with an eight-speed automatic transmission. Power is routed as needed via an all-wheel-drive system. Kia says the K900 is quieter than before. The well-appointed interior offers large screens, plus a 9.7-inch head-up display. The comprehensive suite of safety systems has some interesting features, such as a live video feed of adjacent lanes activated by the turn signal, a driver attention monitor, and an exit assist that watches for potential hazards when opening a door.



Base Price: \$59,900-\$63,900
Body Styles: sedan
Trim Lines: Luxury
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 202
 Width (in.) 75
 Height (in.) 59
 Wheelbase (in.) 122
 Weight (lb.) 4,735
 % weight front/rear NA

Cargo Measurement

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

Fuel

Premium
 EPA combined mpg 21

Overall Score	NA
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	NA
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↓		

Kia Niro



Kia's five-passenger Niro marries good fuel economy with cargo versatility. This front-wheel-drive hybrid uses a 1.6-liter four-cylinder engine, which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. Having the lithium-ion battery located under the rear seat creates a flat cargo floor when the rear seats are folded. We got 43 mpg overall, which is good but not as impressive as the Hyundai Ioniq or Toyota Prius. A plug-in hybrid is also available. The handling lacks agility, and the ride is a bit choppy. The optional power driver's seat provides better support than the standard seats. Available safety features include automatic emergency braking, blind spot warning, and rear cross traffic warning, but they push the price to more than \$30,000. An EV version with a promised 239-mile range is available in 2019.



Base Price: \$23,490-\$35,200
Body Styles: wagon
Trim Lines: EV, EX, EX Premium, FE, LX, Plug-in Hybrid, S Touring, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 0.0-liter 0 electric (201 hp); 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 71
 Height (in.) 60
 Wheelbase (in.) 106
 Weight (lb.) 3,155
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 26.5
 Towing Capacity (lb.) NR

Fuel

Regular or electric
 CR overall mpg. 43

Overall Score	66
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	65
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬆️

Kia Optima



✓ Kia's midsize sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant and returned 28 mpg overall in our tests; the uplevel 2.0-liter turbo-four packs more punch. A 1.6-liter four-cylinder turbo mated to a seven-speed dual-clutch transmission is also available. Both hybrid and plug-in hybrid versions are available. The EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use, but the low-mounted dash vents tend to blow more air on the driver's hands than on his face. The freshened 2019 Optima comes standard with advanced safety features, including forward collision warning, rear cross traffic warning, lane keeping assist, and blind spot warning.



Base Price: \$22,990-\$35,390
Body Styles: sedan
Trim Lines: EX, LX, S, SX
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)
Transmissions: 6-speed automatic; 7-speed sequential

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

Overall Score	84
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	86
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Kia Rio



The Rio is one of the better subcompact cars, but it's still basic transportation. It is a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests. That's good, but many more substantial compact cars also achieve that mileage. The Rio's ride makes passengers feel every bump, and the car moves in choppy motions over uneven roads. We found that the Rio has safe, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Android Auto and Apple CarPlay compatibility come only on the S trim, which is also the only trim where the advanced safety features are available. Because the S trim is close to the price of a compact car, it's another reason not to buy the Rio.



Base Price: \$15,300-\$16,490
Body Styles: 4-door hatchback; sedan
Trim Lines: LX, S
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (130 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 173
 Width (in.) 68
 Height (in.) 57
 Wheelbase (in.) 102
 Weight (lb.) 2,575
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 14
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg. 33

Overall Score	60
Predicted Reliability	I
Owner Satisfaction	↓
Road-Test Score	61
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		I

Kia Sedona



✓ Freshened for 2019, the Sedona uses a smooth and refined 276-hp, 3.3-liter V6 engine that is now matched to an eight-speed automatic. The Sedona is available in seven- or eight-passenger seating capacities. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. The Sedona is not enjoyable to drive. Its handling is rather ungainly, though ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward collision warning, blind spot warning, and cross traffic warning systems.



Base Price: \$27,200-\$41,100
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: 8-speed automatic

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

Overall Score	74
Predicted Reliability	↑
Owner Satisfaction	I
Road-Test Score	70
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↑

Kia Sorento



✓ The Sorento is a refined and strong competitor among midsize SUVs. All versions come standard with seating for seven passengers, though the third row is best for kids. There are two powertrains available: a 185-hp, 2.4-liter four-cylinder and a smooth, quiet 290-hp, 3.3-liter V6 that is paired with a new eight-speed automatic for 2019. Our tested V6 Sorento got 22 mpg overall, which is average for a three-row SUV. The cabin is quiet, the first- and second-row seats are comfortable and supportive, and the ride is composed. We found the handling responsive in everyday driving. The controls are among the easiest to use in the industry. Forward collision warning, automatic emergency braking, and blind spot warning are standard on the EX V6 trim and above.



Overall Score	78
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	78
Front-Crash Prevention	Opt.

Base Price: \$26,290-\$46,490
Body Styles: 4-door SUV
Trim Lines: EX, L, LX, SX, SXL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History			
Trouble Spots	16	17	18
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.)189
 Width (in.)74
 Height (in.)66
 Wheelbase (in.)109
 Weight (lb.)4,285
 % weight front/rear55/45
Cargo Measurement
 Max. Load (lb.)1,120
 Cargo Volume, cu.ft. 37.5
 Towing Capacity (lb.)5,000
Fuel
 Regular
 CR overall mpg.22

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 function as an SUV alternative. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. A more powerful 201-hp, 1.6-liter turbo four-cylinder is available, as is a fully electric Soul. An extensive options list includes heated seats and touch-screen navigation. Available safety gear includes automatic emergency braking, forward collision warning, and lane departure warning, but only on higher trims. The redesigned 2020 Soul has just gone on sale.



Overall Score	74
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	74
Front-Crash Prevention	Opt.

Base Price: \$16,490-\$35,950
Body Styles: wagon
Trim Lines: !, Base, EV, EV Plus, Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (109 hp); 1.6-liter 4 (130 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (161 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

Reliability History			
Trouble Spots	16	17	18
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.)163
 Width (in.)71
 Height (in.)63
 Wheelbase (in.)101
 Weight (lb.)3,055
 % weight front/rear61/39
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 Sportage is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, and the top-trim SX version boasts a more powerful 2.0-liter turbo-charged four-cylinder. Both engines are mated to a smooth six-speed automatic transmission. Though a touch firm, the ride is composed and handling is responsive. The Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. Though the controls are easy to use, visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy and has an almost flat floor. Advanced safety features, including blind spot warning, lane departure warning, and rear cross traffic warning, are offered as optional equipment.



Base Price: \$23,750-\$34,600
Body Styles: 4-door SUV
Trim Lines: EX, LX, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)176
 Width (in.)73
 Height (in.)64
 Wheelbase (in.)105
 Weight (lb.)3,485
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)970
 Cargo Volume, cu.ft.29.5
 Towing Capacity (lb.)2,000

Fuel

Regular
 CR overall mpg.23

Overall Score	72
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	78
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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			↓

Kia Stinger



Kia, a car brand better known for practical transportation and value, has branched into sports sedan territory with the Stinger, a low-slung, four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the down side, the ride is stiff and a bit unsettled. Two engines are offered: a standard 255-hp, 2.0-liter turbo four-cylinder and a punchy 365-hp, 3.3-liter turbo V6. The car sits low, which makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it a long reach to the touch screen. Advanced safety systems, such as automatic emergency braking, blind spot warning, and lane keeping assist, are available.



Base Price: \$32,990-\$52,400
Body Styles: 4-door hatchback
Trim Lines: Base, GT, GT1, GT2, Premium
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (255 hp); 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)190
 Width (in.)74
 Height (in.)55
 Wheelbase (in.)114
 Weight (lb.)3,910
 % weight front/rear52/48

Cargo Measurement

Max. Load (lb.)930
 Cargo Volume, cu.ft.23
 Towing Capacity (lb.)NR

Fuel

Regular or premium
 CR overall mpg.23

Overall Score	67
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	75
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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			↓

Kia Telluride



Kia's new Telluride offers seating for up to eight people and some nifty family-oriented technology. The Telluride has a 291-hp, 3.8-liter V6 engine paired with an eight-speed automatic transmission. Front-wheel drive is standard and all-wheel drive is available on all trim levels. Four different drive modes can change power output and steering effort to give a slightly different driving experience depending on the selected setting. The Telluride can tow up to 5,000 pounds. Numerous advanced safety systems will come standard including forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning. The Telluride also has Kia's Safe Exit Assist system, which can detect cars approaching from the rear, keeping the doors from being opened until the car has passed.



Base Price: \$31,690-\$45,490
Body Styles: 4-door SUV
Trim Lines: EX, LX, S, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.8-liter V6 (291 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 197
 Width (in.) 78
 Height (in.) 69
 Wheelbase (in.) 114
 Weight (lb.) 4,350
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 5,000

Fuel

Regular
 EPA combined mpg 21

Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	^
Road-Test Score	NA
Front-Crash Prevention	Std./^

Reliability History

Trouble Spots	16	17	18
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		I

Land Rover Discovery



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



Base Price: \$52,600-\$66,800
Body Styles: 4-door SUV
Trim Lines: HSE, HSE Luxury, SE
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 196
 Width (in.) 82
 Height (in.) 74
 Wheelbase (in.) 115
 Weight (lb.) 5,405
 % weight front/rear 48/52

Cargo Measurement

Max. Load (lb.) 1,200
 Cargo Volume, cu.ft. 42.5
 Towing Capacity (lb.) 8,200

Fuel

Premium or diesel
 CR overall mpg 17

Overall Score	49
Predicted Reliability	W
Owner Satisfaction	W
Road-Test Score	71
Front-Crash Prevention	Std./^

Reliability History

Trouble Spots	16	17	18
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		W

Land Rover Discovery Sport



For a vehicle coming from the storied Land Rover brand, one would expect a more regal entry into the hot luxury compact SUV market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill. But the on-road ride is stiff, and handling is far from sporty. The austere cabin is rather plain for this luxury brand, and the infotainment system is slow to respond. To its credit, the Discovery Sport has a roomy rear seat. A stronger 286-hp engine is available.



Base Price: \$37,795-\$52,895
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 (237 hp); 2.0-liter 4 turbo (286 hp)
Transmissions: 9-speed automatic

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

Overall Score	36
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	58
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 stately 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 in our tests. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities. In addition, the body can be lowered to make it easier to get in and out of the cabin. Interior furnishings and seats are first-rate, but the dual touch-screen infotainment system responds slowly to inputs. A 254-hp turbodiesel V6 provides ample power. A plug-in hybrid with 31 miles of electric range and a limited-edition, V8-powered SV Coupe are available as 2019 models.



Base Price: \$89,160-\$208,200
Body Styles: 4-door SUV
Trim Lines: Autobiography, HSE, P400e, SE, Supercharged, SVAutobiography
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (398 hp); 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340, 380 hp); 5.0-liter V8 supercharged (518, 557 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

Overall Score	52
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	78
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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 is more about style than function. It offers 2-door convertible and 4-door versions. The standard nine-speed automatic was neither smooth nor responsive in the similar Discovery Sport we tested. The Evoque's ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability. Recent updates include optional lane keeping assist, the addition of the InControl infotainment system, and new seats. A more powerful 286-hp, 2.0-liter turbo four-cylinder engine is available. A redesigned Evoque is on sale.



Base Price: \$42,650-\$58,850
Body Styles: 2-door SUV; 4-door SUV; convertible
Trim Lines: Autobiography, HSE, HSE Dynamic, Landmark Edition, SE, SE Dynamic, SE Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (237 hp); 2.0-liter 4 turbo (286 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 172
 Width (in.) 78
 Height (in.) 64
 Wheelbase (in.) 105
 Weight (lb.) 4,045
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 1,025
 Cargo Volume, cu.ft. 25.5
 Towing Capacity (lb.) 3,970

Fuel

Premium
 EPA combined mpg 25

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⚠️
Road-Test Score	NA
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 Sport



Though the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. Power comes from strong supercharged V6 or 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 and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and a stronger SVR V8 are available. A six-cylinder plug-in hybrid with 31 miles of electric range is new.



Base Price: \$68,500-\$113,900
Body Styles: 4-door SUV
Trim Lines: Autobiography, HSE, HSE Dynamic, HST, SE, SVR
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter 6 hybrid (355, 395 hp); 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340, 380 hp); 5.0-liter V8 supercharged (518, 575 hp)
Transmissions: 8-speed automatic

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

Overall Score	50
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	72
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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 Velar



The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover's traditional off-road prowess. Three powertrains are offered, including a 2.0-liter four-cylinder diesel, a 3.0-liter supercharged V6, and a 2.0-liter turbocharged four-cylinder that delivers plenty of power. Handling is taut and agile, but the ride is rather stiff. Dominating the dash in the quiet cabin is an infotainment system with two touch screens. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. Plus, the system requires too many extra steps to accomplish simple tasks. Automatic emergency braking with pedestrian detection is standard.



Base Price: \$49,600-\$74,000
Body Styles: 4-door SUV
Trim Lines: Base, HSE, R-Dynamic, S, SE, SVAutobiography, SVR
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (550 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 189
 Width (in.) 80
 Height (in.) 66
 Wheelbase (in.) 113
 Weight (lb.) 4,350
 % weight front/rear 50/50

Cargo Measurement

Max. Load (lb.) 825
 Cargo Volume, cu.ft. 29
 Towing Capacity (lb.) 5,500

Fuel

Premium or diesel
 CR overall mpg. 21

Overall Score	53
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	76
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬇️

Lexus ES



✓ The redesigned-for-2019 Lexus ES retains its comfortable, quiet demeanor but steps up its game in terms of handling and interior quality. The V6 is mated to an eight-speed automatic that contributes to a prompt throttle response and a linear power delivery. We attained 25 mpg overall. A hybrid version is also available. We tested the hybrid powertrain in the similar Toyota Avalon and got an impressive 42 mpg. The ES absorbs bumps very well and yet the body stays composed. The cabin is quiet and luxurious, and the front seats are very comfortable. However, the touchpad controller for interacting with the infotainment system is fussy and distracting. The ES has Apple CarPlay compatibility. Standard safety equipment includes forward collision warning and automatic braking with pedestrian detection, lane keeping assist, and lane departure warning.



Base Price: \$39,600-\$45,060
Body Styles: sedan
Trim Lines: 300h, 350, F Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (302 hp)
Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 196
 Width (in.) 73
 Height (in.) 57
 Wheelbase (in.) 113
 Weight (lb.) 3,770
 % weight front/rear 60/40

Cargo Measurement

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

Fuel

Regular
 CR overall mpg. 25

Overall Score	84
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	84
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

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 fare well against German rivals. The strong 3.5-liter V6 returned 21 mpg overall in our tests. Base models, named GS 300, use a less exciting 241-hp turbo four-cylinder. Rear-drive versions get an eight-speed automatic, and AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on a par with the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment system. A high-performance GS F with a 467-hp V8 is also available. The Lexus Safety System+ is standard, and it includes automatic emergency braking and blind spot warning.



Base Price: \$46,610-\$84,350
Body Styles: sedan
Trim Lines: 300, 350, 450h, F, F Sport
Drive Wheels: Rear, 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

Overall Score	83
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	83
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

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 6,500-pound tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good seating position. There's plenty of space all around and a commanding view out. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times.



Base Price: \$52,155-\$63,555
Body Styles: 4-door SUV
Trim Lines: 460, 460 Luxury, 460 Premium
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

Overall Score	72
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road-Test Score	70
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬆️

Lexus IS



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



Base Price: \$38,410-\$44,095
Body Styles: sedan
Trim Lines: 300, 300 F Sport, 350, 350 F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 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/rear55/45

Cargo Measurement

Max. Load (lb.)825
 Cargo Volume, cu.ft.14
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.20

Overall Score	60
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road-Test Score	56
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Lexus LS



The fifth-generation LS strays from its historic place as the embodiment of stress-free comfortable motoring by piling on complicated controls, a less cushy ride, and compromised seating. This redesigned flagship brings lots of tech and less conservative styling. Available with rear- or all-wheel drive, the standard drivetrain is a 416-hp, 3.5-liter V6 turbo engine coupled to a 10-speed automatic transmission, but despite good measured acceleration times, the car doesn't impart a powerful impression due to some hesitation at low speeds. A hybrid is available. The wide car is too bulky to feel nimble. The optional air suspension keeps the Lexus steady, but bumps punch through more often than they should. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating; it can take several steps to perform simple tasks.



Base Price: \$75,200-\$84,420
Body Styles: sedan
Trim Lines: 500, 500h, F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 hybrid (354 hp); 3.5-liter V6 turbo (416 hp)
Transmissions: 10-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)206
 Width (in.)75
 Height (in.)58
 Wheelbase (in.)123
 Weight (lb.)5,170
 % weight front/rear54/46

Cargo Measurement

Max. Load (lb.)870
 Cargo Volume, cu.ft.17
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.20

Overall Score	73
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	72
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

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



Base Price: \$85,830-\$90,830
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.) 200
 Width (in.) 78
 Height (in.) 75
 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

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

Reliability History			
Trouble Spots	16	17	18
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 ⬆️

Lexus NX



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



Base Price: \$36,385-\$40,025
Body Styles: 4-door SUV
Trim Lines: 300, 300 F Sport, 300h
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (235 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

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

Overall Score	77-79
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road-Test Score	71-74
Front-Crash Prevention	Std./⬆️

Reliability History			
Trouble Spots	16	17	18
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 ⬆️

Lexus RC



The RC is a coupe version of the IS sedan. It uses a 3.5-liter V6 engine coupled to an eight-speed automatic. Ordinarily, it's a rear-drive car, but an all-wheel-drive version is available with a six-speed automatic. High-performance RC F versions come with a 467-hp, 5.0-liter V8. That prodigious output is routed to the rear wheels and makes the RC F super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. There is a symbolic rear seat that can accommodate two small passengers. Controls are frustrating because of a fussy touchpad that interacts with the infotainment screen. The Lexus Safety System+ is standard and includes automatic emergency braking and lane departure warning with lane keeping assist. Blind spot warning is optional.



Base Price: \$41,145-\$64,750
Body Styles: coupe
Trim Lines: 300, 350, 350 F Sport, F
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)72
 Height (in.)55
 Wheelbase (in.)108
 Weight (lb.)3,750
 % weight front/rear54/46

Cargo Measurement

Max. Load (lb.)700
 Cargo Volume, cu.ft.10
 Towing Capacity (lb.)NR

Fuel

Premium
 EPA combined mpg22

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

Reliability History

Trouble Spots	16	17	18
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		⬆️

Lexus RX



✓ The RX has avant-garde exterior styling and lots of advanced safety features. Its 3.5-liter V6 is linked to an eight-speed automatic and delivers 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 buyers get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. The mouselike controller and distracting interface require a steep learning curve. Rear passengers get lots of legroom and knee room. The Lexus Safety System+, which includes automatic emergency braking and lane departure warning, is standard. The three-row model RX L has more cargo space and a very tight third-row seat.



Base Price: \$43,570-\$54,655
Body Styles: 4-door SUV
Trim Lines: 350, 450h, 450h F Sport, F Sport
Drive Wheels: Front, 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/rear58/42

Cargo Measurement

Max. Load (lb.)920
 Cargo Volume, cu.ft.30
 Towing Capacity (lb.)3,500

Fuel

Regular or premium
 CR overall mpg22-29

Overall Score	79-82
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	77-80
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Lexus UX



The new five-passenger UX competes in the entry-level luxury SUV class. It comes in two forms: the front-wheel-drive UX 200 or the all-wheel-drive UX 250h hybrid. Unlike most Lexus models, the small UX is not particularly plush inside. The hybrid can propel itself on electric power alone at very low speeds, but under acceleration the engine kicks in and sounds whiny. The ride is firm, yet comfortable, and the UX has responsive handling. Its small dimensions and car-like height make the UX very maneuverable. However, that small size means the interior is tight, with a cramped rear seat. The interior is attractively modern looking, but some controls are too fussy. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assist are standard as part of the Lexus Safety System+.



Overall Score	NA
Predicted Reliability	↕
Owner Satisfaction	↕
Road-Test Score	NA
Front-Crash Prevention	Std./↕

Base Price: \$32,000-\$36,000
Body Styles: 4-door SUV
Trim Lines: 200, 250h, F Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (169 hp); 2.0-liter 4 hybrid (175 hp)
Transmissions: CVT

Reliability History			
Trouble Spots	16	17	18
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.) 177
 Width (in.) 72
 Height (in.) 60
 Wheelbase (in.) 104
 Weight (lb.) 3,570
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 890
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) NR

Fuel

Regular
 EPA combined mpg 39

Lincoln Continental



Lincoln's high-tech flagship sedan is based on the accomplished MKZ. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level trims get a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, yet the Continental is also a very comfortable and relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. Though the standard front seats aren't particularly supportive, the optional ones are better. We're no fans of the push-button gear selector or the electronic buttons that are used instead of an interior door handle. Forward collision warning, automatic emergency braking, and blind spot warning are standard.



Overall Score	89
Predicted Reliability	↕
Owner Satisfaction	↕
Road-Test Score	83
Front-Crash Prevention	Std./↕

Base Price: \$46,145-\$72,045
Body Styles: sedan
Trim Lines: Black Label, Standard, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp); 3.7-liter V6 (305 hp)
Transmissions: 6-speed automatic

Reliability History			
Trouble Spots	16	17	18
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.) 201
 Width (in.) 78
 Height (in.) 59
 Wheelbase (in.) 118
 Weight (lb.) 4,540
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 17
 Towing Capacity (lb.) 1,000

Fuel

Regular or premium
 CR overall mpg 20

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 that engine returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The push-button gear selector for the six-speed automatic 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. A 2020 model year freshening is around the corner, which includes a name change to Corsair.



Base Price: \$33,995-\$49,610
Body Styles: 4-door SUV
Trim Lines: Black Label, Standard, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.3-liter 4 turbo (285 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)179
 Width (in.)73
 Height (in.)65
 Wheelbase (in.)106
 Weight (lb.)4,070
 % weight front/rear57/43

Cargo Measurement

Max. Load (lb.)825
 Cargo Volume, cu.ft.30.5
 Towing Capacity (lb.)2,000

Fuel

Regular
 CR overall mpg.19

Overall Score	67
Predicted Reliability	⚠
Owner Satisfaction	⬇
Road-Test Score	72
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 MKZ



Based on the engaging Ford Fusion, the upscale Lincoln MKZ received some recent updates, including new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides lots of power. In our tests, the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. The cabin is quiet and luxurious, with comfortable seats, but it's a long reach to the push-button gear selector, and the rear seat is snug. The 2019 model gets a standard suite of advanced safety features that include forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assist.



Base Price: \$35,995-\$46,995
Body Styles: sedan
Trim Lines: Hybrid, Standard, Reserve, Select
Drive Wheels: Front, 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 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)194
 Width (in.)73
 Height (in.)58
 Wheelbase (in.)112
 Weight (lb.)3,755
 % weight front/rear59/41

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

Overall Score	70
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road-Test Score	88
Front-Crash Prevention	Std./⬆

Reliability History

Trouble Spots	16	17	18
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			⬆

Lincoln Nautilus



✓ The 2019 Nautilus is a refreshed version of the MKX SUV. Engine choices are either a powerful 2.7-liter V6 turbo or a 2.0-liter four-cylinder turbo. An eight-speed automatic transmission is standard. We found that the Nautilus with the more powerful engine delivers effortless power, a comfortable ride, a quiet cabin, and agile handling. The cabin is swanky, and the infotainment system is relatively easy to use. The only knock against this SUV is its unintuitive, fussy push-button gear selector. The unimpressive fuel economy of 18 mpg overall that we measured in the MKX should improve slightly, thanks to the new transmission. Lincoln has added new safety features, including a lane-centering feature and evasive steer assist that allows the SUV to steer around a vehicle stopped in front if the system determines a collision is likely and can't be avoided by braking alone.



Base Price: \$40,340-\$59,390
Body Styles: 4-door SUV
Trim Lines: Black Label, Reserve, Select, Standard
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (335 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)190
 Width (in.)76
 Height (in.)66
 Wheelbase (in.)112
 Weight (lb.)4,560
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)900
 Cargo Volume, cu.ft.32.5
 Towing Capacity (lb.)3,500

Fuel

Regular
 CR overall mpg.18

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	84
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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 Navigator



The Navigator ups the ante over its Ford Expedition sibling, with more luxury and showmanship. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The twin-turbo V6 generates 411 hp on regular fuel and is paired with a 10-speed automatic transmission. This combination easily moves the Navigator down the road and is capable of towing 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Rear passengers are pampered with heated seats, a variety of connectivity features, and a hospitable third-row seat. Rear-wheel drive is standard, with four-wheel drive optional.



Base Price: \$73,205-\$99,595
Body Styles: 4-door SUV; extended SUV
Trim Lines: Black Label, L, Standard, Reserve, Select
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (411 hp); 3.5-liter V6 turbo (450 hp)
Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)210
 Width (in.)84
 Height (in.)76
 Wheelbase (in.)123
 Weight (lb.)6,100
 % weight front/rear50/50

Cargo Measurement

Max. Load (lb.)1,565
 Cargo Volume, cu.ft.56
 Towing Capacity (lb.)8,300

Fuel

Regular or premium
 CR overall mpg.16

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	65
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		

Maserati Ghibli



Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own sporty character. The Ferrari-developed V6 turbo engine is mated to a quick-shifting eight-speed automatic transmission. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive gear selector. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches that are sourced from the Chrysler parts bins. The top-line V6 recently gained 20 hp.



Base Price: \$74,980-\$87,780
Body Styles: sedan
Trim Lines: Base, GranLusso, GranSport, S, S Q4
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (430 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)196
 Width (in.)77
 Height (in.)58
 Wheelbase (in.)118
 Weight (lb.)4,625
 % weight front/rear52/48

Cargo Measurement

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

Fuel

Premium
 CR overall mpg.19

Overall Score	48
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	71
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️

Maserati Levante



Derived from the Ghibli and Quattroporte sedans, the Levante is Maserati's first-ever SUV. Most versions come with either a 345-hp or a 424-hp turbo V6. Each is mated to a quick-and-smooth eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector is unintuitive to use. Advanced safety features include forward collision warning with brake assist and lane departure warning.



Base Price: \$75,980-\$169,980
Body Styles: 4-door SUV
Trim Lines: Base, GranLusso, GranSport, GTS, S, Trofeo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp); 3.8-liter V8 turbo (550 hp); 3.8-liter V8 turbo (590 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)197
 Width (in.)78
 Height (in.)66
 Wheelbase (in.)118
 Weight (lb.)4,905
 % weight front/rear51/49

Cargo Measurement

Max. Load (lb.)NA
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)6,000

Fuel

Premium
 EPA combined mpg.16

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

Reliability History

Trouble Spots	16	17	18
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		⬇️

Mazda 3



The outgoing Mazda3 was fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. A redesigned Mazda3 arrives in spring 2019, again in sedan or hatchback forms. The sole engine is largely a carryover 2.5-liter four-cylinder engine mated to a 6-speed manual or automatic transmission. All-wheel drive is newly available, making the 3 the second AWD compact car. The interior is nicely furnished and features a second generation of Mazda's infotainment system but without touch-screen ability. Forward collision warning and automatic emergency braking are standard on all versions except the base trim. There is an available Driver Monitoring System that uses an infrared camera and LEDs to watch the driver's eyes, mouth, and face to look for fatigue, and sounds an alert to warn the driver.



Base Price: \$21,000-\$28,900
Body Styles: 4-door hatchback; sedan
Trim Lines: Base, Preferred, Premium, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (186 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions	
Length (in.)	NA
Width (in.)	NA
Height (in.)	NA
Wheelbase (in.)	NA
Weight (lb.)	NA
% weight front/rear	NA
Cargo Measurement	
Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR
Fuel	
Regular	
CR overall mpg.	NA

Overall Score	NA
Predicted Reliability	↗
Owner Satisfaction	↗
Road-Test Score	NA
Front-Crash Prevention	Opt.

Reliability History			
Trouble Spots	16	17	18
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		↗

Mazda 6



✔ Sporty and stylish, the Mazda6 is an enjoyable car to drive, although it's a bit on the snug side compared with its peers. The standard 2.5-liter four-cylinder is responsive and delivered 28 mpg overall in our tests. The uplevel turbocharged engine makes the 6 quieter and much quicker. We found the 6 to be agile and capable in the corners, with sharp steering and composed suspension. The ride is pliant and controlled, effectively absorbing bumps. The cabin is quiet and nicely furnished, but the low stance and relatively tight quarters are notable. A center display screen that is operated via a central knob on the console takes practice to master. Apple CarPlay compatibility is new. Forward collision warning and automatic emergency braking are standard.



Base Price: \$21,945-\$30,695
Body Styles: sedan
Trim Lines: Grand Touring, Grand Touring Reserve, Signature, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions	
Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,405
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lb.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lb.)	NR
Fuel	
Regular or premium	
CR overall mpg.	28

Overall Score	84
Predicted Reliability	↗
Owner Satisfaction	↗
Road-Test Score	79
Front-Crash Prevention	Std./↗

Reliability History			
Trouble Spots	16	17	18
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		↗

Mazda CX-3



Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling and good fuel economy. The ride is stiff, particularly with the 18-inch wheels and tires that come on most versions, and noise levels are high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 2.0-liter four-cylinder engine and a six-speed automatic. It's a smooth, willing engine but isn't overly powerful. The infotainment system includes a 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. Forward collision warning with city-speed automatic emergency braking and blind spot warning are standard. Adaptive cruise control is available.



Base Price: \$20,390-\$27,145
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp)
Transmissions: 6-speed automatic

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

Fuel

Regular
 CR overall mpg.28

Overall Score	58
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	64
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↓		

Mazda CX-5



✓ The CX-5 is one of the best small SUVs. The 2.5-liter four-cylinder engine and six-speed automatic transmission make for a responsive and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in this class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces, some detailed stitching, and chrome trim add to the interior ambiance. Both the front and rear seats are comfortable. But there is a learning curve to mastering the infotainment system. Rear and side visibility are a bit compromised. Forward collision warning with city-speed automatic emergency braking is standard. A new Signature trim, which has a stronger turbocharged engine and a nicer cabin, is available.



Base Price: \$24,350-\$36,890
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Signature, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.2-liter 4 turbodiesel (174 hp); 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)179
 Width (in.)73
 Height (in.)66
 Wheelbase (in.)106
 Weight (lb.)3,590
 % weight front/rear 57/43

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 30.5
 Towing Capacity (lb.)2,000

Fuel

Regular or premium or diesel
 CR overall mpg.24

Overall Score	82
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	80
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↑		

Mazda CX-9



✓ Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive, thanks to nimble handling that makes it feel like a smaller vehicle. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got 22 mpg overall. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and the seats are comfortable. Though second-row seating is generous, the third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master. Android Auto and Apple CarPlay compatibility are new. Forward collision warning with city-speed automatic emergency braking is standard.



Base Price: \$32,280-\$45,365
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Signature, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 turbo (227 hp)
Transmissions: 6-speed automatic

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	80
Front-Crash Prevention	Std./

Reliability History			
Trouble Spots	16	17	18
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.) 200
 Width (in.) 76
 Height (in.) 68
 Wheelbase (in.) 113
 Weight (lb.) 4,585
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,190
 Cargo Volume, cu.ft. 34
 Towing Capacity (lb.) 3,500

Fuel

Regular
 CR overall mpg. 22

Mazda MX-5 Miata



✓ The fourth-generation Miata remains true to Mazda's original formula of a lightweight rear-wheel-drive roadster. The Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy; we'd skip the optional automatic transmission. It works fine but dilutes the driving experience. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and un supportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. 2019 updates include a horsepower increase from 155 to 181.



Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	80
Front-Crash Prevention	Opt.

Base Price: \$25,730-\$34,410
Body Styles: convertible
Trim Lines: Club, Grand Touring, RF, Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 (181 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History			
Trouble Spots	16	17	18
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.) 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 A-Class



The A-Class compact sedan slots beneath the CLA, making it a more affordable entry into the prestige brand's lineup. It offers significant, cutting-edge technology, such as an all-new infotainment system called MBUX and advanced driver assist systems. Both front- and all-wheel-drive versions are available, and both use a 188-hp, 2.0-liter turbocharged four-cylinder engine mated to a seven-speed dual-clutch automatic transmission. Both forward collision warning with pedestrian detection and automatic emergency braking are standard.



Base Price: \$32,500-\$34,500
Body Styles: sedan
Trim Lines: A220
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (188 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 179
 Width (in.) 71
 Height (in.) 57
 Wheelbase (in.) 107
 Weight (lb.) 3,285
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) NA
 Cargo Volume, cu.ft. 9
 Towing Capacity (lb.) NR

Fuel

Premium
 EPA combined mpg 28

Overall Score	NA
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	NA
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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 ↓		

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 engine, 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, buyers will find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Partially automated highway steering is optional, and automatic emergency braking is standard. The C43 AMG gets a 3.0-liter turbo V6, and the high-performance C63 AMG version is powered by a V8 turbo. A freshened 2019 C-Class brings safety and technology updates, a revised exterior, and more power.



Base Price: \$41,400-\$83,800
Body Styles: convertible; coupe; sedan
Trim Lines: C300, C43, C63, C63 S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (255 hp); 3.0-liter V6 turbo (385 hp); 4.0-liter V8 turbo (469 hp); 4.0-liter V8 turbo (503 hp)
Transmissions: 9-speed automatic

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. 13
 Towing Capacity (lb.) NR

Fuel

Premium
 CR overall mpg 26

Overall Score	74
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	85
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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 ↓		

Mercedes-Benz CLA



Don't let the three-pointed star confuse you. Most mainstream sedans, let alone a typical Mercedes-Benz, deliver a better driving experience than the CLA. The engine and transmission lack refinement. At first the powertrain feels unresponsive, then the power comes on abruptly. The ride is punishingly stiff, and the CLA is loud inside. Cabin access is difficult, and the well-appointed interior is cramped. The heavily promoted base price is something of a tease; buyers typically find that luxury features expected on a premium model bring the price past \$40,000. The 375-hp AMG CLA45 version sounds more exciting on paper than it feels behind the wheel. The CLA's best attributes are its handling agility and the 28 mpg overall we got from the 2.0-liter turbo four-cylinder engine. A redesigned 2020 model goes on sale later this year.



Overall Score	53
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	64
Front-Crash Prevention	Std./

Base Price: \$33,100-\$53,100
Body Styles: sedan
Trim Lines: 250, 45 AMG
Drive Wheels: Front, 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

Reliability History			
Trouble Spots	16	17	18
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			

Mercedes-Benz CLS



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



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

Base Price: \$69,200-\$79,900
Body Styles: sedan
Trim Lines: CLS450, CLS53
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions	
Length (in.)	199
Width (in.)	74
Height (in.)	55
Wheelbase (in.)	116
Weight (lb.)	4,255
% weight front/rear	NA
Cargo Measurement	
Max. Load (lb.)	NA
Cargo Volume, cu.ft.	12
Towing Capacity (lb.)	NR
Fuel	
Premium	
EPA combined mpg.	26

Reliability History			
Trouble Spots	16	17	18
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			

Mercedes-Benz E-Class



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



Base Price: \$53,500-\$106,350
Body Styles: convertible; coupe; sedan; wagon
Trim Lines: AMG E53, AMG E63 S, E300, E450
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp); 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (603 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/rear54/46

Cargo Measurement

Max. Load (lb.)1,070
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.24

Overall Score	65
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	85
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

Mercedes-Benz GLA



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



Base Price: \$33,950-\$53,350
Body Styles: 4-door SUV
Trim Lines: 250, 45 AMG
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)174
 Width (in.)71
 Height (in.)60
 Wheelbase (in.)106
 Weight (lb.)3,535
 % weight front/rear60/40

Cargo Measurement

Max. Load (lb.)795
 Cargo Volume, cu.ft.23
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.26

Overall Score	64
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	70
Front-Crash Prevention	Std./↓

Reliability History

Trouble Spots	16	17	18
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		↑

Mercedes-Benz GLC



Based on the C-Class, the GLC is one of the best driving compact-luxury SUVs on the market. Plush furnishings inside the quiet cabin prove to be appealing, although it also has Mercedes' complex infotainment system. The front seats are very comfortable and supportive, but the rear is a bit snug. The 2.0-liter turbo four-cylinder delivers ample power and is matched to a nine-speed automatic that works well. The GLC rides comfortably and handles with athleticism. Automatic braking is standard, but other safety systems such as blind spot warning and rear cross traffic warning are part of various option packages. A turbo V6 AMG GLC43 and a turbo V8 AMG GLC63 versions are available, in addition to the GLC Coupe. A freshened GLC, with updated engines and the new MBUX infotainment system, goes on sale later this year.



Base Price: \$40,700-\$69,900
Body Styles: 4-door SUV
Trim Lines: AMG GLC43, AMG GLC63, GLC300
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)183
 Width (in.)74
 Height (in.)65
 Wheelbase (in.)113
 Weight (lb.)4,010
 % weight front/rear53/47

Cargo Measurement

Max. Load (lb.)950
 Cargo Volume, cu.ft.28
 Towing Capacity (lb.)4,850

Fuel

Premium
 CR overall mpg22

Overall Score	58
Predicted Reliability	↘
Owner Satisfaction	↓
Road-Test Score	81
Front-Crash Prevention	Std./↓

Reliability History

Trouble Spots	16	17	18
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		↘

Mercedes-Benz GLE



The redesigned 2020 GLE promises a range of convenience, performance, and safety technologies. A 255-hp, 2.0-liter turbocharged four-cylinder engine is standard, and the next step up is a 362-hp, 3.0-liter turbocharged six-cylinder engine with a 48-volt mild hybrid. A nine-speed automatic transmission is paired with both engines. A longer wheelbase adds more room for second-row passengers. A small third row is available. The GLE gets Mercedes' new MBUX infotainment system, which consists of one large screen in front of the driver that blends into the center screen. The voice command feature has the ability to recognize natural language and adapt to the user. Advanced driver assist systems include adaptive cruise control informed by live traffic data and forward cross traffic alert to aid when making turns. It goes on sale in the spring.



Base Price: \$53,700-\$61,150
Body Styles: 4-door SUV
Trim Lines: GLE350, GLE450, GLE53 AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)194
 Width (in.)85
 Height (in.)71
 Wheelbase (in.)118
 Weight (lb.)4,695
 % weight front/rearNA

Cargo Measurement

Max. Load (lb.)1,520
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)7,700

Fuel

Premium
 EPA combined mpg22

Overall Score	NA
Predicted Reliability	↓
Owner Satisfaction	↗
Road-Test Score	NA
Front-Crash Prevention	Std./↓

Reliability History

Trouble Spots	16	17	18
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		↓

Mercedes-Benz GLS



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



Base Price: \$70,150-\$126,150
Body Styles: 4-door SUV
Trim Lines: 450, 550, AMG 63
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

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
 EPA combined mpg18

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

Reliability History

Trouble Spots	16	17	18
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		⬇️

Mercedes-Benz S-Class



✓ The S-Class is brimming with features and qualities that make it stand out among luxury cars. The powerful turbo V8 that we tested provided effortless acceleration and delivered 18 mpg overall in our tests. The plush, magic carpet ride is the best we've ever tested, and the cabin is ultra quiet. Even though the S-Class is large, handling agility is commendable, with quick steering. Along with the seats and steering wheel, the door and center armrests are heated as well. Many controls are overly complicated, however. The S-Class has partial automation, which gives the car the ability to follow the road and stop by itself in an emergency. Coupe and convertible versions are available.



Base Price: \$91,250-\$253,550
Body Styles: convertible; coupe; sedan
Trim Lines: S450, S560, S63 AMG, S65 AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (463 hp); 4.0-liter V8 turbo (603 hp); 6.0-liter V12 turbo (621 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)207
 Width (in.)75
 Height (in.)59
 Wheelbase (in.)125
 Weight (lb.)4,935
 % weight front/rear53/47

Cargo Measurement

Max. Load (lb.)915
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg18

Overall Score	87
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	96
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Mercedes-Benz SLC



The SLC features a retractable hardtop that does a great job at keeping the interior quiet. The SLC300 is powered by a 2.0-liter four-cylinder engine coupled to a nine-speed automatic transmission. There is also a more powerful SLC43 version, with a turbocharged V6 that emits a sporty exhaust sound. This drop-top has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep the driver's neck warm during chilly top-down drives.



Base Price: \$48,950-\$63,900
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 (385 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/rear51/49

Cargo Measurement

Max. Load (lb.)560
 Cargo Volume, cu.ft.10
 Towing Capacity (lb.)NR

Fuel

Premium
 EPA combined mpg27

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

Reliability History

Trouble Spots	16	17	18
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			⚠

Mini Cooper



Minis are quirky, fun to drive, and full of character, whether shoppers opt for 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 more pleasant-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty, making all versions fun to drive. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past \$30,000. A high-performance John Cooper Works bumps the power to 228 hp and gets firmer suspension.



Base Price: \$21,900-\$44,900
Body Styles: 2-door hatchback; 4-door hatchback; convertible
Trim Lines: Base, JCW, S
Drive Wheels: Front
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)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)151
 Width (in.)68
 Height (in.)56
 Wheelbase (in.)98
 Weight (lb.)2,775
 % weight front/rear63/37

Cargo Measurement

Max. Load (lb.)770
 Cargo Volume, cu.ft.9
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg30

Overall Score	70
Predicted Reliability	⚠
Owner Satisfaction	⚠
Road-Test Score	80
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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			⚠

Mini Cooper Clubman



The Clubman is a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. Engine choices include a slightly wheezy-sounding three-cylinder turbo in the base car and a more powerful and enjoyable-sounding four-cylinder turbo in the S. The base Clubman we tested posted a very good 28 mpg overall. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options, the Clubman is priced in the low-\$30,000s and the S can easily get to the high-\$30,000s. All-wheel drive is available on the S trim.



Base Price: \$24,900-\$44,900
Body Styles: wagon
Trim Lines: Base, JCW, S
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 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/rear59/41

Cargo Measurement

Max. Load (lb.)980
 Cargo Volume, cu.ft.23
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.28

Overall Score	60
Predicted Reliability	I
Owner Satisfaction	I
Road-Test Score	67
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
Engine Major	↑	↑	↑
Engine Minor	I	↑	↑
Engine Cooling	↑	↑	↑
Transmission Major	↑	↑	↑
Transmission Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	I	↑	↑
Suspension	I	↑	↑
Brakes	↑	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↓	I	↑
Body Hardware	↑	↑	↑
Power Equipment	↑	↑	↑
In-Car Electronics	↑	↑	↑
USED CAR VERDICTS	↓	I	↑
NEW CAR PREDICTION Average			I

Mini Cooper Countryman



✓ The SUV-like Countryman is based on the Clubman. It offers two engines: a so-so 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. An AWD plug-in hybrid version is also available. The Countryman is the roomiest Mini ever and features a surprisingly comfortable backseat. Handling remains agile, making the Countryman fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well-finished, and the seats are supportive. The BMW-like iDrive system has a learning curve but ultimately proves to be logical. The Mini Driving Assistant system, which includes forward collision warning and city-speed automatic emergency braking, requires buying expensive option packages.



Base Price: \$26,900-\$46,400
Body Styles: 4-door SUV
Trim Lines: Base, JCW, Plug-in Hybrid, S
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)170
 Width (in.)72
 Height (in.)61
 Wheelbase (in.)105
 Weight (lb.)3,690
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.)925
 Cargo Volume, cu.ft.23.5
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.25

Overall Score	77
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	82
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
Engine Major	↑	↑	↑
Engine Minor	↑	↑	↑
Engine Cooling	↑	↑	↑
Transmission Major	↑	↑	↑
Transmission Minor	↑	↑	↑
Drive System	↑	↑	↑
Fuel System	↑	↑	↑
Electrical	↑	↑	↑
Climate System	↑	↑	↑
Suspension	↑	↑	↑
Brakes	I	↑	↑
Exhaust	↑	↑	↑
Paint/Trim	↑	↑	↑
Noises/Leaks	↑	↑	↑
Body Hardware	↑	↑	↑
Power Equipment	↓	↑	↑
In-Car Electronics	↑	↑	↓
USED CAR VERDICTS	↑	↑	I
NEW CAR PREDICTION Better than average			↑

Mitsubishi Eclipse Cross



The Mitsubishi Eclipse Cross slots between the Outlander Sport and Outlander SUVs, and is distinguished by its coupelike styling. This newcomer is underwhelming, with mundane handling, an unsettled ride, and extremely frustrating controls. Its power comes from a lackluster 1.5-liter turbocharged four-cylinder engine mated to a continuously variable transmission. The Eclipse Cross moves decently around town, but it runs out of steam climbing hills or merging onto highways. Its fuel economy of 24 mpg overall isn't impressive for the class, either. A center console touchpad interacts with the infotainment screen, but this controller is very cumbersome and distracting to use. The driver's seat is short on support, but getting in or out is easy, and the rear-seat room is generous. The curvy styling hurts the driver's view out. AWD is standard on all but the base version.



Base Price: \$23,595-\$28,195
Body Styles: 4-door SUV
Trim Lines: ES, LE, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (152 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 173
 Width (in.) 71
 Height (in.) 67
 Wheelbase (in.) 105
 Weight (lb.) 3,515
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 825
 Cargo Volume, cu.ft. 22.5
 Towing Capacity (lb.) 2,000

Fuel

Regular
 CR overall mpg 24

Overall Score	53
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	57
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 conjure an inviting image of an economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Recent minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the same price, there are many much better used cars available.



Base Price: \$13,795-\$17,495
Body Styles: 4-door hatchback; sedan
Trim Lines: ES, GT, LE, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.2-liter 3 (78 hp)
Transmissions: 5-speed manual; CVT

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

Overall Score	31
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	29
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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 Outlander



Outdated and outclassed, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, a rarity in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down; Mitsubishi says the ride has been improved for 2019. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when drivers ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, and its 24 mpg overall is lackluster. Top-tier GT trims get a 3.0-liter V6 and six-speed automatic. Forward collision warning and lane departure warning are available on some trims. The plug-in hybrid can do a claimed 22 miles on electric power before switching to hybrid mode.



Base Price: \$24,695-\$40,295
Body Styles: 4-door SUV
Trim Lines: ES, GT, PHEV, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (197 hp); 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)
Transmissions: 6-speed automatic; CVT; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)71
 Height (in.)66
 Wheelbase (in.)105
 Weight (lb.)3,610
 % weight front/rear56/44

Cargo Measurement

Max. Load (lb.)1,155
 Cargo Volume, cu.ft.32.5
 Towing Capacity (lb.)1,500

Fuel

Regular or premium
 CR overall mpg24

Overall Score	64
Predicted Reliability	↗
Owner Satisfaction	↘
Road-Test Score	59
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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 Outlander Sport



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



Base Price: \$20,945-\$26,545
Body Styles: 4-door SUV
Trim Lines: ES, GT, SE
Drive Wheels: Front, 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.)169
 Width (in.)70
 Height (in.)64
 Wheelbase (in.)105
 Weight (lb.)3,290
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)825
 Cargo Volume, cu.ft.25.5
 Towing Capacity (lb.)NR

Fuel

Regular
 EPA combined mpg26

Overall Score	NA
Predicted Reliability	↗
Owner Satisfaction	↘
Road-Test Score	NA
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↗

Nissan Altima



✓ The Altima is a rather unremarkable mid-sized sedan. That said, it's a competitive car that gets the job done. It delivers on room, fuel economy, and user-friendliness. But the driving experience is bland, falling short on handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. With that engine, buyers can opt for all-wheel drive but not with the uplevel, more powerful 2.0-liter turbo engine. The car is relatively quiet. The cabin is roomy, if a bit too low for easy access. Controls are very easy to use, and both Android Auto and Apple CarPlay are compatible. To its credit, standard safety systems include automatic emergency braking.



Base Price: \$23,900-\$35,750
Body Styles: sedan
Trim Lines: Edition One, Platinum, S, SL, SR, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 2.5-liter 4 (188 hp)
Transmissions: CVT

Overall Score	76
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	81
Front-Crash Prevention	Std./↑

Reliability History			
Trouble Spots	16	17	18
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.) 193
 Width (in.) 73
 Height (in.) 57
 Wheelbase (in.) 111
 Weight (lb.) 3,240
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 15
 Towing Capacity (lb.) NR

Fuel

Regular or premium
 CR overall mpg. 31

Nissan Armada



This less expensive version of the Infiniti QX80 is powered by a slick and robust 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated and cluttered, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power fold and unfold. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load. Forward collision warning and automatic emergency braking are standard for 2019.



Base Price: \$47,100-\$63,100
Body Styles: 4-door SUV
Trim Lines: Platinum, Platinum Reserve, SL, SV
Drive Wheels: Rear, 4WD
Seating: 2 front, 2 rear, 3 third
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Overall Score	64
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	69
Front-Crash Prevention	Std./↑

Reliability History			
Trouble Spots	16	17	18
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.) 209
 Width (in.) 80
 Height (in.) 76
 Wheelbase (in.) 121
 Weight (lb.) 5,910
 % weight front/rear 52/48

Cargo Measurement

Max. Load (lb.) 1,545
 Cargo Volume, cu.ft. 47
 Towing Capacity (lb.) 8,500

Fuel

Regular
 CR overall mpg. 14

Nissan Frontier



Dating back to 2005, the compact Frontier pickup truck is a dated design that lacks polish. In our tests we found the Frontier to be quick and relatively nimble, but it has a very stiff 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. New for 2019, most versions come standard with a 7.0-inch touch screen.



Base Price: \$18,990-\$36,850
Body Styles: crew cab; extended cab
Trim Lines: Desert Runner, PRO-4X, S, SL, SV
Drive Wheels: Rear, 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

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

Overall Score	NA
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	NA
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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	↓		

Nissan Kicks



Nissan has replaced the funky-looking Juke with the Kicks, an all-new entry in the growing segment of subcompact crossovers. The Kicks is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa Note but are attracted to the better versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 125-hp, 1.6-liter four-cylinder engine coupled to a CVT, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Interior room is generous for the class, and the controls are easy to use. Handling is mundane, and the ride is rather choppy. Forward collision warning and automatic emergency braking come standard.



Base Price: \$18,540-\$20,870
Body Styles: wagon
Trim Lines: S, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (125 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 169
 Width (in.) 69
 Height (in.) 62
 Wheelbase (in.) 103
 Weight (lb.) 2,630
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 850
 Cargo Volume, cu.ft. 25
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 32

Overall Score	64
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	64
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↓		

Nissan Leaf



The Nissan Leaf electric car has a 40-kWh battery which delivered a driving range at 140 miles in our tests. The new 2019 Plus versions get a 62-kWh battery and a stronger motor, which gives the Leaf an estimated EPA range of 226 miles and quicker acceleration. It takes eight hours to charge it on a 240-volt connector. The E-Pedal feature decelerates the Leaf quite significantly when the driver lifts off the gas pedal, sending energy to go back to the battery. The Leaf's ride is stiff, and its handling is mundane but secure. The driving position can be uncomfortable for some drivers because the steering wheel doesn't telescope for reach. The optional ProPilot Assist can help keep the car in its lane and adjust its speed to keep track with surrounding traffic. Forward collision warning with automatic emergency braking is standard.



Base Price: \$29,990-\$42,550
Body Styles: 4-door hatchback
Trim Lines: S, SL, SL Plus, S Plus, SV, SV Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (147 hp); Electric (201 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 176
 Width (in.) 71
 Height (in.) 61
 Wheelbase (in.) 106
 Weight (lb.) 3,440
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 860
 Cargo Volume, cu.ft. 24
 Towing Capacity (lb.) NR

Fuel

Electric
 CR overall mpg. 112

Overall Score	64
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	62
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↓		

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 and a number of high-tech safety and connectivity features, and it uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof. Forward collision warning with automatic emergency braking is standard.



Base Price: \$33,950-\$42,580
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

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

Overall Score	80
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	81
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↑		

Nissan Murano



✔ Nissan's midsize SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility are hindered, however. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inch tires. Forward collision warning with automatic emergency braking is standard. Optional safety features include blind spot warning and rear cross traffic warning. An available 8-inch color display houses the NissanConnect infotainment system, which is easy to use.



Base Price: \$31,270-\$45,130
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (260 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)192
 Width (in.)75
 Height (in.)67
 Wheelbase (in.)111
 Weight (lb.)4,025
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)900
 Cargo Volume, cu.ft.33.5
 Towing Capacity (lb.)1,500

Fuel

Regular
 CR overall mpg.21

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

Reliability History

Trouble Spots	16	17	18
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		⬆️

Nissan Pathfinder



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



Base Price: \$31,430-\$44,460
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (284 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)199
 Width (in.)77
 Height (in.)70
 Wheelbase (in.)114
 Weight (lb.)4,505
 % weight front/rear54/46

Cargo Measurement

Max. Load (lb.)1,150
 Cargo Volume, cu.ft.39.5
 Towing Capacity (lb.)6,000

Fuel

Regular
 CR overall mpg.18

Overall Score	66
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	72
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Nissan Rogue



✓ The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless the driver tromps on the gas pedal, which results in elevated engine noise. A hybrid is also available. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The rear seat is very roomy. Standard safety gear includes lane departure warning and prevention, forward collision warning, and automatic emergency braking. A standard rear-seat reminder is new for 2019.



Base Price: \$24,920-\$32,890
Body Styles: 4-door SUV
Trim Lines: Hybrid SL, Hybrid SV, S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (170 hp); 2.5-liter 4 hybrid (176 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)72
 Height (in.)66
 Wheelbase (in.)107
 Weight (lb.)3,590
 % weight front/rear57/43

Cargo Measurement

Max. Load (lb.)900
 Cargo Volume, cu.ft.31.5
 Towing Capacity (lb.)1,100

Fuel

Regular
 CR overall mpg.24

Overall Score	74
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	74
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↑

Nissan Rogue Sport



✓ Measuring a foot shorter than the familiar Rogue, the Rogue Sport is a less expensive, more compact SUV. All trims use the same pleasant, though not overly powerful 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests we got 26 mpg overall, which doesn't stand out in the class. The Sport handles responsively and rides in a refined manner, with cabin noise kept to reasonable levels. We like the easy-to-use controls and infotainment system. In addition, the Sport offers a 360-degree-view camera, which is helpful for negotiating tight parking spaces. Forward collision warning with automatic emergency braking is standard.



Base Price: \$22,240-\$29,310
Body Styles: 4-door SUV
Trim Lines: S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (141 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)172
 Width (in.)72
 Height (in.)63
 Wheelbase (in.)104
 Weight (lb.)3,365
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)900
 Cargo Volume, cu.ft.24.5
 Towing Capacity (lb.)NR

Fuel

Regular
 CR overall mpg.26

Overall Score	67
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	72
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

Nissan Sentra



Overall, the compact Sentra trails the class. A recent freshening resulted in a quieter car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff and the driving experience is ho-hum and joyless. The tall stance makes getting into and out of the cabin easy, the elevated driving position helps visibility, and the rear seat is very roomy. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. Available safety features include blind spot warning and rear cross traffic alert. Most versions get standard forward collision warning and automatic emergency braking. All but the base S model get Android Auto and Apple CarPlay capabilities added to the infotainment system for 2019.



Base Price: \$17,790-\$25,840
Body Styles: sedan
Trim Lines: NISMO, S, SL, SR, SR Turbo, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (188 hp); 1.8-liter 4 (124 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

Overall Score	61
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road-Test Score	62
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬆️

Nissan Titan



The regular Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup. The light-duty Titan comes with a smooth and punchy 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission, and the XD also offers a V8 Cummins diesel. The ride is more tolerable than the XD's, and handling is less clumsy. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped, which is a nice touch. A suite of safety and driver assist systems are offered, including blind spot warning and moving-object detection. When properly equipped, the Titan can tow more than 9,000 pounds. The XD can tow 12,000 pounds, and its payload capacity is 2,000 pounds. It also has a built-in goose-neck trailer hitch for extra-heavy trailers.



Base Price: \$30,390-\$57,740
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Platinum, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 228
 Width (in.) 80
 Height (in.) 77
 Wheelbase (in.) 140
 Weight (lb.) 5,770
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 1,435
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 9,390

Fuel

Regular
 CR overall mpg. 16

Overall Score	51
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road-Test Score	70
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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		⬇️

Nissan Versa



Nissan's subcompact Versa sedan, with its cheap interior and noisy cabin, lags behind even other unimpressive subcompacts. The hatchback Versa Note is much more pleasant. Overall, the tiny Versa sedan feels like a bare-bones penalty box. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is stiff, with short quick pitches that make it feel jumpy. To its credit, the rear seat is relatively roomy, most controls are straightforward, and its 32 mpg fuel economy is a standout for a subcompact car. The Versa scored a Poor in the IIHS small-overlap crash test.



Overall Score	47
Predicted Reliability	ⓘ
Owner Satisfaction	▼
Road-Test Score	56
Front-Crash Prevention	NA

Base Price: \$12,360-\$15,990
Body Styles: sedan
Trim Lines: S, 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	Year		
	16	17	18
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.) 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 Z



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



Overall Score	74
Predicted Reliability	ⓘ
Owner Satisfaction	▲
Road-Test Score	81
Front-Crash Prevention	NA

Base Price: \$29,990-\$49,400
Body Styles: convertible; coupe
Trim Lines: Base, NISMO, Sport, Sport Touring, Touring
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	Year		
	16	17	18
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.) 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



✓ Porsche's roadster offers turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous six-cylinder engines. Most 718s come with a seven-speed automatic, which impersonates a manually shifted gearbox quite well. A manual transmission is also available. The engine delivers readily available power, along with a throaty thrum, but it comes at the expense of Porsche's classic six-cylinder sound. Handling is superlative, with impressive grip and balance, which makes the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload takes getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus.



Base Price: \$59,000-\$82,800

Body Styles: convertible

Trim Lines: Base, GTS, S

Drive Wheels: Rear

Seating: 2 front

Engines: 2.0-liter 4 turbo (300 hp);
2.5-liter 4 turbo (350, 365 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.)	3,150
% weight front/rear	44/56

Cargo Measurement

Max. Load (lb.)	485
Cargo Volume, cu.ft.	.4
Towing Capacity (lb.)	NR

Fuel

Premium	
CR overall mpg.	26

Overall Score	86
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	95
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬆️

Porsche 718 Cayman



Porsche's coupe version of the 718 Boxster offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder powerplants. Both the base and S versions of the Cayman are offered with a choice of a six-speed manual or a seven-speed automatic transmission. The switch to the turbo four-cylinder means the classic Porsche six-cylinder sound is gone, but power is more readily available. Handling remains superb, with immediate response from the communicative steering and almost no body lean, making the Porsche fun to drive. The very firm ride is not overly punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.



Base Price: \$56,900-\$80,700

Body Styles: coupe

Trim Lines: Base, GTS, S

Drive Wheels: Rear

Seating: 2 front

Engines: 2.0-liter 4 turbo (300 hp);
2.5-liter 4 turbo (350, 365 hp)

Transmissions: 6-speed manual;
7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	51
Wheelbase (in.)	97
Weight (lb.)	3,055
% weight front/rear	45/55

Cargo Measurement

Max. Load (lb.)	680
Cargo Volume, cu.ft.	10
Towing Capacity (lb.)	NR

Fuel

Premium	
EPA combined mpg.	24

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

Reliability History

Trouble Spots	16	17	18
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		⬆️

Porsche 911



✓ The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All the engines are now turbocharged, with the base model getting a 370-hp six-cylinder engine and the Carrera S a 420-hp engine, both matched with either a seven-speed manual or automatic transmission. The 911 is quick, with sublime handling, steering, and braking capabilities that makes drivers feel directly connected to the machine. The exhaust sound is invigorating. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels, but the low-slung cabin makes getting in and out a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first. A redesigned 911 goes on sale this summer.



Overall Score	84
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	95
Front-Crash Prevention	Opt.

Base Price: \$91,100-\$293,200
Body Styles: convertible; coupe
Trim Lines: Carrera, Carrera S, Carrera T, GT2 RS, GT3, GTS, Targa 4, Targa 4S, Turbo, Turbo S
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (370, 420, 450 hp); 3.8-liter 6 turbo (540, 580, 607, 700 hp); 4.0-liter 6 (500 hp)
Transmissions: 7-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 177
 Width (in.) 71
 Height (in.) 51
 Wheelbase (in.) 97
 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	16	17	18
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		↓

Porsche Cayenne



The Cayenne is a substantial luxury SUV that drives almost like a sports car. Few SUVs can match it when it comes to handling agility. It can be driven with gusto on winding roads. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable, however. The seats are very comfortable and supportive. Auto emergency braking is standard. Blind spot warning, lane keeping assist, and a surround-view camera system are optional. Higher performance versions and a plug-in hybrid are also available.



Overall Score	70
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	87
Front-Crash Prevention	Std./↑

Base Price: \$65,700-\$124,600
Body Styles: 4-door SUV
Trim Lines: Base, E-Hybrid, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.9-liter V6 turbo (434 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 hybrid (455 hp); 4.0-liter V8 turbo (541 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 194
 Width (in.) 78
 Height (in.) 67
 Wheelbase (in.) 114
 Weight (lb.) 4,680
 % weight front/rear 56/44

Cargo Measurement

Max. Load (lb.) 1,475
 Cargo Volume, cu.ft. 32
 Towing Capacity (lb.) 7,715

Fuel

Premium
 CR overall mpg. 21

Reliability History			
Trouble Spots	16	17	18
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		↓

Porsche Macan



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



Base Price: \$49,900-\$87,700
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter V6 turbo (348 hp); 3.0-liter V6 turbo (360 hp); 3.6-liter V6 turbo (400 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)76
 Height (in.)64
 Wheelbase (in.)111
 Weight (lb.)4,410
 % weight front/rear57/43

Cargo Measurement

Max. Load (lb.)1,150
 Cargo Volume, cu.ft.29
 Towing Capacity (lb.)5,220

Fuel

Premium
 CR overall mpg.19

Overall Score	77
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road-Test Score	84
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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	⚠		

Porsche Panamera



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



Base Price: \$86,300-\$196,600
Body Styles: 4-door hatchback
Trim Lines: 4, 4 E-Hybrid, 4S, Base, Executive, Sport Turismo, Turbo
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 2.9-liter V6 hybrid (462 hp); 3.0-liter V6 turbo (330 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 hybrid (680 hp)
Transmissions: 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)199
 Width (in.)76
 Height (in.)56
 Wheelbase (in.)116
 Weight (lb.)4,125
 % weight front/rearNA

Cargo Measurement

Max. Load (lb.)990
 Cargo Volume, cu.ft.17
 Towing Capacity (lb.)NR

Fuel

Premium
 EPA combined mpg.23

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

Reliability History

Trouble Spots	16	17	18
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	⚠		

Ram 1500



The redesigned Ram 1500 continues to be the most comfortable-riding full-sized pickup truck, partly due to its rear coil-spring suspension. The smooth 5.7-liter V8 carries over, and with the mild-hybrid option, ensures smooth stop-start at idle without compromising the A/C. We got 17 mpg overall with it. The base 3.6-liter V6 has that setup as standard equipment. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely, a plus. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. The top trim Limited is lavishly furnished inside and features an enormous 12-inch touch screen for the Uconnect system. Advanced safety features such as forward collision warning, automatic emergency braking, and blind spot warning are optional.



Base Price: \$31,795-\$56,795
Body Styles: crew cab; extended cab
Trim Lines: Big Horn, Laramie, Laramie Longhorn, Limited, Rebel, Tradesman
Drive Wheels: Rear, 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: 8-speed automatic

Facts & Figures

Exterior Dimensions
 Length (in.)233
 Width (in.)82
 Height (in.)78
 Wheelbase (in.)145
 Weight (lb.)5,355
 % weight front/rear59/41

Cargo Measurement
 Max. Load (lb.)1,690
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.)11,340

Fuel
 Regular or diesel
 CR overall mpg.17

Overall Score	64
Predicted Reliability	▼
Owner Satisfaction	▲
Road-Test Score	83
Front-Crash Prevention	Opt.

Reliability History			
Trouble Spots	16	17	18
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		▼

Subaru Ascent



✓ The Ascent is a very functional, easy-to-live-with three-row SUV. Unlike most competitors, which offer a V6, the Subaru uses a turbocharged four-cylinder. This engine delivers ample power in daily driving and gets 22 mpg overall, comparable to its rivals from Honda and Toyota. It takes some getting used to the rather jumpy initial take off, however. The Ascent's plush ride is extraordinary in how it mops up bumps, and yet it remains steady and controlled. This is not the most agile SUV in the corners, but it proved ultimately secure at its handling limits. The cabin is quiet, and the captain's second-row seats are roomy and comfortable. Even the third row is usable. Controls are very user-friendly. Subaru's EyeSight suite of active safety features is standard.



Base Price: \$31,995-\$44,695
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium, Touring
Drive Wheels: AWD
Seating: 2 front, 2 rear, 3 third
Engines: 2.4-liter 4 turbo (260 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions
 Length (in.)197
 Width (in.)76
 Height (in.)72
 Wheelbase (in.)114
 Weight (lb.)4,550
 % weight front/rear55/45

Cargo Measurement
 Max. Load (lb.)1,160
 Cargo Volume, cu.ft. 40.5
 Towing Capacity (lb.)5,000

Fuel
 Regular
 CR overall mpg.22

Overall Score	96
Predicted Reliability	▲
Owner Satisfaction	▲
Road-Test Score	93
Front-Crash Prevention	Std./▲

Reliability History			
Trouble Spots	16	17	19
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		▲

Subaru BRZ



Developed with Toyota, Subaru's rear-wheel-drive sports car features a 2.0-liter four-cylinder engine with a choice of a six-speed manual or automatic transmission. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than the similar Toyota 86 because the BRZ is less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the 86. The cabin is relatively plain, with well-bolstered sport seats. Everything needed for enthusiastic driving is in easy reach, with a perfectly placed steering wheel, pedals, and shifter. The cabin is snug, but there is good space for the driver. The ride and elevated noise can be taxing, however.



Base Price: \$25,795-\$30,140
Body Styles: coupe
Trim Lines: Limited, Premium
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (200 hp); 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

Overall Score	79
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	79
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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 ↑

Subaru Crosstrek



The Crosstrek is an appealing option for buyers who don't need the room of a compact SUV. It delivers good fuel economy, impressive ride comfort, and feels quiet and substantial compared with its peers. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission. This combination gets the job done, but it won't set a driver's heart on fire. But its 29 mpg overall is quite frugal for an AWD vehicle. A plug-in hybrid version is new. The Crosstrek has secure handling, though it isn't particularly sporty to drive. The infotainment system is capable and user-friendly. Subaru's optional EyeSight driver assist system includes automatic emergency braking and lane departure warning with lane keeping assist. Other available safety features include blind spot warning and rear cross traffic warning.



Base Price: \$21,895-\$34,995
Body Styles: 4-door SUV
Trim Lines: Base, Hybrid, Limited, Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (148 hp); 2.0-liter 4 (152 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 176
 Width (in.) 71
 Height (in.) 64
 Wheelbase (in.) 105
 Weight (lb.) 3,190
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 27.5
 Towing Capacity (lb.) 1,500

Fuel

Regular
 CR overall mpg. 29

Overall Score	87
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	87
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↑

Subaru Forester



Over its various iterations, Subaru has had a winning formula with the Forester. This popular small SUV delivers a combination of roomy interior, excellent visibility, commendable fuel economy, simple controls, comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable automatic transmission yielded 28 mpg overall, which is among the best in class. But acceleration isn't exhilarating, and the engine's noise isn't the most pleasant. The cabin is roomy, with a particularly generous rear seat and very easy access. The controls are simple to use, including the infotainment system that is compatible with Android Auto and Apple CarPlay. The EyeSight suite of forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assist is standard.



Base Price: \$24,295-\$34,295
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium, Sport, Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (182 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)182
 Width (in.)72
 Height (in.)68
 Wheelbase (in.)105
 Weight (lb.)3,485
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.) 900
 Cargo Volume, cu.ft. 36.5
 Towing Capacity (lb.) 1,500

Fuel

Regular
 CR overall mpg.28

Overall Score	89
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	90
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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		

Subaru Impreza



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



Base Price: \$18,595-\$25,690
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: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)182
 Width (in.)70
 Height (in.)57
 Wheelbase (in.)105
 Weight (lb.)3,085
 % 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.30

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	85
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		

Subaru Legacy



✓ The Legacy is one of the roomier, quieter, and more refined mid-sized sedans, which are attributes that help it remain as one of our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter, and thirstier 3.6-liter six-cylinder is available, making the Legacy both quicker and quieter. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen. Android Auto and Apple CarPlay compatibility are standard. For 2019, advanced safety features such as forward collision warning, automatic emergency braking, lane departure, lane keeping, and sway warnings are standard. A redesigned Legacy comes this fall.



Base Price: \$22,545-\$31,545

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

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

Overall Score	88
Predicted Reliability	▲
Owner Satisfaction	▲
Road-Test Score	89
Front-Crash Prevention	Std./▲

Reliability History

Trouble Spots	16	17	18
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		▲

Subaru Outback



✓ An SUV alternative, the Outback is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling and standard AWD. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. A stronger and thirstier 3.6-liter six-cylinder transforms the car, making it quicker and quieter. The controls are easy to use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to an SUV's, with a lower loading height to boot. Android Auto and Apple CarPlay compatibility are standard. For 2019, advanced safety features including forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assist are standard.



Base Price: \$26,345-\$38,995

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

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

Overall Score	81-83
Predicted Reliability	▲
Owner Satisfaction	▲
Road-Test Score	82-85
Front-Crash Prevention	Std./▲

Reliability History

Trouble Spots	16	17	18
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		▲

Subaru WRX



With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional CVT has eight predetermined ratios that the driver controls via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 310-hp engine. Subaru's EyeSight safety system, including automatic emergency braking and lane departure warning, is optional. Recent updates include enhanced suspension tuning, interior refinements, and some new features.



Base Price: \$27,195-\$41,395
Body Styles: sedan
Trim Lines: Base, Limited, Premium, STI, STI Limited, STI S209
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (310 hp); 2.5-liter 4 turbo (341 hp)
Transmissions: 6-speed manual; CVT

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

Overall Score	53
Predicted Reliability	⬇️
Owner Satisfaction	⚠️
Road-Test Score	75
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		⬇️

Tesla Model 3



In our measurements, the Model 3 Long-Range can go 310 miles on a charge. It takes 12 hours to charge on a 32-amp 240-volt connector. The acceleration is swift, and its handling is remarkably agile. The interior is uncluttered and nicely finished, and the front seats are comfortable. However, the ride is very stiff and choppy, and the rear seat sits uncomfortably low. The controls are very distracting, because many simple tasks, such as adjusting the mirrors, require spending time interacting with the large touch screen. The Autopilot suite of driver assist systems can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. Standard battery versions slated for the future will have an EPA-rated 220-mile range. All-wheel-drive and performance versions are also available.



Base Price: \$35,000-\$60,900
Body Styles: sedan
Trim Lines: Long Range, Mid Range, Performance, Standard Range
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: Electric (258 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)73
 Height (in.)57
 Wheelbase (in.)113
 Weight (lb.)3,895
 % weight front/rear48/52

Cargo Measurement

Max. Load (lb.) 890
 Cargo Volume, cu.ft. 15
 Towing Capacity (lb.) NR

Fuel

Electric
 CR overall mpg.130

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	82
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬇️

Tesla Model S



This sleek, fully electric four-door luxury car seats five, or seven with the optional rear-facing jump seats. With its standard 100-kWh battery, the Model S can cover an estimated 310 miles on a charge. The car can be charged in about 6 hours on a dedicated Tesla connector. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride—particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations, especially in cold weather. All-wheel drive is now standard, and active safety features are available.



Base Price: \$79,000-\$114,000
Body Styles: sedan
Trim Lines: 100D, Standard Range, Long Range, P100D, Performance, Ludicrous Mode
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (417 hp); Electric (517 hp); Electric (713 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions	
Length (in.)	196
Width (in.)	77
Height (in.)	57
Wheelbase (in.)	117
Weight (lb.)	4,595
% weight front/rear	51/49
Cargo Measurement	
Max. Load (lb.)	890
Cargo Volume, cu.ft.	36
Towing Capacity (lb.)	NR
Fuel	
Electric	
CR overall mpg.	102

Overall Score	78
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	97
Front-Crash Prevention	Std./↑

Reliability History			
Trouble Spots	16	17	18
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 ↓		

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 the second-row seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if buyers opt for the two captain's chairs, which compromises utility. Getting into the third row is complicated by having to motor the middle seats forward, but at least the resulting entry path is decently sized. The X is very quick and handles well. But ride comfort and noise isolation aren't as good as in the S. The version with the standard 100-kWh battery can cover an estimated 270 miles on a charge.



Base Price: \$88,000-\$119,000
Body Styles: 4-door SUV
Trim Lines: 100D, Long Range, P100D, Performance, Ludicrous Mode
Drive Wheels: AWD
Seating: 2 front, 2 rear, 2 third
Engines: Electric (417 hp); Electric (517 hp); Electric (713 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.	26
Towing Capacity (lb.)	5,000
Fuel	
Electric	
CR overall mpg.	87

Overall Score	55
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	77
Front-Crash Prevention	Std./↑

Reliability History			
Trouble Spots	16	17	18
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 ↓		

Toyota 4Runner



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



Overall Score	59
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	55
Front-Crash Prevention	NA

Base Price: \$34,910-\$47,000
Body Styles: 4-door SUV
Trim Lines: Limited, SR5, SR5 Premium, TRD Off-Road, TRD Pro
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.0-liter V6 (270 hp)
Transmissions: 5-speed automatic

Reliability History			
Trouble Spots	16	17	18
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.)190
 Width (in.)76
 Height (in.)72
 Wheelbase (in.)110
 Weight (lb.)4,665
 % weight front/rear53/47

Cargo Measurement

Max. Load (lb.)1,155
 Cargo Volume, cu.ft.44.5
 Towing Capacity (lb.)5,000

Fuel

Regular
 CR overall mpg.18

Toyota 86



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



Overall Score	78
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	78
Front-Crash Prevention	NA

Base Price: \$26,455-\$32,420
Body Styles: coupe
Trim Lines: Base, GT, TRD SE
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	16	17	18
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.)167
 Width (in.)70
 Height (in.)51
 Wheelbase (in.)101
 Weight (lb.)2,770
 % weight front/rear55/45

Cargo Measurement

Max. Load (lb.)700
 Cargo Volume, cu.ft.7
 Towing Capacity (lb.)NR

Fuel

Regular
 CR overall mpg.30

Toyota Avalon



✔ Toyota's flagship Avalon is roomy, rides comfortably, and has easy-to-use controls, which makes it a pleasant large car. The 3.5-liter V6 engine gained 33 hp and is linked to an eight-speed automatic transmission. The hybrid version has a 2.5-liter four-cylinder engine that returned 42 mpg overall in our tests, which is impressive for such a large sedan. Ride comfort is excellent; it is plusher than most Lexus models. The cabin is quiet and lavishly furnished, particularly with the Limited trim. Handling is responsive and secure, but the car's low stance hurts ease of access. The infotainment system includes a 9-inch touch screen that is easy to use. This is the first Toyota to offer Apple CarPlay. Standard safety equipment includes forward collision warning and automatic emergency braking.



Base Price: \$35,500-\$42,800
Body Styles: sedan
Trim Lines: Hybrid Limited, Hybrid XLE, Hybrid XSE, Limited, Touring, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (301 hp)
Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)196
 Width (in.)73
 Height (in.)57
 Wheelbase (in.)113
 Weight (lb.)3,680
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.)940
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)NR

Fuel

Regular
 CR overall mpg.42

Overall Score	98
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	93
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Toyota Camry



✔ The Camry has a stylish look compared with past versions, and along with slightly more nimble handling. But it still is a comfortable, quiet car, and it stands as one of the best midsize sedans. The lower stance makes access a bit more difficult, and the rear seat is smaller than some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both are paired to a new eight-speed automatic transmission that isn't supersmooth. A very frugal hybrid LE gets 47 mpg overall without any sacrifice in trunk space. The Entune infotainment system is capable. Apple CarPlay has been added to the infotainment system for 2019. Standard safety equipment includes forward collision warning and automatic emergency braking, but blind spot warning is optional.



Base Price: \$23,845-\$34,600
Body Styles: sedan
Trim Lines: Hybrid LE, Hybrid SE, Hybrid XLE, L, LE, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (203, 206 hp); 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)
Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)192
 Width (in.)72
 Height (in.)57
 Wheelbase (in.)111
 Weight (lb.)3,340
 % weight front/rear60/40

Cargo Measurement

Max. Load (lb.)925
 Cargo Volume, cu.ft.15
 Towing Capacity (lb.)NR

Fuel

Regular
 CR overall mpg.32-47

Overall Score	86-88
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	86-89
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Toyota C-HR



✓ The C-HR is nimble and enjoyable to drive, but it also has several notable deficiencies. Unlike other subcompact SUVs, the C-HR doesn't offer all-wheel drive. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds to go from 0 to 60 mph. It does get a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles create a coupelike look but make it difficult for kids to open the doors. Although the rear seat is roomy, the small windows create a dark, cavelike cabin. Though all C-HR's get forward collision warning and automatic emergency braking, blind spot warning and rear cross traffic warning are only standard on the Limited and XLE trims.



Base Price: \$20,945-\$26,000
Body Styles: wagon
Trim Lines: LE, Limited, XLE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (144 hp)
Transmissions: CVT

Overall Score	68
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	64
Front-Crash Prevention	Std./↑

Reliability History			
Trouble Spots	16	17	18
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.) 171
 Width (in.) 71
 Height (in.) 62
 Wheelbase (in.) 104
 Weight (lb.) 3,290
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lb.) 835
 Cargo Volume, cu.ft. 19.5
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg 29

Toyota Corolla



The redesigned Corolla sedan is a more substantial car. It uses the same basic platform as the Toyota Corolla Hatchback but adds in a twist: an available hybrid powertrain. The base engine is the same 1.8-liter four-cylinder from the outgoing Corolla; a 169-hp, 2.0-liter four-cylinder will also be available. They are offered with a choice of a 6-speed manual or a continuously variable transmission. The hybrid version uses a 1.8-liter engine teamed with an electric drive system for a combined output of 121 hp. We liked the sporty handling, excellent fuel economy, and nicer interior in the Corolla Hatchback we tested, and some of those traits carry over to the new sedan. Standard advanced safety features are a plus.



Base Price: \$19,500-\$25,450
Body Styles: sedan
Trim Lines: L, LE, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp); 1.8-liter 4 (139 hp); 2.0-liter 4 (169 hp)
Transmissions: 6-speed manual; CVT

Overall Score	NA
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	NA
Front-Crash Prevention	Std./↑

Reliability History			
Trouble Spots	16	17	18
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.) 183
 Width (in.) 70
 Height (in.) 57
 Wheelbase (in.) 106
 Weight (lb.) 2,900
 % weight front/rear NA

Cargo Measurement

Max. Load (lb.) 860
 Cargo Volume, cu.ft. 13
 Towing Capacity (lb.) NR

Fuel

Regular
 EPA combined mpg 33

Toyota Highlander



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



Base Price: \$31,330–\$48,630
Body Styles: 4-door SUV
Trim Lines: Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, LE, LE Plus, Limited, SE, XLE
Drive Wheels: Front, 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: 6-speed automatic; 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.) 76
 Height (in.) 70
 Wheelbase (in.) 110
 Weight (lb.) 4,570
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,340
 Cargo Volume, cu.ft. 40.5
 Towing Capacity (lb.) 5,000

Fuel

Regular
 CR overall mpg. 22-25

Overall Score	85-87
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	82-85
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Toyota Land Cruiser



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



Base Price: \$84,765
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

Overall Score	75
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	68
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Toyota Mirai



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



Base Price: \$58,500
Body Styles: sedan
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (153 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 193
 Width (in.) 72
 Height (in.) 61
 Wheelbase (in.) 110
 Weight (lb.) 4,100
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 690
 Cargo Volume, cu.ft. 13
 Towing Capacity (lb.) NR

Fuel

Hydrogen
 CR overall mpg. 67

Overall Score	65
Predicted Reliability	⬆️
Owner Satisfaction	⚠️
Road-Test Score	61
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Toyota Prius



✓ In our tests the Prius returned 52 mpg overall, which is among the best mileage for a car that doesn't have to be plugged in. Plus, the car handles responsively and rides comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can drive solely on electric, usually up to about 25 mph, but the engine moans a bit when it kicks in. In addition, the seats have mediocre support, tire noise is noticeable, and the car's low stance makes it a challenge to get into and out of. Forward collision warning and automatic emergency braking are standard. The 2019 Prius has optional all-wheel drive, mild styling updates, and new trim names.



Base Price: \$23,700-\$32,200
Body Styles: 4-door hatchback
Trim Lines: L, LE, Limited, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp)
Transmissions: CVT

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

Overall Score	78
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	75
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Toyota Prius C



This smaller, less expensive alternative to the regular Prius feels like a spartan subcompact with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. But its 37 mpg in city driving makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Automatic emergency braking is standard. Note that 2019 is the final year for the Prius C.



Base Price: \$21,530-\$22,955
Body Styles: 4-door hatchback
Trim Lines: L, LE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (99 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)160
 Width (in.)67
 Height (in.)59
 Wheelbase (in.)100
 Weight (lb.)2,545
 % weight front/rear61/39

Cargo Measurement

Max. Load (lb.) 845
 Cargo Volume, cu.ft. 17
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg.43

Overall Score	67
Predicted Reliability	⬆️
Owner Satisfaction	⚠️
Road-Test Score	55
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Toyota Prius Prime



✓ The Prime is a plug-in Prius that can usually drive about 23 miles on electricity only. But the gas engine tends to start up in cold weather and under full-throttle acceleration. It takes 2 hours to charge the Prime through a 240-volt connector and 5 hours on a regular 120-volt. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power, returning 50 mpg overall. With styling that's slightly different from that of the regular Prius, the Prime can hold only four passengers, and it loses the rear wiper. The infotainment system, with its large touch screen, is unintuitive to use. The compliant ride and responsive handling are quite similar to those of the regular Prius. Standard safety features include automatic emergency braking and lane keeping assist.



Base Price: \$27,350-\$33,350
Body Styles: 4-door hatchback
Trim Lines: Advanced, Plus, Premium
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.8-liter 4 electric (121 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)183
 Width (in.)69
 Height (in.)58
 Wheelbase (in.)106
 Weight (lb.)3,410
 % weight front/rear56/44

Cargo Measurement

Max. Load (lb.) 670
 Cargo Volume, cu.ft. 20
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg.69

Overall Score	78
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	74
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬆️

Toyota RAV4



✓ The popular RAV4 has been redesigned for 2019, highlighted by muscular exterior styling that ends up compromising interior room. The standard 2.5-liter four-cylinder engine is paired with an eight-speed automatic and produces 203 hp, but the engine is noisy and the transmission isn't that smooth. The hybrid version feels energetic, with the electric drive producing immediate thrust from a standstill. Handling is helped by reduced lean in corners and responsive steering, but the ride is rather stiff. A new feature on AWD versions allows for different off-road modes. Fuel economy is commendable at 27 mpg overall for the regular four-cylinder. Android Auto isn't available, though Apple CarPlay compatibility is standard, along with forward collision warning with pedestrian detection, automatic emergency braking, lane departure warning, and lane keeping assist.



Overall Score	74
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	72
Front-Crash Prevention	Std./⬆️

Base Price: \$25,500-\$34,900
Body Styles: 4-door SUV
Trim Lines: Adventure, Hybrid LE, Hybrid Limited, Hybrid XLE, Hybrid XSE, LE, Limited, XLE, XLE Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (219 hp)
Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	73
Height (in.)	67
Wheelbase (in.)	106
Weight (lb.)	3,510
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	30.5
Towing Capacity (lb.)	3,500

Fuel

Regular	
CR overall mpg	27

Reliability History			
Trouble Spots	16	17	18
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		⬆️

Toyota Sequoia



✓ The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned only 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside, passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system. Recent updates brought an exterior freshening and a comprehensive suite of standard advanced safety features, including forward collision warning and automatic emergency braking.



Overall Score	69
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road-Test Score	60
Front-Crash Prevention	Std./⬆️

Base Price: \$48,700-\$67,635
Body Styles: 4-door SUV
Trim Lines: Limited, Platinum, SR5, TRD Sport
Drive Wheels: Rear, 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	16	17	18
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		⬆️

Toyota Sienna



✓ As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides comfortably and is quiet inside, but handling is lackluster. It has a lively 3.5-liter V6, but the new eight-speed automatic doesn't shift as smoothly as the previous six-speed one did. However, the transmission helped improve fuel economy from 20 to 21 mpg. The all-wheel-drive version sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The availability of all-wheel drive is the Sienna's biggest advantage over any other minivan. Forward collision warning, automatic emergency braking, lane departure warning with lane keeping assist, and adaptive cruise control are standard.



Base Price: \$31,115-\$48,890
Body Styles: minivan
Trim Lines: L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (296 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 200
 Width (in.) 78
 Height (in.) 71
 Wheelbase (in.) 119
 Weight (lb.) 4,550
 % weight front/rear 58/42

Cargo Measurement

Max. Load (lb.) 1,290
 Cargo Volume, cu.ft. 70.5
 Towing Capacity (lb.) 3,500

Fuel

Regular
 CR overall mpg. 21

Overall Score	78
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	79
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↑

Toyota Tacoma



Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. Forward collision warning, automatic emergency braking, and lane departure warning are standard; blind spot warning and rear cross traffic warning are optional.



Base Price: \$25,550-\$45,365
Body Styles: crew cab; extended cab
Trim Lines: Limited, SR, SR5, TRD Off-Road, TRD Pro, TRD Sport
Drive Wheels: Rear, 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

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

Overall Score	45
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	42
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

Toyota Tundra



Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra still feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. Shoppers can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride is jittery, especially with the TRD off-road package. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



Base Price: \$31,420-\$50,430
Body Styles: crew cab; extended cab; regular cab
Trim Lines: 1794 Edition, Limited, Platinum, SR, SR5, TRD Pro
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)229
 Width (in.) 80
 Height (in.)76
 Wheelbase (in.)146
 Weight (lb.) 5,740
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.) 1,395
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.) 10,000

Fuel

Regular
 CR overall mpg. 15

Overall Score	66
Predicted Reliability	↑
Owner Satisfaction	↑
Road-Test Score	59
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↑

Toyota Yaris



This Yaris sedan is nicely equipped and makes an ideal first set of wheels or economical commuter car that's light on fuel budgets and a snap to park. Power comes from a smooth and quiet 1.5-liter four-cylinder Mazda engine that, however, isn't brimming with power. The well-matched gearing of the six-speed automatic downshifts promptly, delivering responsive acceleration. Fuel economy is an excellent 35 mpg overall. Handling is agile and more engaging than many competing subcompacts. The ride isn't harsh, but the cabin can get loud, especially on the highway. All versions come with a comprehensive touch-screen infotainment system, but Apple CarPlay and Android Auto are not available. City-speed automatic emergency braking is standard. There is no Yaris hatchback for 2019.



Base Price: \$15,450-\$18,550
Body Styles: sedan
Trim Lines: L, LE, XLE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 6-speed automatic; 6-speed manual

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

Overall Score	65
Predicted Reliability	↑
Owner Satisfaction	↓
Road-Test Score	60
Front-Crash Prevention	Std./↓

Reliability History

Trouble Spots	16	17	18
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		↑

Volkswagen Arteon



The Arteon is Volkswagen's flagship sedan and a replacement for the sleek, coupelike CC. In addition to a more athletic look, its larger interior addresses one of the main complaints we had about the CC. All trims are powered by a 268-hp, 2.0-liter turbocharged four-cylinder engine paired with an eight-speed automatic transmission. Front-wheel drive is standard, and all-wheel drive is available. Inside, an 8-inch touch screen featuring Android Auto and Apple CarPlay compatibility comes standard. Available high-end options include a massaging driver's seat and a "digital cockpit" display. Safety features, including forward collision warning, automatic emergency braking, blind spot warning, adaptive cruise control, an overhead camera, and lane keeping assist, are available.



Base Price: \$37,000-\$45,000E
Body Styles: 4-door hatchback
Trim Lines: Executive, R-Line, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.) 74
 Height (in.) 57
 Wheelbase (in.) 112
 Weight (lb.) 3,750
 % weight front/rear NA

Cargo Measurement

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

Fuel

Premium
 CR overall mpg. NA

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

Reliability History

Trouble Spots	16	17	18
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		⚠️

Volkswagen Atlas



Volkswagen's Atlas is a formidable competitor among three-row SUVs. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors' and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. Beginning with the 2019 model year, forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assist are standard.



Base Price: \$30,895-\$48,395
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, SEL Premium, SEL R-Line
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 198
 Width (in.) 78
 Height (in.) 70
 Wheelbase (in.) 117
 Weight (lb.) 4,670
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lb.) 1,215
 Cargo Volume, cu.ft. 50.5
 Towing Capacity (lb.) 5,000

Fuel

Regular
 CR overall mpg. 20

Overall Score	62
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road-Test Score	84
Front-Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	16	17	18
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		⬇️

Volkswagen Beetle



The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is compliant, it's a bit unsettled, moving around frequently. Handling is responsive but not sporty and gets sloppy when pushed to its limits, despite the electronic stability control. The 1.8-liter turbocharged four-cylinder engine that we tested provided strong, effortless acceleration. It has been replaced by a 2.0-liter turbo engine. Wind noise is excessive, however, and rear visibility is severely hampered. Versions with the manual transmission have an awkward driving position because of the long clutch-pedal travel and wide center console. Blind spot warning and rear cross traffic warning are standard for 2019, which is also the Beetle's final year.



Base Price: \$20,895-\$29,995
Body Styles: 2-door hatchback; convertible
Trim Lines: Final Edition SE, Final Edition SEL, S, SE
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (174 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)168
 Width (in.)71
 Height (in.)59
 Wheelbase (in.)100
 Weight (lb.)3,040
 % weight front/rear62/38

Cargo Measurement

Max. Load (lb.)835
 Cargo Volume, cu.ft. 11
 Towing Capacity (lb.) NR

Fuel

Regular
 CR overall mpg.27

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	59
Front-Crash Prevention	NA

Reliability History

Trouble Spots	16	17	18
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			

Volkswagen Golf



The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the controls are a model of clarity. On top of that, the quiet cabin contributes to the Golf's solid and upscale feel. The all-wheel-drive Golf R is a step up from the GTI in terms of performance. An all-electric eGolf is also available. For 2019, the 1.8-liter turbo engine is replaced by a 147-hp 1.4-liter turbo, mated to an eight-speed automatic transmission. That powertrain returned 34 mpg overall in our tested Jetta. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are standard.



Base Price: \$21,845-\$41,995
Body Styles: 4-door hatchback
Trim Lines: e-Golf, R, S, SE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (134 hp); 1.4-liter 4 turbo (147 hp); 2.0-liter 4 turbo (288 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

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

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	82
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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			

Volkswagen Golf Alltrack



✔ Volkswagen turned the Golf wagon into the Alltrack small-SUV alternative by giving it standard all-wheel drive and slightly increased ground clearance. But despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The car feels substantial, thanks to a quiet cabin and a solid feel. The ride is a touch firm but compliant. Expect 25 mpg overall from the 1.8-liter turbo four-cylinder engine. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space, and desirable features such as automatic climate control and power seats come only on the top trim. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are all standard for 2019.



Base Price: \$26,895-\$36,095
Body Styles: wagon
Trim Lines: S, SE, SEL
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 turbo (168 hp)
Transmissions: 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)180
 Width (in.)71
 Height (in.)60
 Wheelbase (in.)104
 Weight (lb.)3,465
 % weight front/rear56/44

Cargo Measurement

Max. Load (lb.)1,010
 Cargo Volume, cu.ft.30.5
 Towing Capacity (lb.)NR

Fuel

Regular
 CR overall mpg.25

Overall Score	86
Predicted Reliability	↗
Owner Satisfaction	↓
Road-Test Score	89
Front-Crash Prevention	Std./↗

Reliability History

Trouble Spots	16	17	18
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		↗

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 engine is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. If a GTI is not sporty enough, the Golf R is a step up in performance. 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 a driver's patience over a long drive. The infotainment system has an easy-to-use touch screen. Forward collision warning, automatic emergency braking, lane keeping assist, blind spot warning, and rear cross traffic warning are now available on all trim lines.



Base Price: \$27,595-\$36,170
Body Styles: 4-door hatchback
Trim Lines: Autobahn, S, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (230 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)166
 Width (in.)70
 Height (in.)58
 Wheelbase (in.)102
 Weight (lb.)3,155
 % weight front/rear60/40

Cargo Measurement

Max. Load (lb.)1,045
 Cargo Volume, cu.ft.24
 Towing Capacity (lb.)NR

Fuel

Premium
 CR overall mpg.29

Overall Score	69
Predicted Reliability	↘
Owner Satisfaction	↗
Road-Test Score	82
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↘



Volkswagen Jetta



✓ The new Jetta has easy-to-use controls, great fuel economy, good cabin room, and the availability of upscale features. The 147-hp, 1.4-liter turbocharged four-cylinder engine that's coupled to an eight-speed automatic transmission feels a bit sleepy at times but delivers responsive acceleration upon demand. Fuel economy is excellent at 34 mpg overall, matching VW's diesel offerings from a decade ago. The ride is absorbent but can be too tender over sharp bumps. Handling is competent but a bit dull. The cabin is relatively quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. A number of advanced safety features, including automatic emergency braking, forward collision warning, and blind spot warning, are available. A sporty GLI version is new, and shares a powertrain with the VW GTI.



Base Price: \$18,745-\$29,995
Body Styles: sedan
Trim Lines: GLI, R-line, S, SE, SEL, SEL Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (147 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)71
 Height (in.)57
 Wheelbase (in.)106
 Weight (lb.)3,065
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)970
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)NR

Fuel

Regular or premium
 CR overall mpg.34

Overall Score	69
Predicted Reliability	I
Owner Satisfaction	I
Road-Test Score	78
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	I	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	I	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION Average			I

Volkswagen Passat



✓ With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsize sedan. The sole powertrain is now a 2.0-liter turbocharged four-cylinder that's mated to a six-speed automatic transmission. Our drivers found the front seats to be very accommodating, and rear-seat occupants will appreciate the extra-spacious cabin. The trunk is huge, perfect to carry the luggage for a long trip. Improved interior fit and finish is a plus. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are all standard. A freshened 2020 Passat goes on sale this summer and uses the same powertrain as the current model. Its exterior and interior styling isn't a radical departure.



Base Price: \$25,295-\$29,995
Body Styles: sedan
Trim Lines: SE R-Line, Wolfsburg Edition
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (174 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)192
 Width (in.)72
 Height (in.)59
 Wheelbase (in.)110
 Weight (lb.)3,320
 % weight front/rear59/41

Cargo Measurement

Max. Load (lb.)1,115
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)1,000

Fuel

Regular
 CR overall mpg.28

Overall Score	79
Predicted Reliability	⬆
Owner Satisfaction	I
Road-Test Score	82
Front-Crash Prevention	Std./⬆

Reliability History

Trouble Spots	16	17	18
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	I
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	I	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	I	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION Better than average			⬆

Volkswagen Tiguan



The second-generation Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat (standard on FWD versions) and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is rather slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. A variety of advanced safety features, such as forward collision warning, automatic emergency braking, and rear cross traffic warning, are standard on all but the base S trim.



Base Price: \$24,295-\$38,895
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, SEL Premium, SEL Premium R-Line, SEL R-Line
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (184 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)72
 Height (in.)66
 Wheelbase (in.)110
 Weight (lb.)3,860
 % weight front/rear57/43

Cargo Measurement

Max. Load (lb.)1,215
 Cargo Volume, cu.ft.33
 Towing Capacity (lb.)1,500

Fuel

Regular
 CR overall mpg.25

Overall Score	67
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	84
Front-Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17	18
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		↓

Volvo S60



The redesigned S60 sedan and V60 wagon are quiet, have an uncluttered and elegant interior, and comfortable seats. T5 versions use an energetic 250-hp, turbo four-cylinder engine that drives the front wheels. The T6 adds all-wheel drive and a 316-hp four-cylinder that is both turbocharged and supercharged. The ride is rather stiff and handling is sound but not sporty. Unfortunately, the S60 also has Volvo's unintuitive infotainment system, which we found frustrating to use in other recent Volvo models. In addition, the rear seat is a bit tight. Volvo's standard City Safety system includes automatic emergency braking with the ability to recognize and respond to pedestrians and cyclists. Blind spot warning and rear cross traffic warning are also available.



Base Price: \$35,800-\$56,395
Body Styles: sedan
Trim Lines: Inscription, Momentum, R-Design
Drive Wheels: Front, 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 (400 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)187
 Width (in.)80
 Height (in.)57
 Wheelbase (in.)113
 Weight (lb.)3,900
 % weight front/rearNA

Cargo Measurement

Max. Load (lb.)890
 Cargo Volume, cu.ft.12
 Towing Capacity (lb.)2,000

Fuel

Premium
 EPA combined mpg.28

Overall Score	NA
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	NA
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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		↓

Volvo S90



Though plush and ornate, the S90 falls short of the refinement expected of a midsize luxury sedan, due to the stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured a respectable 23 mpg overall in our tests. The base T5 version uses a 250-hp turbocharged four-cylinder. All-wheel drive is available only on the T6. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Automatic emergency braking, including pedestrian and large animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability. The V90 is the wagon version.



Base Price: \$48,100-\$68,150
Body Styles: sedan
Trim Lines: T5 Inscription, T5 Momentum, T6 Inscription, T6 Momentum, T8 Plug-in
Drive Wheels: Front, 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.)4,085
 % weight front/rear56/44

Cargo Measurement

Max. Load (lb.)950
 Cargo Volume, cu.ft.14
 Towing Capacity (lb.)3,500

Fuel

Premium
 CR overall mpg.23

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	73
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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

Volvo XC40



The XC40 competes in the entry-level luxury SUV class. The T5 trim we tested comes standard with AWD and a 248-hp turbocharged four-cylinder that packs a decent punch. Front-wheel-drive T4 versions use a 187-hp, 2.0-liter turbo engine. Like other Volvos, the ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. Automatic emergency braking is standard. Other available features include rear cross traffic warning with braking assist, a 360-degree camera, and Volvo's Pilot Assist driver assist system, which combines adaptive cruise control and lane keeping assist.



Base Price: \$33,700-\$40,250
Body Styles: 4-door SUV
Trim Lines: Inscription, Momentum, R-Design
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (187 hp); 2.0-liter 4 turbo (248 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)174
 Width (in.)73
 Height (in.)65
 Wheelbase (in.)106
 Weight (lb.)3,785
 % weight front/rear58/42

Cargo Measurement

Max. Load (lb.)925
 Cargo Volume, cu.ft.25.5
 Towing Capacity (lb.)3,500

Fuel

Regular or premium
 CR overall mpg.24

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road-Test Score	71
Front-Crash Prevention	Std./

Reliability History

Trouble Spots	16	17	18
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

Volvo XC60



Volvo's second-generation XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbocharged four-cylinder engine is responsive enough, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A 316-hp version of that engine powers the uplevel T6, and a 400-hp plug-in hybrid is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's advanced safety system, City Safety, encompasses both low- and high-speed automatic emergency braking. Note that blind spot warning is only optional.



Base Price: \$39,800-\$61,050
Body Styles: 4-door SUV
Trim Lines: Inscription, Momentum, R-Design, T8 Plug-in Hybrid
Drive Wheels: Front, 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 (400 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)79
 Height (in.)65
 Wheelbase (in.)113
 Weight (lb.)4,150
 % weight front/rear55/45

Cargo Measurement

Max. Load (lb.)950
 Cargo Volume, cu.ft.34
 Towing Capacity (lb.)3,500

Fuel

Premium
 CR overall mpg.23

Overall Score	73
Predicted Reliability	↓
Owner Satisfaction	↑
Road-Test Score	79
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↓		

Volvo XC90



This is a competitive three-row SUV, but it suffers from a bumpy ride and baffling controls. Base models use a 2.0-liter turbo four-cylinder engine offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. The eight-speed automatic transmission operates smoothly most of the time. Handling is commendable, but the ride is stiff; it is slightly better with the optional air suspension. The interior is quiet, plush, and modern, with super comfortable seats. But audio, phone, and navigation functions are controlled through a frustrating-to-use touch-screen infotainment system. Forward collision warning, automatic emergency braking, and blind spot warning are standard.



Base Price: \$47,700-\$104,900
Body Styles: 4-door SUV
Trim Lines: T5 Inscription, T5 Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Excellence, T8 Plug-in Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (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/rear53/47

Cargo Measurement

Max. Load (lb.)1,210
 Cargo Volume, cu.ft.35
 Towing Capacity (lb.)5,000

Fuel

Premium
 CR overall mpg.20

Overall Score	62
Predicted Reliability	↓
Owner Satisfaction	↓
Road-Test Score	84
Front-Crash Prevention	Std./↑

Reliability History

Trouble Spots	16	17	18
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	↓		

Road-Test Highlights

CONSUMER REPORTS conducts more than 50 objective tests and subjective evaluations on every vehicle we rate. These charts list the results from CR's testing. The information allows you to easily compare models. Here's an explanation of the criteria that appear in the charts:

■ **Make & Model** specifies the make, 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 the trim and equipment level, body style, and engine type.

■ **Trans.** indicates the transmission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.

■ **HP** is the horsepower of the engine tested.

■ **Engine** notes displacement, number of cylinders, and configuration we tested.

■ **CR's Fuel Economy** includes the tested **Overall** miles per gallon based on a realistic mix of highway and city driving. The figures for **City** and **Highway** driving are listed separately.

■ **Acceleration** is based on how a vehicle performs in several tests. The **0-30 mph** and **0-60 mph** tests are conducted from a standstill with the engine idling, with the figures indicating the number of seconds needed to reach those speeds. The $\frac{1}{4}$ **mile** test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling

when it reached that distance.

■ **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

■ **Performance** includes our 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.

For more information on the vehicles we have tested and to continue your research, go to our comprehensive website at CR.org. Consumer Reports members have access to all of our test results, detailed reliability and owner satisfaction ratings, and 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 Tech	auto 10	272	2.0-liter 4 turbo	22	15	30	3.0	7.0	15.5 @ 95	127	129	52.0	40
Acura RLX Tech	auto 10	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX Tech	seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX Advance	auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Alfa Romeo Giulia Ti (AWD)	auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Alfa Romeo Stelvio Ti	auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5 @ 96	132	138	52.5	40
Audi A3 Premium	seq 7	184	2.0-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	seq 7	248	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A8 3.0T	auto 8	335	3.0-liter V6 turbo	21	13	33	2.4	6.1	14.5 @ 101	133	142	53.5	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	seq 7	248	2.0-liter 4 turbo	24	17	34	2.7	6.8	15.4 @ 94	130	144	52.5	40
Audi Q7 Premium Plus	auto 8	329	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 M240i	man 6	335	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW 530i xDrive	auto 8	248	2.0-liter 4 turbo	26	16	40	2.9	7.2	15.5 @ 95	130	141	52.5	42
BMW 750i	auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
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 X2 xDrive28i	auto 8	228	2.0-liter 4 turbo	25	17	36	3.4	8.0	16.2 @ 92	134	141	52.5	39
BMW X3 xDrive30i	auto 8	248	2.0-liter 4 turbo	24	16	36	3.1	7.7	16.0 @ 92	128	138	50.5	41
BMW X5 xDrive40i	auto 8	335	3.0-liter 6 turbo	23	15	33	2.4	6.0	14.5 @ 100	129	142	52.0	42
BMW i3 Giga (60ah) Rex	1-spd. dir.	170	0.7-liter 2 electric	139	135	141	3.3	7.5	16.3 @ 85	131	138	55.0	33
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 Premium	auto 9	310	3.6-liter V6	18	12	26	3.1	7.4	15.8 @ 92	130	141	53.5	41
Buick Encore Preferred	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	auto 9	252	2.0-liter 4 turbo	21	14	31	2.9	7.9	16.1 @ 90	128	153	55.0	38
Buick Regal Essence	auto 8	250	2.0-liter 4 turbo	23	15	34	2.9	7.0	15.3 @ 97	125	133	55.5	39
Cadillac CT6 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 Luxury	auto 10	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XT4 Premium Luxury	auto 9	237	2.0-liter 4 turbo	23	16	31	3.0	7.6	15.9 @ 91	128	141	55.0	39
Cadillac XT5 Luxury	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 Luxury	auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Bolt Premier	1-spd. dir.	200	electric	119**	128**	110**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Camaro SS	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 8	308	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 Equinox LT	auto 6	170	1.5-liter 4 turbo	25	17	34	3.7	9.6	17.5 @ 82	132	145	53.0	39
Chevrolet Equinox LT Diesel	auto 6	137	1.6-liter 4 turbodiesel	31	22	41	3.5	10.1	17.8 @ 79	135	141	53.0	39
Chevrolet Malibu Hybrid	CVT	182	1.8-liter 4 hybrid	41	33	49	3.0	8.0	16.3 @ 86	135	153	55.0	38
Chevrolet Malibu LT	CVT	160	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 8	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	50
Chevrolet Sonic 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 Suburban Premier	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41

*Miles-per-gallon equivalent (MPGe).

Ratings & Reference > **Road-Test Highlights**

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.)
Chevrolet Traverse Premier	auto 9	310	3.6-liter V6	20	14	28	3.0	7.3	15.7 @ 93	130	136	50.5	40
Chevrolet Trax LT	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
Chrysler 300 C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Touring L	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Chrysler Pacifica Hybrid Limited	CVT	248	3.6-liter V6 hybrid	27	21	32	3.8	8.3	16.5 @ 91	145	145	48.5	41
Dodge Challenger 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
Dodge Charger R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Grand Caravan SXT	auto 6	283	3.6-liter V6	17	11	27	3.3	8.1	16.5 @ 86	141	153	49.0	42
Fiat 124 Lusso	man 6	160	1.4-liter 4 turbo	31	23	40	2.3	7.1	15.4 @ 92	121	130	56.0	32
Fiat 500 Abarth	man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
Fiat 500L Pop	auto 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Pop	auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford EcoSport SES	auto 6	166	2.0-liter 4	24	17	31	3.9	10.7	18.1 @ 79	132	139	54.5	36
Ford Edge SEL	auto 8	250	2.0-liter 4 turbo	22	15	31	2.9	7.7	16.0 @ 89	129	137	52.0	41
Ford Escape SE	auto 6	179	1.5-liter 4 turbo	23	15	31	3.6	10.1	17.8 @ 80	132	147	50.0	40
Ford Expedition MAX Limited	auto 10	375	3.5-liter V6 turbo	16	11	23	2.7	7.3	15.7 @ 92	143	157	46.5	45
Ford Explorer XLT	auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
Ford F-150 XLT	auto 10	325	2.7-liter V6 turbo	19	13	26	2.9	6.8	15.3 @ 95	145	147	47.0	49
Ford Fusion Hybrid SE	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
Ford Fusion SE	auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
Ford Fusion Titanium	auto 6	245	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
Ford Mustang GT	man 6	460	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	auto 10	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	52.5	39
GMC Acadia Denali	auto 6	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Canyon SLE	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Canyon 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
GMC Sierra 1500 SLE	auto 8	355	5.3-liter V8	17	11	24	2.4	6.9	15.2 @ 94	136	148	49.5	50
GMC Terrain SLE	auto 9	252	2.0-liter 4 turbo	22	14	30	2.8	7.2	15.6 @ 93	128	136	54.0	39
GMC Yukon SLT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
GMC Yukon XL SLT	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
Genesis G70 Elite	auto 8	252	2.0-liter 4 turbo	23	15	32	3.3	7.8	16.1 @ 91	137	146	56.5	38
Genesis G80 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
Genesis G90 Premium (AWD)	auto 8	365	3.3-liter V6 turbo	18	11	28	2.6	6.0	14.5 @ 101	130	145	52.0	41
Honda Accord EX	CVT	192	1.5-liter 4 turbo	31	21	42	3.1	7.7	16.1 @ 91	135	142	54.5	39
Honda Accord Hybrid EX	CVT	212	2.0-liter 4 hybrid	47	40	52	3.0	7.4	16.0 @ 88	139	140	52.5	39
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	28	20	37	3.4	8.2	16.5 @ 88	137	146	52.0	38
Honda CR-V LX	CVT	184	2.4-liter 4	27	19	36	3.7	8.6	16.8 @ 87	133	149	52.5	38
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
Honda Civic Si	man 6	205	1.5-liter 4 turbo	34	23	47	2.8	7.3	15.4 @ 95	131	135	55.5	39
Honda Clarity Plug-in	CVT	212	1.5-liter 4 electric	39	31	45	3.5	8.3	16.6 @ 86	141	145	53.0	40
Honda Fit EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Insight EX	CVT	151	1.5-liter 4 hybrid	54	44	62	3.2	8.7	16.8 @ 84	136	139	54.0	37
Honda Odyssey EX-L	auto 9	280	3.5-liter V6	22	14	33	3.4	8.1	16.4 @ 89	136	152	50.0	41
Honda Pilot EX-L	auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Honda Ridgeline RTL	auto 6	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46

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.)
Hyundai Accent SEL	auto 6	130	1.6-liter 4	33	22	47	3.7	9.9	17.5 @ 83	128	136	57.5	35
Hyundai Elantra SEL	auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
Hyundai Ioniq SEL	seq 6	139	1.6-liter 4 hybrid	52	42	60	3.5	9.9	17.5 @ 81	144	160	51.5	36
Hyundai Kona SEL	auto 6	147	2.0-liter 4	26	18	34	4.0	11.1	18.3 @ 80	129	131	56.0	36
Hyundai Santa Fe Limited	auto 8	235	2.0-liter 4 turbo	21	14	31	3.3	8.7	16.7 @ 87	136	141	52.0	39
Hyundai Sonata Hybrid SE	auto 6	193	2.0-liter 4 hybrid	39	31	46	3.1	8.2	16.4 @ 89	140	151	50.5	37
Hyundai Sonata SEL	auto 6	185	2.4-liter 4	28	18	42	3.4	8.3	16.6 @ 89	129	135	51.5	37
Hyundai Tucson SE	auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
Hyundai Tucson SEL	auto 6	181	2.4-liter 4	22	15	32	3.4	9.6	17.3 @ 83	130	138	52.5	36
Hyundai Veloster Turbo R-Spec	man 6	201	1.6-liter 4 turbo	29	21	39	2.7	7.0	15.2 @ 95	119	123	60.0	36
Infiniti Q50 Luxe (AWD)	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti Q70 3.7	auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
Infiniti QX30 Essential	seq 7	208	2.0-liter 4 turbo	25	17	32	2.8	7.1	15.6 @ 93	122	134	57.0	38
Infiniti QX50 Essential	CVT	268	2.0-liter 4 turbo	22	15	29	3.1	7.2	15.6 @ 94	129	130	55.5	38
Infiniti QX60 Luxe	CVT	295	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX80 Luxe	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar E-Pace S	auto 9	246	2.0-liter 4 turbo	21	15	29	3.1	7.9	16.3 @ 87	129	131	54.0	39
Jaguar F-Pace Prestige	auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar XE Premium (AWD)	auto 8	247	2.0-liter 4 turbo	25	17	36	3.0	7.7	16.0 @ 93	133	145	53.0	38
Jaguar XF 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
Jaguar XJL Portfolio	auto 8	340	3.0-liter V6 supercharged	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
Jeep Cherokee Limited	auto 9	270	2.0-liter 4 turbo	23	15	34	3.2	7.5	16.0 @ 91	129	139	53.0	38
Jeep Compass Latitude	auto 9	180	2.4-liter 4	24	16	35	3.6	9.8	17.5 @ 82	137	151	53.5	38
Jeep Grand Cherokee Limited	auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	40
Jeep Grand Cherokee Limited Diesel	auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	39
Jeep Renegade Latitude	auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wrangler Sahara (4-door)	auto 8	285	3.6-liter V6	18	13	24	2.7	7.3	15.6 @ 90	144	163	49.0	42
Kia Cadenza Premium	auto 8	290	3.3-liter V6	24	16	36	2.9	7.0	15.3 @ 98	127	141	52.0	39
Kia Forte LXS	CVT	147	2.0-liter 4	34	22	49	3.6	8.3	16.7 @ 88	131	142	53.0	36
Kia Niro EX	seq 6	139	1.6-liter 4 hybrid	43	33	52	3.6	9.9	17.6 @ 80	143	152	51.0	36
Kia Optima LX	auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
Kia Rio S	auto 6	130	1.6-liter 4	33	22	48	3.6	9.6	17.3 @ 84	131	140	54.5	35
Kia Sedona EX	auto 8	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Sorento EX	auto 8	290	3.3-liter V6	22	14	31	3.0	8.1	16.2 @ 90	137	143	49.0	39
Kia Soul Plus	auto 6	161	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
Kia Sportage LX	auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
Kia Stinger Premium	auto 8	255	2.0-liter 4 turbo	23	16	32	3.0	7.5	15.8 @ 93	132	142	53.5	39
Land Rover Discovery HSE	auto 8	340	3.0-liter V6 supercharged	17	12	24	2.9	7.3	15.6 @ 93	138	148	47.5	42
Land Rover Discovery Sport HSE	auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover HSE	auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
Land Rover Range Rover Sport HSE	auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Land Rover Range Rover Velar S	auto 8	247	2.0-liter 4 turbo	21	14	30	3.0	8.4	16.5 @ 88	130	134	51.5	39
Lexus ES 350	auto 8	302	3.5-liter V6	25	16	38	3.0	6.9	15.4 @ 97	132	139	53.0	40
Lexus GS 350	auto 8	311	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

*Miles-per-gallon equivalent (MPGe).

Ratings & Reference  **Road-Test Highlights**

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.)
Lexus IS 300 (AWD)	auto 6	260	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus LS 500 (AWD)	auto 10	416	3.5-liter V6 turbo	20	12	32	2.4	6.0	14.4 @ 103	136	139	51.5	41
Lexus NX 300	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	40
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	41
Lexus RX 350L	auto 8	295	3.5-liter V6	20	12	30	2.9	7.7	16.0 @ 90	136	139	51.5	41
Lincoln Continental Select	auto 6	335	2.7-liter V6 turbo	20	12	32	2.5	6.6	15.1 @ 94	127	140	51.5	39
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 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 MKZ Reserve	auto 6	245	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Lincoln Nautilus Reserve	auto 8	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln Navigator Select	auto 10	411	3.5-liter V6 turbo	16	11	22	2.4	6.2	14.7 @ 98	144	162	47.0	42
Maserati Ghibli S Q4	auto 8	430	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda6 Touring	auto 6	187	2.5-liter 4	28	18	42	3.6	9.2	17.2 @ 86	133	137	54.0	38
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	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
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	181	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 (4MATCI)	auto 9	255	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 E300 4MATIC	auto 9	241	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
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 GLC300	auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	49.5	40
Mercedes-Benz S560	auto 9	463	4.0-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Cooper Clubman Base	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 8	189	2.0-liter 4 turbo	25	17	36	3.1	8.3	16.5 @ 87	120	130	53.0	39
Mitsubishi Eclipse Cross SE	CVT	152	1.5-liter 4 turbo	24	17	31	3.6	9.9	17.6 @ 80	132	134	52.5	36
Mitsubishi Mirage ES	CVT	78	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 Altima SV	CVT	188	2.5-liter 4	31	20	45	3.1	7.6	15.9 @ 92	131	140	53.5	38
Nissan Armada Platinum	auto 7	390	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Kicks SV	CVT	125	1.6-liter 4	32	24	40	4.0	10.5	18.1 @ 79	137	143	51.5	35
Nissan Leaf SL	1-spd. dir.	147	electric	112**	125**	110**	3.1	8.0	16.3 @ 87	141	145	53.5	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	284	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
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 Rogue Sport SV	CVT	141	2.0-liter 4	26	19	34	3.8	10.3	17.9 @ 80	134	139	52.5	38
Nissan Sentra SV	CVT	124	1.8-liter 4	31	21	42	3.9	10.4	18.0 @ 80	129	139	55.5	36
Nissan Titan SV	auto 7	390	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
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 SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Nissan Z Touring	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
Porsche 718 Boxster Base	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	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.)	AM speed (mph)	Turning circle (ft.)
Porsche 911 Carrera S	man 7	420	3.0-liter 6 turbo	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	38
Porsche Cayenne Base	auto 8	335	3.0-liter V6 turbo	21	15	29	2.8	6.5	14.9 @ 100	131	140	49.5	41
Porsche Macan S	seq 7	348	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	17	11	24	2.7	7.1	15.4 @ 94	137	150	47.5	48
Subaru Ascent Limited	CVT	260	2.4-liter 4 turbo	22	14	32	3.3	8.0	16.4 @ 88	129	136	52.0	40
Subaru BRZ Premium	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Crosstrek Premium	CVT	152	2.0-liter 4	29	20	39	4.0	10.2	17.8 @ 82	125	136	54.5	37
Subaru Forester Premium	CVT	182	2.5-liter 4	28	20	38	3.7	9.2	17.2 @ 85	130	138	53.0	36
Subaru Impreza Premium	CVT	152	2.0-liter 4	30	21	41	3.8	9.5	17.3 @ 84	124	140	56.0	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	37
Tesla Model 3 Long Range	1-spd. dir.	258	electric	130**	136**	123**	2.4	5.3	14.0 @ 102	133	141	55.0	40
Tesla Model S 100D	1-spd. dir.	517	electric	102**	101**	102**	2.2	5.1	13.8 @ 102	129	136	54.0	41
Tesla Model X 100D	1-spd. dir.	517	electric	87**	86**	89**	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 Base	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Avalon Hybrid XLE	CVT	215	2.5-liter 4 hybrid	42	32	52	3.5	8.3	16.5 @ 90	135	139	53.0	39
Toyota C-HR XLE	CVT	144	2.0-liter 4	29	19	42	4.8	11.2	18.6 @ 80	131	147	52.5	36
Toyota Camry LE	auto 8	203	2.5-liter 4	32	20	49	3.2	8.0	16.3 @ 91	126	133	53.5	39
Toyota Camry Hybrid LE	CVT	208	2.5-liter 4 hybrid	47	39	53	3.3	7.8	16.1 @ 92	138	147	54.5	40
Toyota Corolla Hatchback SE	CVT	168	2.0-liter 4	36	24	51	3.4	8.7	16.8 @ 87	129	133	53.5	39
Toyota Highlander XLE	auto 8	295	3.5-liter V6	22	15	31	2.8	7.4	15.8 @ 92	134	146	48.5	42
Toyota Highlander Hybrid Limited	CVT	306	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Land Cruiser Base	auto 8	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Mirai Base	1-spd. dir.	153	electric	67**	67**	67**	3.3	9.3	17.2 @ 81	142	151	49.5	37
Toyota Prius LE	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius C LE	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius Prime Premium	CVT	121	1.8-liter 4 electric	69*	56*	81*	3.7	10.8	18.1 @ 78	139	147	55.0	35
Toyota RAV4 XLE	auto 8	203	2.5-liter 4	27	19	38	3.1	8.3	16.5 @ 88	131	140	54.0	37
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 8	296	3.5-liter V6	21	14	30	3.2	7.7	16.0 @ 92	137	154	49.5	39
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	44.0	49
Toyota Yaris LE	auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Volkswagen Atlas SEL	auto 8	276	3.6-liter V6	20	13	28	3.5	8.7	16.7 @ 88	135	148	51.0	40
Volkswagen Beetle S	auto 6	174	2.0-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen GTI SE	man 6	230	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Golf SE	auto 8	147	1.4-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen Golf Alltrack SE	seq 6	170	1.8-liter 4 turbo	25	16	36	3.2	8.5	16.6 @ 87	124	137	56.0	37
Volkswagen Jetta SE	auto 8	147	1.4-liter 4 turbo	34	21	54	3.6	9.0	17.0 @ 87	135	138	52.0	38
Volkswagen Passat Wolfsburg Edition	auto 6	174	2.0-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Tiguan SE	auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9 @ 83	131	135	52.0	39
Volvo S90 T6 Momentum (AWD)	auto 8	316	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo XC40 Momentum	auto 8	248	2.0-liter 4 turbo	24	16	33	2.9	7.3	15.6 @ 94	132	135	54.0	38
Volvo XC60 Momentum	auto 8	250	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2 @ 90	124	129	52.0	39
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

*Miles-per-gallon equivalent (MPGe).

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 an impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features in our test program. As part of our 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.

The Insurance Institute for Highway Safety conducts a front small-overlap crash test that replicates a 40-mph crash in which 40 percent of the front of a car hits a rigid barrier. The test is done for both the driver and passenger sides. IIHS also conducts a frontal test that replicates hitting an oncoming vehicle straight on.

Overall, newly introduced vehicles that were designed with the test in mind have performed better than older models.

Guide to the Charts

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 be compared only among vehicles of



similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance.** A composite score derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we test multiple versions of the same model and the accident-avoidance scores differ, we give the range of scores attained.

■ **Front-crash prevention.** This indicates the availability of both city- and highway-speed forward collision warning (FCW) and automatic emergency braking (AEB), and blind spot warning (BSW) systems on a model. Std. indicates the feature is standard, Opt. means it's available but might not be on all trims, and a dash (–) means the feature isn't available. NA indicates that at the time of publication, there was no information on

the availability of the feature.

■ **IIHS safety tests.** These include the driver- and passenger-side small-overlap, offset frontal, side-impact, and rear crash tests, and a roof-strength evaluation. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to four times its weight for up to 5 inches of roof crush.

■ **NHTSA safety tests.** These tests are conducted by the National Highway Traffic Safety Administration and measure full-frontal and side-impact performance, and they are displayed as a combined overall and overall front and side rating. The rollover rating denotes the risk 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	FCW	AEB city	AEB highway	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SUBCOMPACT														
Chevrolet Spark	↑	Opt.	Opt.	-	-	-	-	Good	Good	-	-	-	-	-
Honda Fit	↑	Opt.	Opt.	Opt.	-	-	-	Good	Good	Good	Good	↑	↑/↑	↑/-
Hyundai Accent	↑↑	Opt.	Opt.	Opt.	-	Good	Accept.	Good	Good	Good	Good	-	-	-
Kia Rio	↑	Opt.	Opt.	Opt.	-	Good	Accept.	Good	Good	Good	Good	-	-	-
Mitsubishi Mirage	↓	-	-	-	-	Marg.	-	Good	Good	Good	Good	↑	↑/↑	↑/-
Nissan Versa	↓	-	-	-	-	Poor	-	Good	Good	Good	Good	↑	↑/↑	↑/-
Toyota Prius C	↓	Std.	Std.	-	-	Accept.	-	Good	Good	Good	Good	↑	↑/↑	↑/-
Toyota Yaris	↓	-	Std.	-	-	Good	-	Good	Good	Good	Good	↑↑	↑↑/↑↑	↑/-

Make & Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests							NHTSA Safety Tests		
		Accident avoidance	FCW	AEB city	AEB highway	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: COMPACT															
Acura ILX	↑	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/-	
Audi A3	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑	
BMW i3	↑	Opt.	Opt.	Opt.	-	Good	-	Good	Good	Accept.	Good	-	-	-	
Chevrolet Bolt	↓	Opt.	Opt.	-	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/-	
Chevrolet Sonic	↑	Opt.	-	-	-	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/-	
Fiat 500L	↑	-	-	-	-	Poor	-	Good	Good	Good	Good	-	-	-	
Honda Civic	↑	Opt.	Opt.	Opt.	-	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Honda Insight	↑	Std.	Std.	Std.	-	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Hyundai Elantra	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Hyundai Ioniq	↓	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-	
Kia Forte	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-	
Kia Niro	↓	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-	
Kia Soul	↑	Opt.	Opt.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑/↑	↑/-	
Kia Stinger	↑	Opt.	Opt.	Opt.	Std.	-	-	-	-	-	-	-	-	-	
Mazda 3	-	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-	
Mini Cooper Clubman	↑	Opt.	Opt.	-	-	-	-	-	-	-	-	-	-	-	
Nissan Kicks	↓	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	-	-	-	
Nissan Leaf	↓	Std.	Std.	Std.	Opt.	-	-	Good	Good	Good	-	-	-	-	
Nissan Sentra	↑	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/-	
Subaru Impreza	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	-/↑	
Toyota C-HR	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Toyota Corolla	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-	
Toyota Mirai	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-	
Toyota Prius	↓	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	↑	↑/↑	↑/↑	
Toyota Prius Prime	↓	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	-	-	-	
Volkswagen Beetle	↓	-	-	-	Std.	Marg.	-	Good	Good	Good	Good	-	↑/-	↑/-	
Volkswagen Golf	↑	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑/↑	↑/↑	
Volkswagen Golf Alltrack	↑	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	↑	↑/↑	-/↑	
Volkswagen Jetta	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-	
CARS: MIDSIZED															
Chevrolet Malibu	↑	Opt.	Opt.	Opt.	Opt.	Good	Marg.	Good	Good	Good	Good	↑	↑/↑	↑/-	
Ford Fusion	↓↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑	
Honda Accord	↑↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Honda Clarity	↓	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-	-	
Hyundai Sonata	↑	Opt.	Opt.	Opt.	Std.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Kia Optima	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Mazda 6	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Nissan Altima	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-	
Subaru Legacy	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	-/↑	
Subaru Outback	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	-/↑	
Toyota Camry	↑↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/-	
Volkswagen Arteon	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-	
Volkswagen Passat	↑	Std.	Std.	Std.	Std.	Good	Marg.	Good	Good	Good	Good	↑	↑/↑	↑/-	
CARS: LUXURY MIDSIZED															
Acura TLX	↑	Std.	Std.	Std.	Opt.	Accept.	-	Good	Good	Good	Good	↑	↑/↑	↑/↑	
Alfa Romeo Giulia	↑	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	-	-	-	
Audi A4	↑	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑	
BMW 3 Series	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-	
Buick Regal	↑	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	-	-	-	-	-	
Cadillac ATS	-	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-	

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Make & Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	FCW	AEB city	AEB highway	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: LUXURY MIDSIZED <i>Continued</i>														
Genesis G70	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Infiniti Q50	↑↑	Std.	Std.	Std.	Opt.	-	-	Good	Good	Good	Good	-	-	↑/↑
Jaguar XE	↑	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Lexus ES	↑↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Lexus IS	↑	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Lincoln MKZ	↑↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Mercedes-Benz A-Class	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Mercedes-Benz C-Class	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Mercedes-Benz CLA	↑↑	Opt.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Tesla Model 3	↑↑	Std.	Std.	Std.	-	-	-	-	-	-	-	↑↑	↑/↑	↑/↑
Volvo S60	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
CARS: LARGE/LUXURY														
Acura RLX	↑↑	Std.	Std.	Std.	Std.	Good	-	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Audi A6	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Audi A7	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Audi A8	↑↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
BMW 5 Series	↑↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
BMW 7 Series	↑↑	Std.	Std.	Opt.	Std.	-	-	-	-	-	-	-	-	-
Cadillac CT6	↑↑	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Cadillac CTS	↑↑	Opt.	Opt.	Opt.	Opt.	Marg.	-	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Cadillac XTS	↑↑	Opt.	Opt.	Opt.	Opt.	-	-	Good	Good	Good	Good	-	↑/-	↑/↑
Chrysler 300	↑	Opt.	Opt.	Opt.	Opt.	Marg.	-	Good	Good	Good	Good	↑	↑/↑	↑/↑
Dodge Charger	↑↑	Opt.	Opt.	Opt.	Opt.	Marg.	-	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Genesis G80	↑↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Genesis G90	↑↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Infiniti Q70	↑↑	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	-	↑/-	↑/↑
Jaguar XF	↑↑	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Jaguar XJ	↑↑	Opt.	Opt.	Opt.	Std.	-	-	-	-	-	-	-	-	-
Kia Cadenza	↑↑	Opt.	Opt.	Opt.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Kia K900	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Lexus GS	↑	Std.	Std.	Std.	Std.	-	-	Good	Good	-	Good	-	-	-
Lexus LS	↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Lincoln Continental	↑↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Maserati Ghibli	↑↑	Opt.	Opt.	Opt.	Std.	-	-	Good	Good	Good	Good	-	-	-
Mercedes-Benz CLS	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Mercedes-Benz E-Class	↑↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Mercedes-Benz S-Class	↑↑	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Nissan Maxima	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	-	-	↑/-
Porsche Panamera	-	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Tesla Model S	↑↑	Std.	Std.	Std.	-	Accept.	-	Good	Good	Good	Good	-	-	-/↑
Toyota Avalon	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	-
Volvo S90	↑↑	Std.	Std.	Std.	Std.	Good	-	Good	Good	Good	Good	-	-	-
CARS: SPORTY/CONVERTIBLE														
Audi A5	-	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	-/↑
Audi TT	↑↑	-	-	-	Opt.	-	-	-	-	-	-	-	-	-
BMW 2 Series	↑↑	Std.	Std.	Opt.	-	Good	-	Good	Good	Good	Good	-	-	-
BMW 4 Series	-	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
BMW 6 Series	-	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
BMW Z4	-	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Buick Cascada	↑	Opt.	-	-	-	-	-	-	-	-	-	↑↑	↑/↑	↑/-

Make & Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
	Accident avoidance	FCW	AEB city	AEB highway	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD

CARS: SPORTY/CONVERTIBLE *Continued*

Chevrolet Camaro	↑↑	Opt.	-	-	Opt.	Good	-	Good	Good	Good	Accept.	↑↑	↑/↑	↑/-
Chevrolet Corvette	↑↑	-	-	-	-	-	-	-	-	-	-	-	-	-
Dodge Challenger	↑↑	Opt.	-	-	Opt.	Marg.	-	Good	Good	Accept.	Accept.	↑↑	↑/↑	↑/↑
Fiat 124	↑↑	-	-	-	Opt.	-	-	-	-	-	-	-	-	-
Fiat 500 Abarth	↑↑	-	-	-	-	Poor	-	Good	Good	Good	Good	-	↑/-	↑/-
Ford Mustang	↑↑	Opt.	Opt.	Opt.	Opt.	Accept.	-	Good	Good	Good	Good	↑↑	↑/↑	↑/-
Hyundai Veloster	↑↑	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Jaguar F-Type	-	Std.	Std.	-	Opt.	-	-	-	-	-	-	-	-	-
Lexus RC	-	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Mazda MX-5 Miata	↑↑	Opt.	Opt.	-	Opt.	-	-	-	-	-	-	-	-	-
Mercedes-Benz SLC	-	Opt.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Mini Cooper S	↑↑	Opt.	Opt.	-	-	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/-
Nissan Z	↑↑	-	-	-	-	-	-	-	-	-	-	-	-	-
Porsche 718 Boxster	↑↑	Opt.	-	-	Opt.	-	-	-	-	-	-	-	-	-
Porsche 718 Cayman	-	Opt.	-	-	Opt.	-	-	-	-	-	-	-	-	-
Porsche 911	↑↑	Opt.	-	-	Opt.	-	-	-	-	-	-	-	-	-
Subaru BRZ	↑↑	-	-	-	-	Accept.	-	Good	Good	Good	Good	-	↑/-	↑/-
Subaru WRX	↑↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Toyota 86	↑↑	-	-	-	-	Accept.	-	Good	Good	Good	Good	-	↑/-	↑/-
Volkswagen GTI	↑↑	Opt.	Opt.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑↑	↑/↑	↑/-

MINIVANS

Chrysler Pacifica	↓	Opt.	Opt.	Opt.	Std.	Good	Accept.	Good	Good	Good	Good	↑↑	↑/↑	↑/-
Dodge Grand Caravan	↓	-	-	-	-	Poor	-	Good	Good	Good	Good	↑	↑/↑	↑/-
Honda Odyssey	↓	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/-
Kia Sedona	↓	Opt.	Opt.	Opt.	Opt.	Good	Accept.	Good	Good	Good	Good	↑↑	↑/↑	↑/-
Toyota Sienna	↓	Std.	Std.	Std.	Opt.	Accept.	Marg.	Good	Good	Good	Good	↑↑	↑/↑	↑/↑

SUVs: SMALL

Audi Q3	↑	-	-	-	Opt.	Good	-	Good	Good	Good	Good	-	-	-
BMW X1	↑	Std.	Std.	Opt.	-	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
BMW X2	↑	Std.	Std.	Opt.	-	Good	Good	Good	Good	Good	Good	-	-	-
Buick Encore	↑↑	Opt.	-	-	Opt.	Good	Accept.	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Chevrolet Equinox	↑	Opt.	Opt.	-	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Chevrolet Trax	↑	Opt.	-	-	Opt.	Good	Accept.	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Fiat 500X	↑	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	-	-	-
Ford EcoSport	↑	-	-	-	Opt.	-	-	-	-	Good	-	↑	↑/↑	↓/↑
Ford Escape	↑	Opt.	-	-	Opt.	Accept.	Poor	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
GMC Terrain	↑	Opt.	Opt.	-	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Honda CR-V	↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Honda HR-V	↑	Opt.	Opt.	Opt.	-	Accept.	-	Good	Good	Good	Good	-	-	↑/↑
Hyundai Kona	↑↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Hyundai Tucson	↑	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Infiniti QX30	↑↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Jaguar E-Pace	↑↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Jaguar I-Pace	-	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Jeep Cherokee	↑	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/↑
Jeep Compass	↓	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↓/↓
Jeep Renegade	↑	Opt.	Opt.	Opt.	Opt.	Accept.	-	Good	Good	-	Good	↑	↑/↑	↑/↓
Kia Sportage	↑↑	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	-	Good	↑↑	↑/↑	↑/↑
Land Rover Range Rover Evoque	-	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Mazda CX-3	↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑
Mazda CX-5	↑	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	↑↑	↑/↑	↑/↑

Ratings & Reference > Safety Update and Crash-Test Ratings

Make & Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
		Accident avoidance	FCW	AEB city	AEB highway	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side
SUVs: SMALL <i>Continued</i>														
Mercedes-Benz GLA	⬆️	Opt.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Mini Cooper Countryman	⬆️	Opt.	Opt.	-	-	Good	-	Good	Good	Good	Good	-	-	-
Mitsubishi Eclipse Cross	⬆️	Opt.	Opt.	Opt.	Opt.	-	-	Good	Good	-	-	-	-	-
Mitsubishi Outlander	⬇️	Opt.	Opt.	-	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Mitsubishi Outlander Sport	-	Opt.	Opt.	-	Opt.	Accept.	Marg.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Nissan Rogue	⬆️	Std.	Std.	Std.	Std.	Good	-	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Nissan Rogue Sport	⬆️	Std.	Std.	Std.	Std.	-	-	-	-	-	-	⬆️	⬆️/⬆️	⬆️/⬆️
Subaru Crosstrek	⬆️	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	-/⬆️
Subaru Forester	⬆️	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	-/⬆️
Toyota RAV4	⬆️	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Volkswagen Tiguan	⬆️	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-/⬆️	⬆️/⬆️
Volvo XC40	⬆️	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
SUVs: MIDSIZED														
Chevrolet Blazer	-	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Dodge Durango	⬇️	Opt.	Opt.	Opt.	Opt.	Marg.	-	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Ford Edge	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	⬆️/⬆️
Ford Explorer	⬇️	Opt.	-	-	Opt.	Marg.	Poor	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
GMC Acadia	⬆️	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Honda Passport	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	⬆️/⬆️	-
Honda Pilot	⬇️	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Hyundai Santa Fe	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	⬆️/⬆️
Jeep Grand Cherokee	⬆️	Opt.	Opt.	Opt.	Std.	Marg.	Poor	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Jeep Wrangler	⬇️	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-/⬆️
Kia Sorento	⬇️	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Kia Telluride	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Mazda CX-9	⬇️	Std.	Std.	Opt.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Nissan Murano	⬆️	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	-	-	⬆️/⬆️
Nissan Pathfinder	⬇️	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Subaru Ascent	⬆️	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	-/⬆️
Toyota 4Runner	⬇️	-	-	-	-	Marg.	-	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Toyota Highlander	⬆️	Std.	Std.	Std.	Opt.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Volkswagen Atlas	⬆️	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
SUVs: MIDSIZED/LUXURY														
Acura MDX	⬆️	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Acura RDX	⬆️	Std.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Alfa Romeo Stelvio	⬆️	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Audi E-Tron	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Audi Q5	⬆️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	-/⬆️
Audi Q7	⬆️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	-/⬆️
Audi Q8	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
BMW X3	⬆️	Std.	Std.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
BMW X4	-	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
BMW X5	⬆️	Std.	Std.	Opt.	Std.	-	-	-	-	-	-	-	-	-
BMW X6	-	Std.	Std.	Opt.	Std.	-	-	-	-	-	-	-	-	-
BMW X7	-	Std.	Std.	Opt.	Std.	-	-	-	-	-	-	-	-	-
Buick Envision	⬆️	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	⬆️	⬆️/⬆️	-/⬆️
Cadillac XT4	⬆️	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Cadillac XT5	⬆️	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Infiniti QX50	⬆️	Std.	Std.	Std.	Opt.	-	-	Good	Good	-	-	-	-	-
Infiniti QX60	⬇️	Std.	Std.	Std.	Std.	Good	Accept.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Jaguar F-Pace	⬆️	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-

Make & Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests						NHTSA Safety Tests		
		Accident avoidance	FCW	AEB city	AEB highway	BSW	Front small overlap driver	Front small overlap passenger	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side

SUVs: MIDSIZED/LUXURY *Continued*

Land Rover Discovery	↓	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Land Rover Discovery Sport	↓	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Land Rover Range Rover Velar	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Lexus GX	↓	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Lexus NX	↓↑	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/↑
Lexus RX	↓↑	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/↑
Lexus UX	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Lincoln MKC	↑	Opt.	Opt.	Opt.	Opt.	-	-	Good	Good	-	-	↑	↑/↑	↑/↑
Lincoln Nautilus	↑	Std.	Std.	Std.	Std.	Good	Good	Good	Good	Good	Good	-	-	↑/↑
Maserati Levante	-	Opt.	Opt.	Opt.	Std.	-	-	-	-	-	-	-	-	-
Mercedes-Benz GLC	↑	Opt.	Std.	Std.	Opt.	Good	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Mercedes-Benz GLE	-	Opt.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Porsche Cayenne	↑	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Porsche Macan	↑	Opt.	-	-	Opt.	-	-	-	-	-	-	-	-	-
Tesla Model X	↑	Std.	Std.	Std.	-	-	-	-	-	-	-	↑	↑/↑	-/↑
Volvo XC60	↑	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	-	-	-
Volvo XC90	↑	Std.	Std.	Std.	Std.	Good	-	Good	Good	Good	Good	↑	↑/↑	-/↑

SUVs: LARGE/LUXURY

Buick Enclave	↑	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑/↑	↑/↑
Cadillac Escalade	↓	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-/↑	↓/↓
Chevrolet Suburban	↓	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-/↑	↓/↓
Chevrolet Tahoe	↓	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-/↑	↓/↓
Chevrolet Traverse	↑	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑/↑	↑/↑
Ford Expedition	↓	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	↑	↑/↑	↓/↑
GMC Yukon	↓	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-/↑	↓/↓
GMC Yukon XL	↓	Opt.	Opt.	Opt.	Opt.	-	-	-	-	-	-	-	-/↑	↓/↓
Infiniti QX80	↓	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	↑	↓/↑	↓/↓
Land Rover Range Rover	↓	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Land Rover Range Rover Sport	↑	Std.	Std.	Opt.	Opt.	-	-	-	-	-	-	-	-	-
Lexus LX	-	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	↑/-	-/↑
Lincoln Navigator	↓	Opt.	Opt.	Opt.	Std.	-	-	-	-	-	-	↑	↑/↑	↓/↑
Mercedes-Benz GLS	-	Opt.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
Nissan Armada	↓	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	↑	↓/↑	↓/↓
Toyota Land Cruiser	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	-
Toyota Sequoia	↓	Std.	Std.	Std.	Std.	-	-	-	-	-	-	-	-	↑/↑

PICKUPS: COMPACT

Chevrolet Colorado	↓	Opt.	-	-	-	Good	-	Good	Good	Good	Good	↑	↑/↑	↓/↓
Ford Ranger	-	Std.	Std.	Std.	Opt.	-	-	-	-	-	-	-	-	-
GMC Canyon	↓	Opt.	-	-	-	Good	-	Good	Good	Good	Good	↑	↑/↑	↓/↓
Honda Ridgeline	↑	Opt.	Opt.	Opt.	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/↑
Nissan Frontier	-	-	-	-	-	Marg.	-	Good	Good	Accept.	Good	↑	↓/↑	↓/↑
Toyota Tacoma	↓	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/↑

PICKUPS: FULL-SIZED

Chevrolet Silverado 1500	↓	Opt.	Opt.	-	Opt.	-	-	-	-	-	-	-	-	-
Ford F-150	↓	Std.	Std.	Std.	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/↑
GMC Sierra 1500	↓	Opt.	Opt.	-	Opt.	-	-	-	-	-	-	-	-	-
Nissan Titan	↑	-	-	-	Opt.	Good	-	Good	Good	Good	Good	↑	↑/↑	↑/↑
Ram 1500	↓	Opt.	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	Good	-	-	-
Toyota Tundra	↓	Std.	Std.	Std.	Opt.	Marg.	-	Good	Good	Good	Accept.	↑	↑/↑	↓/↑

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 248 models, mostly 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 & 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 those we didn't 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 legroom** 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 legroom** is measured with the front seat adjusted to provide 40 inches of front legroom.
- **Headroom** is the clearance above a person 5 feet, 9 inches tall.
- **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	NR	55.0	41.0	2.5	50.0	27.5	1.5	-	-	-
Acura MDX	196	77	67	111	4,200	1,175	34	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	187	74	66	108	4,005	940	33	1,500	59.0	41.5	4.0	55.5	28.0	3.0	-	-	-
Acura RLX	198	74	58	112	3,930	850	15	NR	59.5	41.5	3.5	56.0	31.0	3.0	-	-	-
Acura TLX	190	74	57	109	3,480	850	13	NR	57.0	41.0	3.0	54.0	27.0	2.5	-	-	-
Alfa Romeo Giulia	183	74	57	111	3,695	905	12	NR	55.0	42.5	2.5	53.0	28.0	1.5	-	-	-
Alfa Romeo Stelvio	185	75	65	111	4,020	990	27	3,000	57.5	43.0	3.5	54.0	28.5	2.5	-	-	-
Audi A3	175	70	56	104	3,135	1,100	13	NR	54.5	42.0	3.0	51.5	26.0	1.0	-	-	-
Audi A4	186	73	56	111	3,630	1,060	13	NR	53.0	43.0	3.5	55.0	27.0	2.5	-	-	-
Audi A5	184	73	54	109	3,550	NA	12	NR	55.5	NA	NA	50.5	NA	NA	-	-	-
Audi A6	195	74	57	115	4,265	1,100	14	NA	58.0	NA	NA	56.0	NA	NA	-	-	-
Audi A7	196	75	56	115	4,235	NA	19	NR	56.0	NA	NA	54.0	NA	NA	-	-	-
Audi A8	209	77	59	123	4,810	970	13	NR	58.5	43.0	5.0	57.0	36.0	4.0	-	-	-
Audi Q3	173	72	63	103	3,680	1,060	25	2,200	55.0	42.0	4.0	52.5	26.0	3.0	-	-	-
Audi Q5	184	75	65	111	4,140	1,060	27	4,400	57.5	41.0	5.0	55.0	27.5	2.5	-	-	-
Audi Q7	200	78	69	118	5,080	1,365	36	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi Q8	197	79	67	118	5,000	1,100	NA	7,700	59.5	NA	NA	58.5	NA	NA	-	-	-
Audi TT	165	72	53	99	3,140	770	12	NR	53.0	41.5	3.5	46.5	19.5	0.0	-	-	-
Audi E-Tron	193	76	66	115	NA	NA	NA	4,000	58.5	NA	NA	57.0	NA	NA	-	-	-
BMW 2 Series	175	70	56	106	3,450	805	14	NR	54.0	42.0	3.5	51.5	25.0	0.0	-	-	-
BMW 3 Series	186	72	57	112	3,765	825	17	NR	56.0	NA	NA	54.5	NA	NA	-	-	-
BMW 4 Series	183	72	54	111	3,470	790	16	NR	55.5	NA	NA	51.5	NA	NA	-	-	-
BMW 5 Series	195	74	58	117	3,950	850	19	NR	58.0	43.5	4.5	55.5	30.0	3.0	-	-	-
BMW 6 Series	193	75	54	112	4,355	770	13	NR	57.0	NA	NA	49.5	NA	NA	-	-	-
BMW 7 Series	207	75	58	126	4,710	960	18	NR	59.0	42.5	4.0	55.0	32.5	3.5	-	-	-
BMW X1	175	72	63	105	3,725	900	27	NR	55.0	40.0	4.0	55.5	26.5	3.5	-	-	-
BMW X2	172	72	60	105	3,645	900	24	NR	55.0	42.0	4.0	53.0	26.5	2.5	-	-	-
BMW X3	186	74	66	113	4,220	935	32	4,410	57.5	43.5	5.5	55.5	29.0	4.5	-	-	-
BMW X4	188	75	64	113	3,900	NA	19	4,000	57.0	NA	NA	56.0	NA	NA	-	-	-
BMW X5	194	79	69	117	4,740	950	37	7,200	59.5	42.0	4.5	57.0	28.5	4.5	-	-	-

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.)
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	-	-	-
BMW X7	203	79	71	122	5,370	1,200	NA	7,500	60.0	NA	NA	58.0	NA	NA	48.0	NA	NA
BMW Z4	171	73	51	97	3,285	465	10	NR	54.5	NA	NA	-	-	-	-	-	-
BMW i3	157	70	62	101	3,140	650	12	NR	53.5	42.0	4.5	48.0	26.0	3.0	-	-	-
Buick Cascada	185	72	57	106	3,980	740	13	NR	54.5	41.5	5.0	46.0	24.5	0.0	-	-	-
Buick Enclave	204	79	70	121	4,690	1,625	49	5,000	62.0	43.0	5.5	61.5	31.5	3.5	57.0	25.0	0.0
Buick Encore	168	70	65	101	3,355	945	26	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-
Buick Envision	184	72	67	108	4,050	950	33	1,500	56.5	42.5	4.0	53.5	30.5	1.5	-	-	-
Buick Regal	193	73	57	111	3,680	925	32	NR	56.5	42.5	4.0	55.5	30.0	2.0	-	-	-
Cadillac ATS	183	71	56	109	3,420	870	10	NR	55.0	43.0	3.5	53.0	27.5	2.0	-	-	-
Cadillac CT6	204	74	58	122	4,040	910	15	1,000	57.5	44.0	4.5	55.0	31.0	3.5	-	-	-
Cadillac CTS	196	72	57	115	3,915	890	14	1,000	56.5	42.0	4.0	53.0	28.5	2.0	-	-	-
Cadillac Escalade	204	81	74	116	5,820	1,310	48	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
Cadillac XT4	181	77	63	109	3,930	970	27	3,500	56.5	42.5	3.5	54.0	26.5	1.5	-	-	-
Cadillac XT5	190	75	66	113	4,300	1,620	33	3,500	57.5	43.5	4.0	55.0	29.0	2.0	-	-	-
Cadillac XTS	202	73	59	112	4,090	925	18	1,000	56.0	43.5	3.5	54.0	32.5	3.0	-	-	-
Chevrolet Blazer	191	77	67	113	4,200	175	NA	4,500	58.0	42.5	6.5	57.5	30.0	4.5	-	-	-
Chevrolet Bolt	164	70	63	102	3,545	875	17	NR	54.0	42.5	5.5	54.0	29.5	3.0	-	-	-
Chevrolet Camaro	188	75	53	111	3,730	725	11	NR	55.0	42.5	2.0	47.5	23.0	0.0	-	-	-
Chevrolet Colorado	213	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
Chevrolet Corvette	177	74	49	107	3,470	525	15	NR	53.0	41.0	3.5	-	-	-	-	-	-
Chevrolet Equinox	183	73	65	107	3,540	995	32	3,500	55.5	42.5	4.0	54.0	30.0	2.0	-	-	-
Chevrolet Malibu	194	73	58	112	3,125	900	16	1,000	57.0	43.0	5.5	54.5	29.0	3.0	-	-	-
Chevrolet Silverado 1500	232	81	76	147	5,130	1,940	-	12,100	64.5	43.5	8.0	64.0	33.5	6.0	-	-	-
Chevrolet Sonic	174	68	60	99	2,765	895	15	NR	52.0	42.0	5.5	52.0	24.0	2.5	-	-	-
Chevrolet Spark	143	63	58	94	2,280	660	11	NR	50.0	41.5	1.5	48.0	24.0	4.5	-	-	-
Chevrolet Suburban	224	81	74	130	5,945	1,455	63	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Chevrolet Tahoe	204	81	74	116	5,635	1,580	48	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
Chevrolet Traverse	204	79	71	121	4,695	1,450	55	5,000	61.0	43.5	6.5	61.5	30.0	4.0	58.0	23.0	3.5
Chevrolet Trax	167	70	66	101	3,255	945	26	NR	53.0	43.0	6.5	50.0	26.0	4.0	-	-	-
Chrysler 300	199	75	58	120	4,095	865	16	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
Chrysler Pacifica	204	80	70	122	4,535	1,300	66	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16	1,000	58.5	42.0	6.0	53.0	23.0	1.0	-	-	-
Dodge Charger	198	75	58	120	4,335	865	16	1,000	57.0	41.5	2.5	55.0	28.0	2.0	-	-	-
Dodge Durango	200	76	71	120	5,105	1,200	44	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Grand Caravan	203	79	68	121	4,685	1,150	62	1,500	64.0	41.0	3.0	63.5	32.5	3.0	59.0	27.0	1.5
Fiat 124	160	69	49	91	2,450	340	5	NR	51.5	40.5	2.0	-	-	-	-	-	-
Fiat 500	144	64	59	91	2,565	700	10	NR	48.5	41.0	3.0	46.5	22.0	0.0	-	-	-
Fiat 500L	167	70	66	103	3,330	860	23	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
Fiat 500X	167	71	64	101	3,280	1,080	20	NR	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford EcoSport	161	70	65	99	3,390	825	23	2,000	51.5	42.0	3.5	49.5	27.0	2.5	-	-	-
Ford Edge	189	76	68	112	4,205	935	39	3,500	58.0	42.5	3.5	59.0	30.5	3.0	-	-	-
Ford Escape	178	72	66	106	3,695	825	34	3,500	55.5	41.5	6.0	53.5	28.0	5.0	-	-	-
Ford Expedition	222	82	76	132	6,035	1,510	66	9,300	65.0	42.5	4.5	64.5	33.0	2.5	63.5	26.5	3.0
Ford Explorer	199	79	70	113	4,780	1,280	42	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
Ford F-150	232	80	77	145	5,065	1,515	-	12,700	66.0	43.0	7.5	65.5	34.5	6.0	-	-	-
Ford Fusion	192	73	58	112	3,505	850	16	1,000	57.5	42.0	5.0	54.5	29.0	3.0	-	-	-
Ford Mustang	188	75	54	107	3,845	670	14	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
Ford Ranger	211	73	72	127	4,440	1,560	-	7,500	56.5	NA	NA	56.5	NA	NA	-	-	-
GMC Acadia	194	75	66	113	4,395	1,585	41	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	212	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
GMC Sierra 1500	232	81	76	147	5,130	1,940	-	12,100	64.5	43.5	8.0	64.0	33.5	6.0	-	-	-
GMC Terrain	182	72	65	107	3,800	985	33	3,500	56.5	42.5	4.5	53.5	30.0	2.5	-	-	-
GMC Yukon	204	81	74	116	5,635	1,580	48	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	63	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0

Ratings & Reference > **Dimensions**

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.)
Genesis G70	184	73	55	112	3,770	905	11	NR	56.0	42.0	3.0	52.0	27.0	2.0	-	-	-
Genesis G80	197	74	58	119	4,530	905	15	NR	57.5	42.0	3.5	56.0	29.5	2.5	-	-	-
Genesis G90	205	75	59	124	4,820	880	16	NR	59.0	44.0	4.5	56.5	33.0	3.0	-	-	-
Honda Accord	192	73	57	111	3,155	850	17	1,000	57.5	42.0	4.0	55.5	32.0	3.0	-	-	-
Honda CR-V	181	73	67	105	3,450	850	36	1,500	59.0	41.5	4.0	54.5	31.0	4.5	-	-	-
Honda Civic	182	71	56	106	2,745	850	13	NR	56.5	42.0	5.0	54.0	30.0	2.0	-	-	-
Honda Clarity	193	74	58	108	4,045	850	16	NR	59.5	40.5	4.0	55.5	30.5	2.5	-	-	-
Honda Fit	161	67	60	99	2,625	850	17	NR	54.0	40.0	3.5	49.5	29.0	2.0	-	-	-
Honda HR-V	169	70	63	103	3,045	850	32	NR	56.0	41.0	5.0	51.5	30.0	3.5	-	-	-
Honda Insight	184	72	56	106	2,975	950	15	NR	56.5	41.0	6.0	54.0	28.5	2.0	-	-	-
Honda Odyssey	203	79	68	118	4,490	1,340	72	3,500	61.5	41.0	5.0	60.5	31.0	5.0	59.0	29.5	4.0
Honda Passport	191	79	72	111	4,170	950	NA	5,000	61.0	41.0	5.0	60.5	30.0	NA	5.0	-	-
Honda Pilot	197	79	71	110	4,280	1,340	48	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	60.5	26.0	4.5	-	-	-
Hyundai Accent	173	68	57	102	2,625	850	14	NR	54.0	42.0	5.0	51.5	25.0	2.0	-	-	-
Hyundai Elantra	182	71	57	106	2,865	850	14	NR	55.0	43.0	5.0	53.5	27.5	2.5	-	-	-
Hyundai Ioniq	176	72	57	106	3,070	850	20	NR	55.0	42.0	5.0	51.5	27.0	2.5	-	-	-
Hyundai Kona	164	71	61	102	3,145	860	23	NR	54.5	42.0	4.0	52.0	25.0	3.0	-	-	-
Hyundai Santa Fe	188	74	66	109	4,015	860	36	3,500	58.0	42.5	4.5	56.0	30.0	3.5	-	-	-
Hyundai Sonata	191	73	58	110	3,305	905	16	NR	57.0	42.5	5.5	55.5	32.0	3.5	-	-	-
Hyundai Tucson	176	73	65	105	3,520	970	30	1,500	56.0	41.0	5.5	54.0	27.5	4.5	-	-	-
Hyundai Veloster	167	71	55	104	2,795	700	20	NR	55.5	42.5	4.0	51.0	27.0	0.0	-	-	-
Infiniti Q50	188	72	57	112	3,875	900	14	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti Q70	195	73	59	114	3,895	860	15	NR	57.0	41.5	4.0	54.0	29.5	3.0	-	-	-
Infiniti QX30	174	72	60	106	3,540	880	22	NR	54.5	44.0	3.0	52.5	25.5	2.0	-	-	-
Infiniti QX50	185	75	66	110	4,155	860	31	3,000	58.5	42.5	5.0	56.0	29.0	3.0	-	-	-
Infiniti QX60	201	77	69	114	4,530	1,150	39	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX80	210	80	76	121	5,990	1,590	50	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,130	825	22	3,970	56.0	42.5	5.5	54.0	27.0	2.5	-	-	-
Jaguar F-Pace	186	87	66	113	4,350	960	29	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	NR	56.5	NA	NA	-	-	-	-	-	-
Jaguar I-Pace	184	75	61	118	4,785	860	NA	NR	57.5	NA	NA	54.5	NA	NA	-	-	-
Jaguar XE	184	77	56	112	3,770	825	16	NR	56.0	41.0	2.0	53.0	27.0	2.5	-	-	-
Jaguar XF	195	78	58	117	4,175	960	19	NR	56.5	43.0	3.5	54.0	30.5	3.5	-	-	-
Jaguar XJ	207	75	57	124	4,200	880	15	NR	57.0	42.0	2.5	56.0	34.0	2.5	-	-	-
Jeep Cherokee	182	73	66	107	4,070	900	31	4,500	57.0	42.5	3.0	54.0	29.0	1.0	-	-	-
Jeep Compass	173	74	65	104	3,525	860	28	2,000	55.5	41.5	3.5	52.5	28.0	1.5	-	-	-
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	37	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Renegade	167	71	66	101	3,360	985	31	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wrangler	188	74	74	118	4,440	850	42	3,500	55.5	41.0	4.5	53.0	29.0	5.0	-	-	-
Kia Cadenza	196	74	58	112	3,725	905	16	NR	57.0	42.0	3.0	54.5	31.0	3.0	-	-	-
Kia Forte	183	71	57	106	2,805	850	15	NR	55.0	42.0	5.0	52.0	28.0	2.5	-	-	-
Kia K900	202	75	59	122	4,735	NA	15	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Kia Niro	172	71	60	106	3,155	850	27	NR	55.0	42.5	5.0	53.0	28.5	4.5	-	-	-
Kia Optima	191	73	58	110	3,300	905	16	NR	56.5	42.0	4.0	54.5	29.5	3.5	-	-	-
Kia Rio	173	68	57	102	2,575	850	14	NR	53.5	42.0	4.5	51.5	25.0	2.0	-	-	-
Kia Sedona	201	78	69	121	4,595	1,325	46	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	189	74	66	109	4,285	1,120	38	5,000	58.5	42.0	4.0	56.5	27.5	3.5	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	25	NR	55.0	42.0	4.5	53.0	28.5	2.5	-	-	-
Kia Sportage	176	73	64	105	3,485	970	30	2,000	56.0	41.5	5.5	53.0	28.0	4.5	-	-	-
Kia Stinger	190	74	55	114	3,910	930	23	NR	55.0	43.0	2.5	51.0	29.5	2.0	-	-	-
Kia Telluride	197	78	69	114	4,350	NA	NA	5,000	61.5	NA	NA	60.0	NA	NA	55.5	NA	NA
Land Rover Discovery	196	82	74	115	5,405	1,200	43	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33	4,410	58.5	41.0	6.5	56.0	29.5	4.5	-	-	-
Land Rover Range Rover	197	78	72	115	5,300	960	35	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-

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.)
Land Rover Range Rover Evoque	172	78	64	105	4,045	1,025	26	3,970	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	32	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Land Rover Range Rover Velar	189	80	66	113	4,350	825	29	5,500	57.0	42.5	4.5	55.0	28.5	4.0	-	-	-
Lexus ES	196	73	57	113	3,770	905	17	NR	55.0	43.0	2.5	52.0	31.5	2.5	-	-	-
Lexus GS	192	72	57	112	3,845	825	16	NR	56.5	43.0	3.0	55.0	28.0	2.5	-	-	-
Lexus GX	192	74	74	110	5,170	1,155	37	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	NR	55.0	42.5	3.0	51.5	28.5	2.5	-	-	-
Lexus LS	206	75	58	123	5,170	870	17	NR	57.0	43.0	2.5	54.5	33.0	2.5	-	-	-
Lexus LX	200	78	75	112	6,000	1,385	NA	7,000	61.0	NA	NA	59.0	NA	NA	59.0	NA	NA
Lexus NX	182	74	65	105	4,000	895	29	2,000	56.5	42.0	3.0	57.0	30.0	3.5	-	-	-
Lexus RC	185	72	55	108	3,750	700	10	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	193	75	68	110	4,435	920	30	3,500	57.5	42.0	3.0	56.0	30.5	5.0	-	-	-
Lexus UX	177	72	60	104	3,570	890	NA	NR	54.5	42.5	3.0	51.0	27.0	3.0	-	-	-
Lincoln Continental	201	78	59	118	4,540	900	17	1,000	58.0	41.5	5.0	55.0	32.5	3.0	-	-	-
Lincoln MKC	179	73	65	106	4,070	825	31	2,000	55.5	41.0	4.0	54.0	25.5	2.0	-	-	-
Lincoln MKZ	194	73	58	112	3,755	875	15	1,000	57.0	41.5	3.0	54.5	28.0	2.0	-	-	-
Lincoln Nautilus	190	76	66	112	4,560	900	33	3,500	58.0	40.5	4.0	57.0	28.0	2.0	-	-	-
Lincoln Navigator	210	84	76	123	6,100	1,565	56	8,300	65.0	42.5	4.5	65.0	32.0	3.0	63.0	26.0	3.5
Maserati Ghibli	196	77	58	118	4,625	925	18	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 3	NA	NA	NA	NA	NA	NA	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Mazda 6	192	72	57	111	3,405	850	15	NR	57.0	41.0	3.0	53.5	29.0	4.0	-	-	-
Mazda CX-3	168	70	61	101	2,945	850	18	NR	52.5	41.5	4.0	48.0	25.5	3.0	-	-	-
Mazda CX-5	179	73	66	106	3,590	850	31	2,000	56.5	42.0	4.0	54.0	27.5	4.5	-	-	-
Mazda CX-9	200	76	68	113	4,585	1,190	34	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	NR	51.5	41.0	2.0	-	-	-	-	-	-
Mercedes-Benz A-Class	179	71	57	107	3,285	NA	9	NR	55.0	NA	NA	54.0	NA	NA	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	13	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	182	70	57	106	3,335	860	13	NR	55.0	44.5	2.5	52.0	27.5	0.0	-	-	-
Mercedes-Benz CLS	199	74	55	116	4,255	NA	12	NR	58.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	194	73	57	116	4,030	1,070	16	NR	57.5	43.5	4.0	56.0	27.5	2.5	-	-	-
Mercedes-Benz GLA	174	71	60	106	3,535	795	23	NR	54.5	44.0	2.0	51.5	26.5	2.0	-	-	-
Mercedes-Benz GLC	183	74	65	113	4,010	950	28	4,850	57.0	44.0	4.5	55.0	27.5	4.0	-	-	-
Mercedes-Benz GLE	194	85	71	118	4,695	1,520	NA	7,700	59.5	NA	NA	58.5	NA	NA	NA	NA	NA
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16	NR	59.0	45.0	3.5	57.0	33.0	3.0	-	-	-
Mercedes-Benz SLC	163	72	51	96	3,295	560	10	NR	52.0	NA	NA	-	-	-	-	-	-
Mini Cooper	151	68	56	98	2,775	770	9	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper Clubman	168	71	57	105	3,175	980	23	NR	54.5	43.5	3.5	52.0	27.5	2.5	-	-	-
Mini Cooper Countryman	170	72	61	105	3,690	925	24	NR	55.0	42.5	3.5	53.0	29.0	2.0	-	-	-
Mitsubishi Eclipse Cross	173	71	67	105	3,515	825	23	2,000	56.0	41.0	4.5	54.0	29.0	2.5	-	-	-
Mitsubishi Mirage	149	66	59	97	2,085	825	17	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	185	71	66	105	3,610	1,155	33	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	26	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	193	73	57	111	3,240	900	15	NR	57.5	41.5	3.5	54.0	29.5	2.5	-	-	-
Nissan Armada	209	80	76	121	5,910	1,545	47	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
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 Kicks	169	69	62	103	2,630	850	25	NR	53.0	42.5	6.0	51.0	27.0	4.0	-	-	-
Nissan Leaf	176	71	61	106	3,440	860	24	NR	54.0	41.0	5.5	51.0	27.0	2.0	-	-	-
Nissan Maxima	193	73	57	109	3,535	900	14	NR	56.0	41.5	2.5	53.0	28.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,025	900	34	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-
Nissan Pathfinder	199	77	70	114	4,505	1,150	40	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0

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 Rogue	185	72	66	107	3,590	900	32	1,100	56.0	40.5	5.0	54.5	29.0	2.5	-	-	-
Nissan Rogue Sport	172	72	63	104	3,365	900	25	NR	56.0	41.5	5.0	53.0	27.0	4.0	-	-	-
Nissan Sentra	182	69	59	106	2,865	860	15	NR	54.5	41.0	4.5	53.0	30.5	2.0	-	-	-
Nissan Titan	228	80	77	140	5,770	1,435	-	9,390	63.0	42.0	6.0	63.0	31.0	5.5	-	-	-
Nissan Versa	175	67	60	102	2,430	850	15	NR	50.5	41.0	5.0	50.5	32.0	2.0	-	-	-
Nissan Z	167	73	52	100	3,385	450	7	NR	54.0	39.0	3.0	-	-	-	-	-	-
Porsche 718 Boxster	172	71	50	97	3,150	485	4	NR	50.0	42.5	4.0	-	-	-	-	-	-
Porsche 718 Cayman	172	71	51	97	3,055	680	10	NR	50.5	NA	NA	-	-	-	-	-	-
Porsche 911	177	71	51	97	3,235	660	5	NR	50.0	43.0	4.5	47.0	19.0	0.0	-	-	-
Porsche Cayenne	194	78	67	114	4,680	1,475	32	7,715	59.0	42.5	4.5	55.5	29.0	2.5	-	-	-
Porsche Macan	185	76	64	111	4,410	1,150	29	5,220	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	199	76	56	116	4,125	990	17	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Ram 1500	233	82	78	145	5,355	1,690	-	11,340	65.0	42.0	6.0	65.0	33.5	5.5	-	-	-
Subaru Ascent	197	76	72	114	4,550	1,160	41	5,000	60.0	43.5	5.5	59.5	29.0	3.5	55.5	24.5	0.0
Subaru BRZ	167	70	51	101	2,770	700	7	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Subaru Crosstrek	176	71	64	105	3,190	900	28	1,500	56.0	42.0	5.5	53.5	29.5	3.5	-	-	-
Subaru Forester	182	72	68	105	3,485	900	37	1,500	57.0	43.0	5.0	55.0	30.0	3.0	-	-	-
Subaru Impreza	182	70	57	105	3,085	850	12	NR	56.0	42.5	5.0	53.5	29.0	2.5	-	-	-
Subaru Legacy	189	72	59	108	3,470	850	15	NR	58.0	43.0	5.5	57.0	30.0	3.0	-	-	-
Subaru Outback	190	72	66	108	3,640	900	34	2,700	58.0	42.5	6.5	57.0	29.5	4.5	-	-	-
Subaru WRX	180	69	58	103	3,320	850	11	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Tesla Model 3	185	73	57	113	3,895	890	15	NR	55.5	42.5	6.0	52.5	29.0	3.5	-	-	-
Tesla Model S	196	77	57	117	4,595	890	32	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	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	45	5,000	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	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Toyota Avalon	196	73	57	113	3,680	940	16	NR	57.5	41.5	2.5	55.5	31.0	2.0	-	-	-
Toyota C-HR	171	71	62	104	3,290	835	20	NR	54.0	41.5	4.5	53.0	27.5	3.0	-	-	-
Toyota Camry	192	72	57	111	3,340	925	15	NR	56.5	43.0	4.5	54.5	31.0	3.5	-	-	-
Toyota Corolla	183	70	57	106	2,900	860	13	NR	54.0	NA	NA	53.0	NA	NA	-	-	-
Toyota Highlander	191	76	70	110	4,570	1,340	41	5,000	58.5	42.0	4.0	57.5	31.5	5.5	53.0	21.0	1.5
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	61	110	4,100	690	13	NR	53.5	41.0	4.0	52.0	27.0	2.0	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius C	160	67	59	100	2,545	845	17	NR	52.0	41.0	4.0	48.5	27.0	2.5	-	-	-
Toyota Prius Prime	183	69	58	106	3,410	670	20	NR	54.0	42.0	5.5	51.5	28.0	2.0	-	-	-
Toyota RAV4	181	73	67	106	3,510	900	31	3,500	57.0	42.0	3.0	54.5	30.0	5.5	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	71	119	4,550	1,290	71	3,500	64.0	42.0	5.5	63.5	35.5	4.0	60.0	25.0	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	172	67	59	101	2,420	850	13	NR	53.0	41.5	4.0	47.0	25.0	1.5	-	-	-
Volkswagen Arteon	191	74	57	112	3,750	NA	NA	NA	NA	NA	NA	NA	NA	NA	-	-	-
Volkswagen Atlas	198	78	70	117	4,670	1,215	51	5,000	61.0	43.0	6.5	59.5	32.5	5.0	53.0	28.0	1.5
Volkswagen Beetle	168	71	59	100	3,040	835	11	NR	54.0	43.0	6.5	47.0	24.0	1.5	-	-	-
Volkswagen GTI	166	70	58	102	3,155	1,045	24	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen Golf	168	71	57	104	3,090	1,005	24	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen Golf Alltrack	180	71	60	104	3,465	1,010	31	NR	55.5	44.0	3.0	52.5	28.0	2.5	-	-	-
Volkswagen Jetta	185	71	57	106	3,065	970	16	NR	55.0	43.5	4.0	52.5	30.0	2.5	-	-	-
Volkswagen Passat	192	72	59	110	3,320	1,115	16	1,000	56.5	43.5	4.0	56.0	33.5	2.5	-	-	-
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33	1,500	56.0	42.5	6.0	55.0	32.0	4.0	-	-	-
Volvo S60	187	80	57	113	3,900	890	12	2,000	55.5	42.0	3.0	53.5	28.0	2.5	-	-	-
Volvo S90	195	74	57	116	4,085	950	14	3,500	56.0	42.0	4.0	54.5	29.0	4.0	-	-	-
Volvo XC40	174	73	65	106	3,785	925	26	3,500	56.0	41.5	3.5	55.0	27.0	3.0	-	-	-
Volvo XC60	185	79	65	113	4,150	950	34	3,500	58.0	43.0	5.0	56.0	28.5	4.0	-	-	-
Volvo XC90	195	84	70	118	4,595	1,210	35	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

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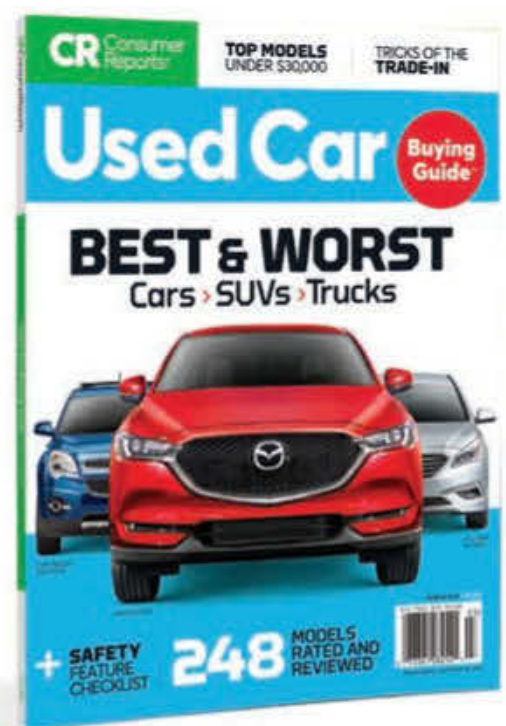
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